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W. D. McCARTHY

Good Roads For Oregon

By E. J. ADAMS, State Highway Commissioner

"Rural Credit Bonds."

(c) They tell us "rural credit bonds are not analogous to road bonds."

Let us see! We have loaned the credit of the State to farmers to the amount of \$18,000,000 that the State might thereby borrow money for a lower rate of interest and loan it to

the farmers at an advanced rate sufficient to cover the cost of the transaction.

This has been done to enable the farmers to improve their farms and increase their productive power and no one complains of this wise loaning of the credit of the State.

But this road bonding bill in effect merely asks that we in turn loan the credit of the State to the automobile owners for the construction of highways to be used jointly by the farmers as well as themselves, and the auto owners alone will pay off these bonds and the interest upon them;

while they are doing so, will save the waste entailed by bad roads and by capitalizing this waste secure the roads practically without cost to any

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of us. It is just as important that the farmer be able to transport his products to the shipping point or market at a low cost as it is that he be enabled to increase the production of his farm, but we are not asking him to borrow money and put it into roads; we are simply doing for the automobile people what has already been done by another law for the farmers.

"War Is Imminent." (f) They tell us that "war is imminent and we should not enter into any undertaking until we know what the far reaching consequence of war may be."

In answer to this let me call your attention to the fact that the burden of producing supplies to sustain the armies of the world will rest most heavily upon the United States as our part in this war game.

Relief of Congestion.

There are today thousands of tons of produce lying upon the farms where it was grown that cannot be transported to a shipping point or market on account of the bad roads. There are other thousands of tons that can be transported to a shipping point but because of a shortage of cars cannot be shipped to the market.

With good roads both of these conditions would be avoided. Not only that but the producer would be able to take his produce to market at this time in the year when it was most convenient for him, or the market price was the highest, and thereby increase the net returns to the consumer.

Military Necessity.

Again, should we become involved in war, the scene of which was laid in Oregon by invasion of our coast, it would be practically an impossibility to transport our troops over the highways of the State. It becomes very important that these highways be put in shape so in case such a thing might happen, we would be ready to impress into service some, or all, of the 40,000 machines owned in this State and hustle our troops whither-soever we would.

If our roads were in proper shape, we could transport an army of 200,000 from one end of the State to the other in twenty-four hours. As they now are we could not do it in twenty-four years. Do we believe in preparedness or not?

Use War Prisoners on Roads.

Again, instead of transporting the products of our farms to Europe to feed the prisoners of war where they are guarded by the soldiers that might otherwise be doing duty in the trenches, would it not be a practical and economic thing to transport these prisoners to the United States and Oregon where we might guard them with our own untrained soldiers, feed them with the production of the farms where they are grown and use their labor and experience in the construction of our State roads system?

To do this will require money for the purpose of buying the material upon which their labor would be performed.

Must Use Horse Sense.

Again, if none of these things happen, and for any reason the condition of the labor market, or material market, should be such that we could not now build roads economically and under normal conditions, the mere fact

that authority is by this bonding bill granted to the Highway Commission does not mean that the Highway Commission must exercise that authority whether or no, and horse sense would dictate that if conditions are abnormal and there is no immediate need for the roads that we are to construct, or such a need that they should be built regardless of cost, then the road building program should be postponed until cost conditions again become normal. But at all times, we should be ready to do that which should be done for the best interests of the State.

(To Be Continued.)

Society of Complete Rest Returning Home

Chicago, May 17.—(United Press)—Tramp, tramp, tramp the boys are marching, but they won't enlist, seasoned old campaigners of the road though they be.

These particular "boys"—whose summer rendezvous is the Chicago "slave market" on Madison street near the river, are variously known as bindle stiffs, earchewers and members of the Complete Rest society. Because of their numerous presence in the block which boasts more employment offices than any other in the world, recruiting offices have dubbed the place "Slackers Lane."

