

# WALLOWA COUNTY REAL TOURIST PARADISE

Tourists coming through from the east continue to tell of Nyssa and Ontario endeavors to steer traffic through central Oregon in an effort to bring the chief travel over that route instead of the Blue Mountain course. One fellow who arrived from California Thursday told a La Grande garage man that strong pressure was brought to bear at both the places named to have him dodge the mountains but he insisted on seeing the Grande Ronde valley of which he had heard considerable favorable comment—and he was not sorry he had viewed the area. He recommended more sign boards along the way to guide strangers.

La Grande automobile parties are to the extent of several families, getting away this week and early next for long trips, the Bohnenkamp-Polack families heading for Crater Lake and Dr. Hall and party for the Snoqualmie pass region.

A trip replete with great pleasure that so many overlook is Wallowa county. Its only drawback is the lack of large towns such as one might see in Washington or Idaho, but for unadulterated scenery, Wallowa county surpasses them all.

Here for instance is an itinerary: Drive to Wallowa lake and drink the pleasures and abundant mountain scenery there; hit into Sheep creek canyon for fishing; then back to Joseph and Enterprise and head for Imnaha, the home of Virgin uncultivated peaches. If possessed with ample time, leave the machine at Fruita and pack horse up to the divide where the lofty Seven Devils of Idaho thrills you to the quick, and where hundreds of feet straight below catapults the mad Snake through the Box canyon—a yellowish ribbon—that's all you see when you grip firmly a rock and lean out over the precipice. Having filled yourselves with this scenery which authorities tell you the Alps can't duplicate, you come back track to the 20-mile house and swing off to the Cheshimus, admiring from the Imnaha's lofty breaks the fertile, balmy-climbed canyon hundreds of feet below you to which no wagon has ever driven but where families pack their children, food and

themselves in on horseback. The big Salmon, the Snake and Imnaha join their waters there. If it happens to be grouse season you kill all you want with little effort and back track to Enterprise; then hit through the monster forest to Flora, view that fertile and booming but isolated empire of extreme Northwest Wallowa county in auto side-trips over level and fine roads that take you to Promise. It is but a short drive to Grouse, Paradise and the river-bottom towns which you reach by descending a steep and long hill that provides all the mountain climbing that is desired, and provides fine fishing at the bottom of the hill. From that sunken region one can either back track to Wallowa or Enterprise and come home, or, if right nery, tackle a cross-cut trip from Paradise into the Looking Glass country which takes the tourist by the rapids of the Grande Ronde. Thus, fishing, hunting, mountain scenery unsurpassed, fertile farming district, monstrous sheep ranges, virgin forests 30 miles through—all this and a whole lot more unreefs before the tourists' eyes. Yes, Wallowa county possesses possibilities as a tourist mecca that needs only exploitation to become world-famous.

Mr. and Mrs. Jack Hatton of Portland motored to La Grande last week on the first leg of a journey that takes them to points in Montana, Yellowstone Park, Salt Lake, and back to Oregon by way of California. They are to be accompanied from La Grande by Mr. and Mrs. E. J. Scheetz of this city.

Yesterday a carload of Maxwells was unloaded here four of them having been sold on arrival.

Washington, July 29.—Continuing its advice on road building the United States office of Good Roads today discussed brick as a building material. Forty-four years ago the first brick road in the United States was constructed in Charleston, W. Va.

"The experience of forty-four years," says the U. S. Office of Good Roads, "has demonstrated that it is entirely practical to construct satisfactory brick roads."

"These roads," say Uncle Sam's ex-

perts, "now are giving general satisfaction, when properly constructed and it is probable that their mileage will continue to increase rapidly."

The principal advantages of the brick road according to the government road service are:

1. Durability under practically all traffic conditions.
2. They afford easy traction and good foothold.
3. Easily maintained and kept clean.

The only disadvantage attributed to this type of road is the high initial cost. This is largely offset, it is figured, by the low maintenance and general stamina of the road.

The best type of brick road, in the opinion of the government road experts, is a good brick laid on a sand cushion, with a substantial concrete foundation.

The most essential factor in the building of a good brick road is the selection of a suitable brick. The United States road men recommend bricks made from shales and fire clays of the "lean" varieties. The shales are red while the fire clays produce a light-colored road. The brick chosen should be hard, rough and uniform in size.

Although a definite speculation as to crushing strength is not necessary, good paving brick should withstand a pressure of from 15,000 to 20,000 pounds per square inch.

