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Organized in Spring, 1922
Personnel
A. L. Olson
Mrs. H. F. French
E. McManus
E. Rosenbaum
G. E. Mays
E. Birks
O. Humphrey
G. E. Mays, Mgr. Ph. 378-M
L. E. Spencer Asst. Mgr. Ph. 337-R

Hattie J. Mays
Portland Graduate
—In—
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Bobbing, Shampooing Facial
and Scalp Treatments
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PHONE 378-M

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8:30 A. M. — 9:30 A. M.
11:00 A. M. — 1:00 P. M.
2:00 P. M. — 3:00 P. M.
4:30 P. M. — 5:15 P. M.
Sundays
Leaves Union — Leaves La Grande
1:00 P. M. — 5:15 P. M.
Saturday Night Specials
Leaves Union — Leaves La Grande
7:00 P. M. — 11:00 P. M.
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TO COMPLETE NORTH ROAD

State to Let Contract Soon, Says Enterprise Newspaper.

In the coming February the state highway commission expects to let the contract for the construction of the Enterprise-Ant Flat section of the north road, states the Enterprise Record-Chieftain, continuing to state that this is announced on authority of men familiar with the plans of the board.

In 1924, the newspaper continues, also, the government bureau of public roads expects to extend the north forest road from the Red Fir terminus to Flora. Officials have said that money for this work will be available in 1924. The extension has been on the bureau of public roads program for more than a year.

These two projects will give a through highway to Flora, the center of north end life. They will put Flora in connection with the whole Oregon highway system. The new north road cannot be finished before late next fall, and probably not by that time, as contractors seldom make as good time as they and the engineers hope. But it will be far enough advanced to make a great improvement—and it will be on the way to certain construction.

Tri-State Road Next.

Completion of these two Wallowa county projects will bring the Tri-state highway to the front in such a manner that it cannot be denied longer. With a modern highway to the brink of the Grande Ronde river on the Washington side, on the south, there will remain only the gap of the canyon. Expensive construction will be required to bridge this gap with a highway and it will be a case for joint action by the government and the two states. Powerful interests will call for its completion, Spokane being particularly desirous that a road be constructed to bring it in touch with Wallowa county and eastern Oregon.

Highway construction began in Wallowa county in 1918 when the forest service, with the cooperation of the county, started work on the 12 miles of road through the national forest, between East Oregon Camp 1 and Red Fir. Two years and a half were required to finish and surface the grade.

It gave 12 miles of modern highway in the forest, without a terminus at either end. The south end of it was 12 miles from Enterprise and the north end a little less from Flora. However, it was a great help, the only grade on the whole Enterprise-Flora route, and shortened the distance by the degree that a smooth, hard road is superior to a wandering path beset with roots, rocks and ruts.

Valley Highway Begun

Meanwhile the county court had arranged with the state highway commission for construction of part of the valley highway, which now is completed from La Grande to Joseph. Wallowa county residents were not aware of the significance of modern highway building in the first days of the construction in Oregon. So they did not ask for any state road funds until some other counties had received very extensive state aid. The first highways were built in those counties wholly, or nearly wholly, at state expense. But by the time Wallowa county woke up the whole state was clamoring for the state money for highway construction and the state board had been constrained to adopt its 50-50 policy, state and county each paying half the cost.

The state board built the grade of the new highway through Wallowa canyon mostly in 1920, and finished and surfaced the job the next year. In 1921 the state built roads on an extensive scale in the county. The canyon grade was surfaced and the entire job, grade and surface, were done from the head of the canyon to Lostine and between Enterprise and Joseph.

Wallowa Hill Conquered.

There remained the terror of the old-time road, Wallowa hill. The old road climbed this in two miles at a pitch that made it dangerous. In 1922 a new grade was constructed up the hill, lengthening the distance to five miles, and following a easier route on the side of the steep hills, with views which make the trip memorable. The road is fenced nearly the whole distance, a precaution necessary to relieve the mental strain and anxiety of the average traveler. In 1923 the hill was surfaced.

