

BEANS in tin 1-2 lb. 10c

This is cheaper than dry Beans.

- STRICTLY FRESH EGGS, dozen..... 35¢
- Quaker Rolled Oats in large round packages..... 25¢
- Florida Grape Fruit, big ones, 2 for..... 25¢
- Small Oranges..... 15¢; large 50¢
- Green Chili, Pimento and Olive Cheese 10¢
- Standard Corn, dozen..... \$1.50
- Pineapple, Fancy Sliced, 2 for..... 25¢
- Dairy Maid Milk..... 10¢
- Carnation Milk, 2 for..... 25¢
- Red Ribbon Hominy, 2 for..... 25¢

The Dean Tatom Co.

Phone 688

BUY A LIBERTY LOAN BOND.

CHURCHES

THOMPSON EXPLAINS ROAD BOND.

(Continued from Page 1.)

must do to put it in condition? At the least calculation, if you do not harden it, you must expend \$1500 per mile to scarify and impregnate it with oil in accordance with the plans your Court advises me they deem wisest to adopt if the bond issue fails. Do you think that such an expenditure will keep that road in good condition for more than two years? Rather expensive maintenance and some expense to the taxpayers. I believe the public will repudiate such expenditure. What alternative have you or this County? As a member of this Commission I stated publicly that this road would be one of the first to receive state aid. By what authority do you state that Umatilla county will not receive any state aid? The Bonding Act explicitly states that 90 per cent of the Post Road money must be expended on the roads designated in the measure east of the Cascades. This is mandatory. The people of eastern Oregon know me too well to doubt the sincerity of my statement that eastern Oregon and Umatilla county will receive state and Federal aid. How much have we received before? Not one dollar—yet Umatilla county has paid into the State Highway Fund \$50,000 in the past four years.

People Should Awake.

Wake up, people of Umatilla county, we have at least an opportunity of getting our share of these funds by enactment of law, regardless of who your Commissioner is. The pessimistic talk that we should cease road and civic improvements on account of the war is wrong. What would be the effect in this county if bankers should begin to counsel the people of this community to slow up and cease taking on any new business. What would be the effect on all business if all men in like position would adopt that policy? Financial depression would follow as surely as night follows day. How would this country absorb this great war loan? We may well be thankful that the men at the head of our country's affairs are not pessimists today. The word the Council of Defense and War Department have sent forth that we conduct business as usual; that we continue our civic improvements and road building is the word we all want in order that this great, prosperous country may prosecute this war to a successful conclusion.

A Preparedness Step.

What right have we, in this great producing section, receiving as we are abnormal prices for all our products,—what right, I repeat, have we to resent expenditures which we all, in our own minds, know are of a preparedness nature? We may as well recognize that these abnormal prices are due to the war, and we will not only be expected to bear our portion of necessary public improvements, but a substantial portion of the war loan as well. Let's assume this cheerfully—grateful that we live in not only the greatest and most prosperous nation in the world, but in the most prosperous portion of that great nation. Let us vote for progress and prosperity rather than pessimism and depression.

W. L. THOMPSON.

RITNER SHOWS UP ERRORS.

(Continued from Page 1.)

inited, one by the United States government engineers and one by Mr. Lauguard, a member of the house. The Roads and Highways Committee of the House, of which I had the honor of being a very active member, took these bills and put them together with some original ideas of the committee formulated a new state highway code which was known as House Bill 502. This bill was passed and is now a law. Under its provisions the new State Highway Commission was appointed. This bill had nothing to do with the Road Bond Bill which was introduced later.

Good Provisions Used.

About fifty per cent of the new highway code was taken from the "splendid bill" referred to by Mr. Strain in his pamphlet, discussing people here to vote. This bill had many very good features which we used along with portions of the other codes which we deemed meritorious. I was repeatedly importuned by the authors of this bill to introduce it and would have gladly done so had its authors consented to eliminate the provisions which I deemed poor legislation. One of those provided that two of the members of the new State Highway Commission should be appointed "by the governor from a list of names recommended by the Oregon Road Roads Association, a corporation composed of representatives from the Oregon State Grange, Portland Automobile Club, Oregon State Federation of Labor, Oregon Hotelmen's Association, State Editorial Association, State Taxpayers' League, Portland Chamber of Commerce, Farmers' Union, Portland Realty Board, Newspaper Union, Oregon State Bankers' Association." (The Pendleton Round-Up and the Epworth League were not included). Mr. Strain very conveniently left out the State Bankers' Association, Portland Automobile Club, Portland Chamber of Commerce and such organizations as would not appeal to the "dear people" in Umatilla county.

At first glance the joker in this clause is not noticeable. However, on reading it over carefully one will notice that it provides that the "list of names recommended to the governor" is not selected by the various organizations named in the bill but by the Oregon Good Roads Association. The bill did not specify the number of names and the governor had no alternative but to choose from the names submitted. Strain to say Mr. Strain of the Grange and Mr. Brown of the Farmers' Union were more solicitous about this particular section than all the rest of the bill. The bill also provided a salary of six hundred per annum for each commissioner which I would consider excessive in the event

that either of the above named men should have succeeded in landing upon the commission. It was generally understood that Mr. Brown was ambitious to get upon the state payroll in addition to that of the Farmers' Union. The House Roads and Highway Committee were unanimous in eliminating this manner of selecting the commission.