For the brick road, a concrete foundation is advisable, but where the traffic is light, broken stone will often suffice. Should stone be used, it should be put on in courses, the largest stones at the bottom, and should be from 8 to 10 inches deep.

The more satisfactory concrete base may be a composition of one part Portland cement, three parts sand and five to seven parts broken stone or gravel. This should then be covered to a depth of two inches with a clean sand, spread dry. On this sand cushion the bricks are laid on edge and at right angles to the line of the road. Each alternate row should begin a half brick in. Ramming and rolling complete the road.

Discussing the high price of automobile fuel, the Wall Street Journal says:

"In the end, probably, automobilists will be able to go twice as far on twenty-five cent gasoline as they were able to go on twelve and a half cent gasoline. Science will equalize things."

That is precisely the basis upon which Franklin cars have always been designed. The latest type, Series 9, furthers this development to the extent of 20 per cent greater economy than obtained in the preceding model, which set a world's record for miles per gallon of gasoline a year ago.

The Franklin Company's contention is that there can be no solution of the gasoline problem, satisfactory to everybody, except by promotion of efficiency in the use of gasoline.

Putting that proposition of economical operation of motor cars into actual practice, this company has reduced the weight of the Franklin car 400 pounds without sacrificing anything in the matter of passenger size or strength. The weight of Series Nine is 2280 pounds, fully equipped. A six-cylinder engine, with smaller cylinders, is a natural result of the further development of the Franklin.

It means greater economy, and for the car as a whole, greater ability is obtained by the marked reduction in weight.

Scientific redesigning and the policy of sparing no expense in the purchase of materials are the methods by which a car 400 pounds lighter than Series Eight has been produced.

The dispatches of a few days relating the escape from the Mexicans of Capt. Morey, leader of one of the troops of the Tenth Cavalry which were ambushed by the Mexicans at Carrizal, contained the information that Capt. Morey, after finding other U. S. troops, made his way to Gen. Pershing's headquarters in a "motor car."

The car which conveyed the wounded officer to the headquarters of the expeditionary forces was a Dodge Brothers motor car, one of the fleet of nearly 200 in use by the army along the border and in Mexico.

The Dodge Brothers cars, the majority of which are touring cars, although a number of the officers use individual roadsters, are attached to the various truck companies and are used for quick work in transporting officers and men from camp to camp. No car has made a better record over the terrible roads of Northern Mexico than have the Dodge Brothers cars. They have stood the tests so well that a large number of additions are being made to the fleet. The army officers are all enthusiastic over the performances of those which have been in use since the first troops went into Mexico.

Capt. Morey's trip in one of the cars is but an incident of the utilitarian value of these light-weight cars in the Mexican campaign. On one occasion a doctor was raced across the Mexican desert in a Dodge Brothers car to attend a sick officer and only a few weeks ago three Dodge Brothers cars were used in running down a bandit leader who had escaped a number of times from the mounted troops.

### Will Honor Memory of Crater Lake Discoverer

Medford, Or., July 27.—"Erected to the memory of John W. Hillman, who discovered Crater Lake at this point June 12, 1853. Mr. Hillman was born in Albany, N. Y., March 28, 1832; came to Oregon in 1849, and died in Hope Villa, La., March 19, 1915."

This will be the inscription on a concrete seat to be placed at the spot where Hillman discovered Crater Lake in 1853. The contract for the seat has been awarded to a Medford man, and it will consist of reinforced concrete built in a semi-circle 17 feet in diameter, with paving inside of concrete tile in maroon.

### Wife Fears She Has Wedded Own Brother

Globe, Ariz., July 28.—Mrs. Roger W. Newton, who before her marriage claims to have been Elizabeth Porter, of Eugene, Ore., is said to have discovered in an old locket kept by her husband, the faces of her own parents, also said by the husband, to be the likeness of his parents. The husband, when 3 years old was left in an orphanage in Spokane, and the locket was the only connection he had with his former life. He was later adopted by an eastern family, and after graduating from college, went to Portland, where he married Miss Porter. The couple came here four months ago, and the wife did not see the locket until a couple of days ago. The couple is now bound for Oregon to investigate the matter.

Our Want Ads bring results.

## THE FORUM

**Trainmen Allege Dilatory Tactics.** Cleveland, Ohio, July 29.—(To the Editor)—The following statement was issued today by the Transportation Brotherhoods.

The proposition of the railroads to refer the demands of the railway brotherhoods for an eight-hour day to the Interstate Commerce commission is nothing but a proposition to gain time for the railroads and to waste time for the men.

