

Age does not come with the blare of trumpets. It creeps along on velvet slippers—and we are old before we know it.



THE woman who carelessly accepts her graceful slenderness as a permanent gift of the gods is suddenly amazed to find that a few added years have brought unpleasant figure tendencies that accentuate her age and betray the smooth beauty of carefully preserved hands and face.

Nature needs help at any age—and just the right wisp of a corset worn in youth is a protection against the discouraging lack of attempting to regain lost figure lines in later life. Good lines are far easier to retain than to regain.

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THE OUTBURSTS OF EVERETT TRUE—by Condo.



EDITOR CURREY A HIGH FLIER

Baker Herald Man Tells of Trip With Lees from Baker to La Grande.

(By George Huntington Currey.)

Before we start in on this story which is intended to be a description of an airplane flight from Baker to La Grande with Walter Lees of the La Grande Aircraft Co. as pilot, it is necessary to testify in reply to the questions everybody asks: "Didn't it scare you? Weren't you nervous? Well to tell the truth I did get one sensation out of the experiment and that was just before getting into the plane. The pilot handed me a sort of death warrant which read in a cheerful strain something like this: "In case we puncture a tire on a sharp cloud or run off of any of the airways the company assumes no further responsibility other than returning the passenger to earth by any means available."

That was the only real "kick" in the ride, but there were many recollections. On leaving the field on the north side of Baker we headed directly into the wind, which was coming practically from the direction of La Grande. Pilot Walter Lees and Bill Houghan and the editor of the Herald started about 8 p. m. Monday afternoon against a strong wind, figuring on something over an hour's ride to La Grande.

On first leaving the north one feels the speed at which the plane is making headway and I kept wondering if I was going to get dizzy. Before long, however, you are so high and so far away from anything with which to compare speed that you hardly realize you are in motion. It is like looking out of a train at the right-of-way fence; you don't hear the clack of the rails or anything that indicates speed.

Powder valley was easily traversed into a series of steeply rising fields of hay and grain, dotted with hay stacks and houses, touched up by trees, traveled by roads and creeks and hemmed in by the timbered hills to the west and the sage brush land to the east.

As we raised higher and higher the objects diminished in size until the hay stacks looked like shoals, the timbered fields appeared like farrows, the highway and railroad seemed like lines on a map while the groves of farm buildings here and there resembled wall paintings. But the remoteness with which the various kinds of fields could be distinguished was surprising. And when you can look down over several miles of lateral fence you can imagine it would give the fields to a surveyor to see the handiwork of his straight line profession all sorts of jagged-like in places. Another vivid impression gained as we sailed over the miles and miles of farm lands in the Powder valley and beyond only here and there a little waste land, that it is really too bad that the Old Oregon Trail and the O.W. right of way follow through the largest part of the land in the valley that is not in a high state of cultivation.

The character of the land above plainly. This side taught me a lesson in buying farm property and gave me a valuable idea I am going to pass on to the real estate men. The best place in the world to buy up a farm is from the air. A vivid conception of its layout of the bad spots, the waste land above the creek, the proportions of the various fields and many other things impossible to observe from the land itself without a long acquaintance can be secured by a few minutes flight over the place. The progressive builder of the future will "airplane" his prospects over his holdings, or at least have air pictures of his places.

About this time Bill pointed out the little city of Hannas and my recommendation to my citizen of "the Biggest Little Town in Oregon" when he

feels himself bursting with pride, as well he may, is to fly up about 500 feet above the town and try to find it. Or, if he needs a little stimulant, sail over Baker at an altitude and find out how small it is.

Pilot Lees told us we were about 2000 feet high and incidentally were just on the level of the clouds resting on the brow of the Powder river mountains to our west and the Eagle valley mountains on our east.

I have driven over the La Grande-Baker section of the Old Oregon Trail many times but never before have I had any idea of its persistent course. We know that the distance has been reduced about 10 miles, but in making the many gradual curves the road follows a good deal. But from the air the road seems to be a constant course persistently and I have more respect for the highway engineers than before.