As the governor is elected by the people and is responsible for his administration of state affairs he should be given a free hand in appointing and removing appointive commissions and should not be hampered by organizations which have no official standing before the people.

About Mr. Lewis.

Another provision of the bill which I strenuously objected to was making the state engineer a member of the State Highway Commission. Mr. Lewis is an irrigation engineer, not a road engineer. He is a three thousand dollar a year man and it is not good business to place such a man in a position where he would have the supervision of the work of a much higher priced man. The state engineer was elected to his position while the other two members of the commission would be appointed. Such a condition would result in divided authority and constant friction and when it comes to producing friction, Mr. Lewis has had unbounded experience.

Unlike Mr. Strain I do not view with suspicion the motives of those who differ with me. I believe that Strain is honest in his criticisms but before he assumes the role of public adviser he should acquaint himself with the facts or abandon such role and take to writing fiction.

ROY W. RITNER.

Slender Nemo Models DAINY CORSETS

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Weigh only a few ounces, but have all the famous Nemo durability. You ought to know them better.

No. 304—a new model, in dainty white or pink brocade; girde top, long skirt; sizes 19 to 25—\$3.50.

No. 305—a great favorite for the slender, also for larger women of the slender type—sizes up to 30. Pretty dotted batiste, pink and white elastic gores in bust—\$3.75.

No. 331—for athletic girls. Has sections of semi-elastic cloth, body of brocade; pink and white. Very light and flexible. Sizes 19 to 25—\$3.50.



ALEXANDERS

BUY A LIBERTY LOAN BOND

EMERIT REPUBLICAN CANDIDATE
MANCHESTER, N. H., June 2.—Sherman K. Burroughs, republican candidate for congress from the First New Hampshire district to succeed the late Congressman Cyrus A. Sullivan, republican, was elected today over Patrick H. Sullivan, the democratic candidate, according to unofficial returns.

COTTON CARGO DODGES DIVERS
Skipper Arrives at Port With \$8,000,000 Shipment.

BOSTON, June 2.—A cargo of Egyptian cotton, valued at \$8,000,000, was brought to an Atlantic port today by a steamer which for 10 days, according to her captain, had dodged submarines in the Mediterranean sea.

Do You Dread Hot Weather?

Does it eat your energy, disturb your stomach or bring you near prostration? The well man isn't afraid of heat. But it is trying on the weakened body.

BUILD UP YOUR STRENGTH

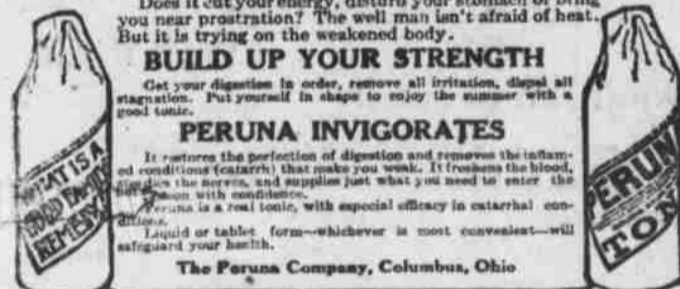
Get your digestion in order, remove all irritation, dispel all stagnation. Put yourself in shape to enjoy the summer with a good taste.

PERUNA INVIGORATES

It restores the perfection of digestion and removes the inflamed condition (catarrh) that makes you weak. It treats the blood, dispels the mucus, and supplies just what you need to enter the summer with confidence.

Peruna is a real tonic, with special efficacy in catarrhal conditions. Liquid or tablet form—whichever is most convenient—will safeguard your health.

The Peruna Company, Columbus, Ohio



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A Welcome that Makes Good

Once you go to the Willard Service Station you'll go again, because you get something more than service.

You get a real welcome.

It may express itself in a bit of sound advice about the care of your battery or a book on battery health. But it's almost always something more than you asked for.

It's this that makes Willard service different.

If you haven't already received a Willard Service Card, stop in for one. It entitles you to free hydrometer testing twice every month—the first step in the prevention of battery trouble.

We have a rental battery for you if yours needs repairs.

Electric Service Station
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The HUPMOBILE

Comes to its conquest of the field of BEAUTY fresh from a field which it has dominated for the past two years, and still dominates—the field of PERFORMANCE.

There is no fact in Automobile history better established than the one that gives the Hupmobile first rank as a HIGH-GEAR PERFORMER on hills and in sand and mud.

Its record is equally good on the score of FLEXIBILITY and absence of vibration at all speeds.

The position of the Hupmobile is not the result of scattered victories. Its supremacy springs from CONSISTENT PERFORMANCE in the hands of owners and dealers throughout the country.

Hardly a county in the United States but has its story of Hupmobile prowess. Your neighbor—a Hupmobile owner—can vouch for all we say, and you will convert yourself in a half hour's ride.

More than that, dealers in other lines of cars, will add the weight of their unbiased testimony.

But, surely, performance is peculiarly susceptible to demonstration.

Therefore, we urge you to bring your doubts and hopes to us, and let us prove, point by point, Hupmobile claims.

Then if you drive, let us leave the car in your hands for fifteen minutes, and the Hupmobile PERFECT FOUR will sell itself to you.

Again we mention that the Hupmobile gives you Six or Eight cylinder performance and Beauty, with Four Cylinder Economy and Stability.

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