The Interstate Commerce commission is not now equipped to undertake this task. In order to undertake it the Interstate Commerce commission would have to be radically amended by congress. Such an amendment would require at least a month for passage, and upon its passage several months would be required before the commission could actually begin work, thus imposed upon it.

Whatever may be the desirability of empowering the Interstate Commerce commission to handle wage disputes, this is not the time to do it. The commission is overburdened with duties. A bill has been pending before congress, urgently advocated by the railroads themselves calling for an increase in the membership of the commission in order to enable it to handle cases already on its docket.

A resolution is now pending in the House, calling for an investigation by a joint committee of congress into the need for railroad legislation, particularly into the need for legislation affecting the Interstate Commerce commission. This resolution was introduced at the request of the railroads and for the express purpose of heading off any railroad legislation until a comprehensive survey of the entire situation should have been made. Representatives of the railroads have urged this resolution for these reasons. Yet now the railroads, forgetting these arguments, and frightened at the prospect of being forced to yield

to the brotherhoods, are demanding hasty and ill-considered legislation, the first effect of which would be to give them an advantage in their dispute with their employes.

The commission only has authority over rates, etc., on interstate traffic and has no control over matters that are wholly within a state.

If authority is conferred on the Interstate Commerce commission by congress, to fix or exercise any control over wages, it would only apply to employes whose runs are from one state to another.

Inasmuch as the bulk of trainmen, work wholly within a state, it would result in the worst muddle possible. A few employes having their wages fixed by the U. S. and the rest of them standing just where they are now.

The claim made by the railroads that as the Interstate Commerce commission has authority over freight rates, it should also have authority over rates of pay, is a clever and seemingly plausible argument, put forward to secure public sympathy.

The Interstate Commerce commission has always taken cognizance of wages or labor costs in passing upon freight rates. One of the leading arguments of the railroads in making application for authority to advance their freight rates has been that outlays for employes have increased and as a consequence that they should be permitted to charge more for their services.

Elaborate statistical exhibits have in all general rate cases been presented by the railroads to the commission, which set forth in great detail how many more dollars are paid out in wages and salaries now as compared with former years. As a consequence, the Interstate Commerce commission has always passed on the question of the relation of wages to freight and passenger rates, and to total operating costs.

## Professional Directory

### FRATERNAL ORDERS

**A. F. & A. M.—La Grande Lodge No. 41.** A. F. & A. M. holds regular meetings first and third Saturday at 7:30 p. m. Cordial welcome to all Masons.  
**ROBERT S. EAKIN, W. M.**  
**A. C. WILLIAMS, Sec.**

**B. P. O. E. ELKS, La Grande Lodge No. 433.** Lodge meets each Thursday evening at eight o'clock. Home and club privileges cheerfully extended to all Brother Elks.  
**FRANK C. BRAMWELL,** Exalted Ruler.  
**ADNA B. ROGERS, Secretary.**

**KNIGHTS OF PYTHIAS—Red Cross Lodge No. 27** meet every Monday night in Castle hall (K. of P. hall). A Pythian welcome to all visiting Knights.  
**DELLE GREEN, C. C.**  
**GEO. HUNTINGTON CURREY** K. of R. & S.

**MODERN WOODMEN OF AMERICA—La Grande Camp No. 7703** meets on the first and third Thursday evenings of each month in the K. of P. hall. Visiting neighbors welcome.  
**H. E. DIXON, V. C.**  
**CHAS. JESTER, Clerk.**

**WOODMEN OF THE WORLD—La Grande Camp No. 169** meets every first and third Friday at K. of P. Hall. All visiting neighbors welcome.  
**O. L. M'DOWELL, C. C.**  
**E. W. EASTMAN, Clerk.**

**L. O. O. M.—La Grande Lodge No. 850** Royal Order of Moose holds regular meeting every Wednesday night at 8 p. m. in Eagle Hall, fifth floor Foley building on Adams Ave. Visitors always welcome. Dues payable at Young's Sweets.  
**GEO. YOUNG, Dic.**  
**HARRY SWART, Sec.**

**F. O. E.—La Grande Aerie No. 259** on each and every Friday evening at 8 o'clock on top floor of new Foley building. Visiting members cordially welcomed.  
**J. P. RUSK, W. P.**  
**L. F. BELLINGER, Sec.**

**O. E. S.—Hope Chapter No. 13, O. E. S.** holds stated communications the second and fourth Wednesday of each month. Visiting members cordially invited.  
**EMMA L. KIDDLE, W. M.**  
**MARY A. WARNICK, Sec.**