The last section of the valley highway, between Enterprise and W. W. Wade's also was finished this year, and is a pretty piece of gravel road as one can wish to drive over.

In 1922 the state also let the contract for part of the north highway and the seven-mile section between Ant Flat and the south terminus of the forest road now under construction. The county took the contract under subet. The subcontractor has been making slow work on the job, but it is going forward even at that and should be finished next summer. It is the link between this contract and Imnaha which the state models shall be built next year, to complete the through road.

In addition to state and forest roads, the county has embarked on a program of market roads which promises greatest possibilities. Money raised by direct tax is used to build a few miles of permanent road each year.

The county got a bad start on market roads, putting in a good grade on the Imnaha road, but not having funds sufficient to surface it and winding up in a lawsuit with the contractor. Profiting by this first experience, an excellent road was built for several miles north and of Wallowa last year, and in 1923 a good job was done on the Lostine-Evans-Iron market road. Next year the money will go to the Joseph-Prairie creek road, and the year following, to the Enterprise-Imnaha road.

If the market road system is maintained the county, in a term of years, will construct many miles of permanent roads from the beaten into the country, and without a cent of debt.

Urge Owsley for Governor.

INDIANAPOLIS — Despite requests of a large constituency, Alvin Owsley, past national commander of the American Legion, was refused to announce himself as a candidate for nomination for governor of Texas on the democratic ticket, but will enter the practice of law in that state.

Friends of Mr. Owsley had asked him to stand for the gubernatorial election before leaving his position as head of the legion, but he declared that if he were elected he would only leave the governor's mansion, "broken in spirit, body and financially."

He will enter a law firm in Dallas composed of legion men, to be known as "Burgess, Owsley, Storey and Stewart" on completion of a lecture tour of the country.

In a tour of the nation during his incumbency as head of the legion, Mr. Owsley traveled 61,240 miles, made 245 addresses, and traveled 15,000 miles more visiting Cuba, Panama and Europe.

Laborers Admit Thefts

EUGENE,— Or.—Mike Gomez and Pete Maldonado, Mexican railroad laborers, are in the county jail, having admitted extensive shoplifting operations. Gomez was caught by the proprietor of one of the stores after a chase down the street, but Maldonado was not arrested until later. The goods stolen from three local stores are valued at $200 or more.

JAZZ UPHELD BY COMPOSER

Not to Be Despised, Is View of Maurice Ravel, French Composer.

By Lucien Huston,
International News Service Staff Correspondent.

LONDON — Maurice "Alphonse" composes at inside throats while dinner goes when the subject of jazz music is mentioned. Not so with Maurice Ravel, the popular composer of the French music school.

Jazz, in the opinion of Ravel, must "have something" or it would not be popular. Incidentally Gershwinism have little jazz affection for adopting a superior attitude toward American jazz, according to Ravel, who declares that some of the melodies and best rhythmic melodies are of English or Scottish origin.

"Jazz for America," said Ravel, "is not going to be despised. The best jazz is written by good musicians and contains essential harmonies. They come from the negroes, no doubt, but I'm not sure their real origin is not partly English and partly Scottish.

"You may be sure that when popular music becomes national it is at least nothing superficial about it. Melodies that a whole populacy should not be ridiculed."

Ravel is not averse to personal contact with the land that produces jazz and intends to visit the United States next year.

"I have received invitations," he announced, "to conduct orchestras in New York, Philadelphia, Chicago, Boston, Pittsburg and St. Louis and I intend to go to America within a year.

"But now Ravel is in London to stage a festival of his own composition. He had some interesting things to say about the state of musical affairs in Europe since the war.

"France has developed an intelligent interest in music since the war," he said. "This is really important now. During the war she turned to anything, whether it inspired or not.

