

PRINCE ALBERT



the national joy smoke makes a whale of a cigarette!

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YOU certainly get yours when you lay your smokecards on the table, call for a tidy red tin or a toppy red bag of Prince Albert and roll a makin's cigarette! You'll want to hire a statistical bureau to keep count of your smokestunts! Why, you never dreamed of the sport that lies awaiting your call in a home rolled cigarette when it's P. A. for the packing!

Talk about flavor! Man, man, you haven't got the listen of half your smokecareer until you know what rolling 'em with P. A. can do for your contentment! And, back of P. A.'s flavor, and rare fragrance—proofs of Prince Albert's quality—stands our exclusive patented process that cuts out bite and parch! With P. A. your smokesong in a makin's cigarette will outlast any phonograph record you ever heard! Prince Albert is a cinch to roll. It's crimp cut and stays put like a regular pal!

Prince Albert upsets any notion you ever had as to how delightful a jimmy pipe can be! It is the tobacco that has made three men smoke pipes where one was smoked before. It has won men all over the nation to the joys of smoking.

R. J. REYNOLDS TOBACCO COMPANY, Winston-Salem, N. C.

Awaiting your say-so, you'll find toppy red bags, tidy red tins, jandacious pound and half pound tin humidor—and that classy, practical pound crystal glass humidor with sponge moisture top that keeps Prince Albert in such perfect condition!



selves as security would not have sold for one cent on the dollar. They are built on the credit of the states, counties and townships through which they passed. This at the rate of two hundred millions of dollars per year. A speed of 150 miles an hour on the beach at Daytona, Fla., was made last Lincoln's birthday, a rate of speed which the locomotive has never been able to reach. Anything beyond a three-ton truck load is more than a freak highway can safely carry, while the ordinary normal load of the freight car on its railroad is 50 tons. If these few things could be combined in the highway—absence of terminals, a rate of speed beyond that of the railroad, a freight-carrying tonnage equal to that of the railroad, a cost of the upkeep less than that of the railroad, this would multiply our present means of transportation seven or eight times and give this country a prosperity during the next dozen years such as we have never even dreamed of. We want to change our form of highway construction over night and put our highway securities on the stock exchanges and not our highways on the dump heap. Highway stocks and bonds based on the value of this properly-constructed highway will pay a higher rate of interest than the railroads ever have, for it will do much more work.

Good Roads in Arizona.

Assisted by national and forest service appropriations, the state of Arizona and its 14 counties have started upon a road improvement program expected to consume at least \$10,000,000.

Bond Issue is Answer.

Few communities, except those having large cities in them with a resulting high valuation, can afford a modern system of highways and pay as they go. The only other alternative is to issue bonds.

Higher Pay for Navy Men Urged.

Washington.—Increased wages for naval officers and enlisted men based on a sliding scale giving the lower-paid officers and men the greater increase will be recommended to congress by Secretary Daniels when he appears before the senate and house naval committees.

Influenza Prevalent in 14 States.

Washington.—More than 300 cases of influenza were reported to the public health service last week by 14 states, but the disease has not reached the proportions of an epidemic in any state. It was announced that the cases reported generally were of a mild type.

Fresh Fruits and Vegetables

And Fresh Apple Cider, sold by the glass, quart or gallon. Stand in Horrigan's Meat Market Building.

J. L. MINER & SONS

Phone Red 21

PRINEVILLE, OREGON

THE OCHOCO MARKET

Is now ready to supply your needs

ALL KINDS OF FRESH AND CURED MEATS
Fruits, Vegetables and Produce

Bostwick & Cox
PRINEVILLE, OREGON

ROAD BUILDING

MEET DEMANDS OF TRAFFIC

Construction of Freak Highways Should Be Stopped—Permanency Should Be Sought.

J. J. Hill, in a speech in Minneapolis, January 23, 1910, said: "If the problem of the railroad terminals be neglected for the next five years as it has for the last ten, it will blight every form of activity by paralyzing the whole trade."

W. C. Brown, president of the New York Central lines, said November 5,

1912: "If cars are kept in motion at the average speed of freight trains at present time, they would make on the average four times the mileage they do now. The trouble is the cars, as a rule, are held longer to load and unload than the time involved in the actual movement of the cars"—that is, the terminal had the railroad by the throat and was choking three-quarters of its efficiency out of it. The prediction of Hill was absolutely correct. A period of acute congestion in railroad transportation had already set in and would have gone to the bitter end of paralyzing every form of activity had not the motor truck, which had no terminals, gone to the rescue. Now at this time, May 1, 1919, another thing has got the motor truck by the throat and is choking three-quarters of its efficiency out of it.

This time it is the dime museum freak construction of our so-called good roads, not by tying up the motor

truck as the locomotive was tied up in the terminal, but by knocking it and its trailers to pieces, thus cutting short the life of the rolling stock, as well as making it move slower and with not over one-quarter of a load over the imperfect surfaces, increasing the cost of motor-truck transportation way beyond what it ought to be for what the motor truck does, as well as limiting the amount it can do way down below the normal, writes Frederic J. Nash, in New York World. Had these roads been properly constructed they would have gone to the stock exchanges and been bought and sold there, like every other kind of transportation securities. As it is, they have gone to pieces and left the bondholders, the states, counties and townships, their bonds on their hands and only a scrap heap of bad roads to show for them. These freak roads, had they been offered on the stock exchanges with only them-



Look! Here is the globe spread out flat before your eyes. See those stars? Every star shows where a U. S. Navy ship was on September 2nd, 1919. The Navy travels the Seven Seas.

Don't you want to see the World?

ROMANCE is calling to you! Strange and smiling foreign lands are beckoning to you. Shove off and see the world!

the red-blooded, hard-working, hard-playing men of the U. S. Navy.

Learn to "parley-vo" in gay Patee. See the bull-fights in Panama. See surf-riding on the beach of Waikiki.

Pay begins the day you join. On board ship a man is always learning. Trade schools develop skill, industry and business ability. Thirty days care-free holiday each year with full pay. The food is good. First uniform outfit is furnished free. Promotion is unlimited for men of brains. You can enlist for two years and come out broader, stronger and abler.

Learn the lure that comes with the swish and swirl of the good salt sea. Eat well—free; dress well—free; sleep clean—free; and look 'em all straight, in the eye—British, French, Chinese, Japanese, Spaniards, Egyptians, Algerians and all manner of people.

Shove off—Join the U. S. Navy. If you're between 17 and 35 go to the nearest recruiting station for all the details. If you don't know where it is ask your postmaster.

Come! Be a real man of the world. See the world. See it with

LUCKY STRIKE CIGARETTE

GET a package today. Notice the flavor—the wholesome taste of Kentucky Burley tobacco.

Why do so many "regular men" buy Lucky Strike cigarettes? They buy them for the special flavor of the toasted Burley tobacco.

There's the big reason—it's toasted, and real Burley. Make Lucky Strike your cigarette.



Guaranteed by The American Tobacco Co. INCORPORATED

Shove off! - Join the U. S. Navy