**ROYAL NEIGHBORS.—Iris Camp** meets every second Friday afternoon and fourth Friday evening, every month in K. of P. Hall. All visiting members cordially invited.  
**MINNIE BUNTING, Oracle.**  
**LILY C. KIMMEL, Recorder.**

**REBEKAHS—Crystal Lodge No. 53.** Meets every Tuesday evening in the I. O. O. F. Hall. All visiting members are invited to attend.  
**VESTA SHAW, N. G.**  
**ANNA ALEXANDER, Sec.**

**K. & L. OF SECURITY.—Mt Emily Council No. 2646.** Meets second and fourth Thursday evening at 8 o'clock at Eagle hall. Visiting members are welcome.  
**C. E. STITT, Pres.**  
**G. W. COOK, Fin. Sec.**  
**VIOLA L. HOGUE, Rec. Sec.**

French and British invented anti-gas masks.

Not a Bite of Breakfast Until You Drink Water

Says a glass of hot water and phosphate prevents illness and keeps us fit.

Just as coal, when it burns, leaves behind a certain amount of combustible material in the form of ashes, so the food and drink taken day after day leaves in the alimentary canal a certain amount of indigestible material, which if not completely eliminated from the system each day, becomes food for the millions of bacteria which infest the bowels. From this mass of left-over waste, toxins and ptomaine-like poisons are formed and sucked into the blood.

Men and women who can't get feeling right must begin to take inside baths. Before eating breakfast each morning drink a glass of real hot water with a teaspoonful of limestone phosphate in it to wash out of the thirty feet of bowels the previous day's accumulation of poisons and toxins and to keep the entire alimentary canal clean, pure and fresh.

Those who are subject to sick headache, colds, biliousness, constipation, others who wake up with bad taste, foul breath, backache, rheumatic stiffness, or have a sour, gassy stomach after meals, are urged to get a quarter pound of limestone phosphate from the drug store, and begin practicing internal sanitation. This will cost very little, but is sufficient to make anyone an enthusiast on the subject.

Remember inside bathing is more important than outside bathing, because the skin pores do not absorb impurities into the blood, causing poor health, while the bowel pores do. Just as soap and hot water cleanses, sweetens and freshens the skin so hot water and limestone phosphate act on the stomach, liver, kidneys and bowels.

**YTHIAN SISTERS** of Rowena Temple No. 9 meets every second and fourth Friday evening at K. P. Hall.  
**MRS. LIZZIE HAYWORTH, M. F. J.**  
**LOUISE LANDRI, M. of R. C.**

**WOMEN OF WOODCRAFT CIRCLE** NO. 47—Meet second and fourth Tuesday evenings of each month at the Eagle hall. All visiting neighbors welcome.  
**LILLIE ALLSTOTT, G. N.**  
**LOUISE HILARY, Clerk.**

**PHYSICIANS AND SURGEONS.**  
**DR. R. E. L. HOLT—Physician and surg. in.** corner Adams avenue and Depot street. Phone—Office Main 68; Residence Main 730. Hours 11 to 12 a. m.; 2 to 5 p. m.; 7 to 8 p. m.

**DR. H. L. UNDERWOOD—Physician and surgeon.** Diseases of the eye a specialty.

**DR. DORA J. UNDERWOOD—Diseases of women and children.** Offices—Adams avenue over Red Cross Drug Store.

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**EYE, EAR, NOSE, THROAT SPECIALIST**  
**DR. H. M. BOUVY—Practice limited** exclusively to diseases and surgery of Eye, Ear, Nose and Throat and the Fitting of Glasses. Office West Jacobson Bldg. Office phone Red 3431. Residence, Main 39.

**OSTEOPATHIC PHYSICIANS**  
**DR. J. L. INGLE—Osteopathic physician.**

**DR. MARGRET INGLE—Diseases of women; care and feeding of children.** Office Room 37, new Foley Bldg. Office hours 10-12 a. m.; 2-5 p. m., and by appointment. Office phone Red 1761; residence Red 881.

**CHIROPRACTORS**  
**DRS. DARLAND—Chiropractic parlors** 4th and Depot street. Phone Red 1751.

**DRS. ALLEN & ALLEN—Chiropractors.** Office hours 9:30 to 12 a. m.; 2 to 5 and 7 to 9 p. m. Phone Red 3231; over Family Restaurant, 209 Fir street, La Grande, Oregon.