"The new rich rushed to the concert room because they thought it was the correct thing. It was snobbish, if you like, but being French they soon acquired a taste for music and now they even know how to groan Schonberg.

"As for music in England, the English are developing a school of their own in a way that has not been done since Purcell. Elgar is international. Bax, Holst, Lord Berners, Arnold Bliss and Vaughan Williams are all doing individual and interesting work, but they are all helping to create a definite English style, modified, no doubt, by French, Russian and Italian influences."

Member of German Gymnast Club Dies Playing New Game

AACHEN.—A new game, which has become popular in Belgium recently resulted disastrously for the Diest Gymnast club. One member died and 17 others narrowly escaped the same fate.

Participants in the game are locked in a motor truck and taken for a long ride. Then they are released and the first to reach a designated place is declared the winner.

When the chauffeur was about to release the Diest club members he found one of them dead. 15 unconscious and two bordering on that condition. Escaping gas had entered the closed car.

HOLLYWOOD SHOOS OFF FILM-STRUCK

LOS ANGELES—(I. N. S.)—"Don't try to break into the movies in Hollywood."

That is the nucleus of a sticker printed by the Hollywood Chamber of Commerce, and it will be broadcast throughout the nation to discourage romantic girls and boys, who, according to experts, really should be in grammar or high school.

Officials of the Chamber of Commerce said:

"We have started a campaign to discourage the unwarranted influx of young people into Hollywood and Los Angeles. The Hollywood Chamber of Commerce considers the campaign one of the most important moves undertaken in recent months. Its design is not to entirely relieve Hollywood of the embarrassment of having a lot of untrained youngsters thrown upon its charity, rather the primary object is to save the youngsters themselves the embarrassment that inevitably awaits them.

"Compiled records show that during the past year 10,000 boys and girls, who should be in high school, have invaded Hollywood to seek employment in motion pictures. The records show that none was even able to get started in the movies."

Will Consider All Oregon Farm Lands

Oregon has a total area of 61,155,480 acres, of which 22.1 per cent, or 13,542,518 acres, are included in farms, and 8.2 per cent, or 4,912,551 acres, are classed as improved lands by the United States census.

One of the questions to be raised in the land settlement and reclamation division of the coming state-wide agricultural economic conference is whether Oregon should go on developing more new lands or concentrate to a greater extent on settling and making more prosperous the lands already developed. This conference will be held at O. A. C. January 23 to 25, 1924.

Among other things that will come back into style along with nine is a second helping.

Another popular indoor sport at this season is hinting.

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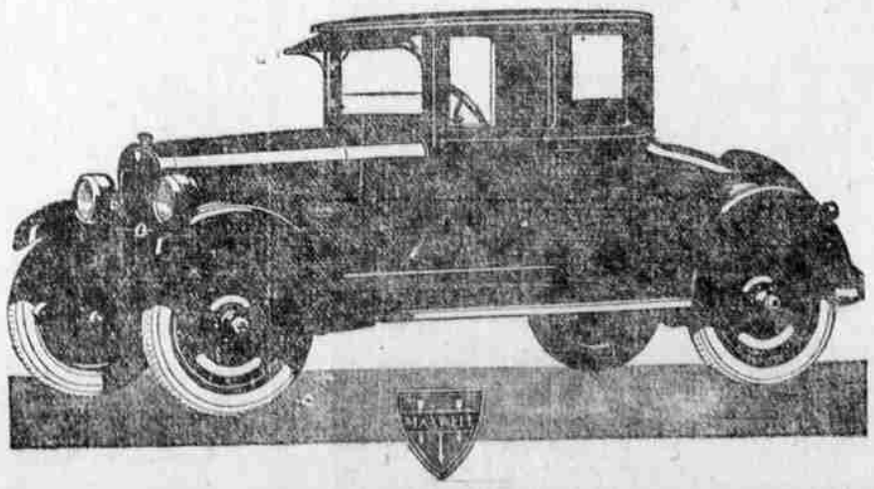

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