All at once I located Thief valley and the damsite where before long the U. S. reclamation engineers will be changing the landscape, making a little valley into a sheet of water, and a brownish desert into a green and gold, crany quill.

We were just passing over North Powder when the pilot again communicated with us, stating that we were just 20 minutes from Baker, much better time than expected.

Then we crossed over the little hills dividing the Powder and Grande Ronde basins and could plainly see how near nature came to playing a terrible trick with Powder river, for had not some hard headed rock turned its northwestern course and sent it back toward the Snake, it would have tumbled down this canyon into Catherine creek.

Between the two valleys we ran into a little rough weather, but a drop of a few yards does not jar one near as much as a two-inch hole on the highway. Our course took us directly over the lake, but the precipitous hills hid it from view until we were almost directly on top of the place.

And now another great sight greeted us in the breadth and width of the Grande Ronde valley. It is beautiful from the air and about the same size as Powder valley from Baker to North Powder. Here again it was interesting to trace the water courses of the streams. There is a great drainage problem facing the people of the Grande Ronde valley, and it certainly would pay the engineers when they undertake this reclamation to "look over" the land literally.

The possibilities of air photography made a strong impression on me, having instructed several classes in army topography and map making, and being thereby familiar with the country covered by the trip I could not help but think of the military value of airplane pictures. Of course these were a proven success in the big war, but in my opinion before long the United States government will undertake the making of a giant photograph of the United States. This would hardly cost as much as the making of the topographic map now largely completed. The best together would be of inestimable value from many standpoints. They could be used by engineers laying out roads, pipe lines, canals, railroads, etc. They would be valuable to commerce and industry and be highly substantial.

We reached La Grande and descended to the landing field a few miles out of town. In coming down I expected to get that well known "elevator" feeling and also the feeling that the ground was coming up to meet us. But no use, gradually we descended as we circled about the field and settled onto the ground as gently as a robin. It was a mistake to get back where the ground under the plane bounced along as it was the highway.

We had made the trip in just 45 minutes and the writer, at least, had thoroughly enjoyed every second of it. After going to town by auto they asked me how I got there and I truthfully said, "I just dropped down."

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MERCHANT GETS OVER TROUBLES FOREST RANGING DE LUXE LATEST

Even Trip to California Failed to Help Him—Is Now in Splendid Health

Alaska Rangers to Cruise in Palatial Yacht on Their Inspection Trips Is Plan

"I don't believe there's a person in the world who suffers like I did who wouldn't be helped by giving Tanla a fair trial," was the emphatic statement of I. T. Bachm, 301 Holway Ave., of Portland, a well-known merchant and Old Fellow.

"I have told many a man I heard complaining to take Tanla, and if it did not help him I would foot the bill. The reason I'm so strong for Tanla is that it built me up when it looked like I didn't have a chance to get my strength back. I was left in a bad fix by the 'flu'—appetite gone, stomach upset and almost a nervous wreck.

"I took a trip to California, thinking a change of climate would help me and it did relieve my cough, but there was not any other change in my condition. In a short time after I took Tanla though I was like a different man, and now I'm sound and well and feeling fine."

Tanla is sold in La Grande by Silverthorn's Family Drug Store and all leading druggists.—Adv.

PUNEAU, Alaska Sept. 17—Alaska forest rangers soon will be making inspection trips in a former yacht, the Hian, which was the favorite steamer of I. T. Bachm, 301 Holway Ave., of Portland, a well-known merchant and Old Fellow.

The Hian, christened the Don-naire, when launched as a private yacht in Boston in 1914 was sold to the United States government in 1917 and converted into a coast patrol boat on the Atlantic coast. After the war she was turned over to the forest service and shipped to Seattle on the deck of a transport. Later she came to Alaska under her own power.

Charles H. Flory, chief of the Alaska foresters, said the boat will be used in development of pulp timber tracts along the southeastern coast.

COMING—ZANE GREY'S "Man of the Forest"

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