**VETERINARIAN.**  
**DR. J. L. RUBY—Veterinary Surgeon and Dentist.** Res. Phone Blk. 1141; Res. 1306 M avenue. Stock Inspector for Interstate Shipment

**VETERINARY**  
**DR. H. W. RILEY—Graduate Veterinarian** Hospital, 1409 Madison Ave. State Stallion Inspector and Inspector of Stock for shipment. Home Independent Phon Blk 41. Foriners Co-operative Phone, Main 112

**DENTIST**  
**E. P. Mossman—Dentist; rooms 6** and 7 new West Building. Phone Black 1521; Office hours 8 to 12 p. m. and 1 to 5 p. m.

**ATTORNEYS**  
**CRAWFORD & EAKIN.—T. H. Crawford** and Robert S. Eakin, Attorneys at law. Practice in all the courts of the state and United States. Office, West Jacobson building, rooms 9-10-17, La Grande Oregon.

**COCHRAN & EBERHARD—Geo. T. Cochran** and Eberhard Attorneys. La Grande National Bank Bldg. La Grande, Ore.

**E. W. EASTMAN—Lawyer—Office** Rooms 1 and 3, La Grande National Bank Building.

**R. J. GREEN.—Attorney at law** Rooms 14-15, Palmer-Roesch Bldg., La Grande Ore. Practices in all state and Federal courts.

**ALBERT SMALL—Attorney at Law.** Rooms 26, 27 La Grande National Bank Building. Practices in all state and federal courts. Phone Main 11.

**UNDERTAKERS**  
**J. C. HENRY—Undertaker and Em-**balming; 20 years in business. Day phone, Main 62; night phones, Red 3131, Red 562, Black 3811.

**AUCTIONEER**  
**ED STRINGHAM, the reliable Sales-**man. Farm and Stock Sales a specialty. Satisfaction guaranteed. Clerk books furnished free. R. F. D. No. 2. Phone Farm 1x6.

**CONTRACTOR AND BUILDER**  
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**R. R. NEAL—Civil Engineer.** Office City Engineer over Fire Station, La Grande, Oregon. Plans, specifications and estimates. Surveys of all natures. Office phone Main 708; Res. phone Red 1171.

**ARCHITECT**  
**MILTON S. BLOCK—Architect.** Sketches and estimates cheerfully furnished. Office, Room 26, New Foley Building.

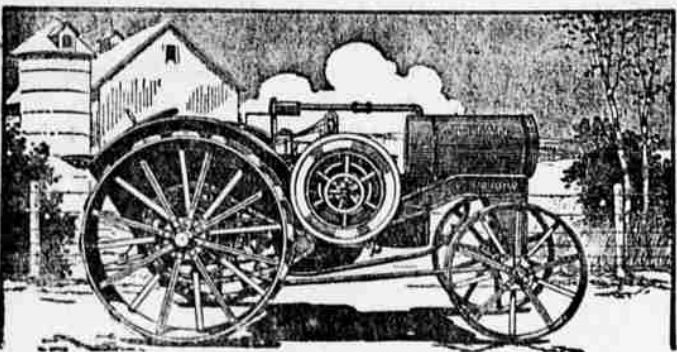
## RUBY'S CYCLE AND SUPPLY SHOP

Experience with all makes of motorcycles and anything from the stand clip to the front license number.

If your machine has got a touch of the blues and trying to take its spite out on you bring it in and we will test it out and tell you the trouble free of charge.

Get That Lawn Mower Sharpened  
ALL WORK GUARANTEED

Titan 10-20 \$900 Cash f. o. b. Chicago



THERE is hardly a farm with a hundred acres or more of tillable land but what has belt work enough to keep a 20-H. P. engine busy when not doing field work. This belt work alone will in most cases pay the entire yearly fuel bill of a Titan 10-20 tractor. Add to this the deep plowing, disking, harrowing, seeding, fallowing, harvesting and hauling the Titan will do during the year, at less than horse cost, and you will see at once what a gilt-edged investment this tractor is.

Power, strength and economy as combined in the Titan 10-20, mean everyday usefulness. It has power and strength to take care of the everyday work of the farm. It is small enough to run light machines with economy. It works successfully on kerosene. It reduces the number of work horses needed. It saves so much in so many different ways, and does so much, that it cannot help but pay for itself long before it is worn out.

Be sure to learn more about this Titan 10-20—the tractor that pays for itself, that furnishes power at kerosene cost (less than half the price of gasoline), and that is just the right size, weight, and style for farms of 100 acres or more.

International Harvester Company of America  
(Incorporated)  
Said by

Bolton & Bodmer Company  
La Grande, Oregon.