There are perhaps 2500 of these knights of the highway. With other citizens who toil not nor spin, they have been wintering in Southern California and Florida, but now they are flocking back to their old haunts. Why they congregate among the employment agencies nobody knows. The agencies mean nothing to them. Because of these agencies, the I. W. W. dubbed that part of Madison street the "slave market."

At foraging for provisions, recruiting sergeants believe these gentlemen would prove an asset to any army. Uncle Sam needs fighters, but when the recruiters invaded "Slackers lane" their appeal went unheard.

"What has the government ever done for me?" was a stock reply. The mobilization of unemployed grows greater daily. With selective conscription as authority, old-fashioned "press gang" raids may be directed against the slave market.

Hot Lake Notes

Hot Lake, Ore., May 15.—(Special)—During the past few days the following have registered at the Hot Lake sanatorium:

E. J. Adams, State Highway Commissioner; Ray W. Logan, J. D. McKennon, Justice J. W. Knowles, of La Grande. They were guests of Dr. Phy while staying over here on the tour of the valley, lecturing on the State Road Bond issue. Others registered include: Ed Brown, Russell, Ida; Aug. Mickelson, Prineville; Mrs. Francis Buckley, E. G. Watson, M. Fitzsimmons, Mr. and Mrs. R. D. Meier, J. L. Rosenbaum, Mrs. M. E. Hallett and Mr. T. P. Downs, Spokane; R. H. Covant, Miss Laura M.

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I Want To Know the name and type of Cream Separator you are now using,—and how long it has been in use.

I Want To Know if you have to heat a kettle of water to start it in winter, and if the "left-over" in the bowl ever freezes up.

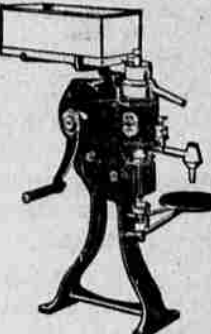
I Want To Know if the "slop" collects inside and outside the iron frame and smells in hot weather,—and if the remains of a previous run ever turn the new batch sour.

I Want To Know if your "hundred-and-one" skimming parts are hard to wash up, and keep in a sanitary condition, and if they show rust spots.

I Want To Know a lot of other things about your Cream Separator because—

I Want You To Know that the U.S. CREAM SEPARATOR will do away with all the annoyance and loss that you are experiencing from the use of other makes.

The U.S. holds the World's Record for closest skimming.



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- E. C. Skiles, Seattle, M. Murray, Grande; Mr. and Mrs. S. A. Purcell,
- Butte, S. A. Strong, Elk City, Mrs. Jerry Thompson, Mrs. A. E.
- Ida.; Mrs. J. L. Hamlin, The Dalles; Eaton and Mrs. Jas. Webb, Union;
- L. T. Roberts, Sumpter; Mr. and Mrs. J. L. Lederman, Ogden,
- Mrs. E. D. Cook, Walla Walla; Mrs. Utah; Arthur Meigard, Burke, Ida.;
- Wm. Hall, Durkee; H. B. Smut, Mrs. E. A. Schiffler, Mrs. A. H.
- Mrs. E. A. Kiser, and Miss Ella Rigney of Pendleton. O. G. Hitch-
- cock, E. H. Boyer, Salt Lake City;
- Mr. and Mrs. T. H. Murray, T. Mayer, Baker; Mr. and Mrs. Davis
- and son, T. Anthony, Van Robinson and Mrs. Bamford, Portland; Miss
- Sylvia Hughey, Union; Mrs. J. P. Dick, Mrs. J. B. Tuttle, Pomeroy;
- Miss Ethel Hughey, North Powder; Mrs. Nellie Clark, Grangeville; Dr.
- and Mrs. Murphy, Mrs. Cornelia Barker Carse, Judge Frank Phy,
- Kenneth Evans, Emma Woods, Mrs. J. S. Clark, Thos. Bayliss, Henry
- Jensen, Mrs. James Russell, Mrs. C.

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