

SOCIAL AND PERSONALS

The following tribute to the ability and charm of a well known Pendleton artist was written by Leone Cass Day, feature writer and dramatic critic for the Portland Oregonian, in this morning's edition of which the article appears in her column of "Stars and Star Makers":

Verma Alexander, a Pendleton, Or. girl, by way of Walla Walla, Wash., passed through Portland Monday en route to visit her home village after two years spent in dramatic art, motion picture work and dancing in Los Angeles. Mrs. Alexander is a pupil of Ruth St. Dennis at Dennishaven and has appeared in vaudeville in one of the St. Dennis turns, offering an original dance specialty. She is to be featured in a dance revue now being put in shape by a New York producer and in H. Mrs. Alexander will be presented in a series of three original dances, interpretative of poems which she has written. She writes lilted verses almost as well as she dances, and she wants some day to be known as the dancing poet maid, or the poet maid premiere danseuse. Just which way it is phrased is immaterial to the charming Alexander person, for it is her ambition to write poetry better than any other dancer and to dance better than any other poet. She has an entirely new field and her youth extreme loveliness and genius for dance will carry her afar in the theatrical world. Mrs. Alexander is accompanied on her visit home by her sister, Mrs. Ibra Albert Paddock.

devoted to buying for Alexander's outfit in a women's department. Mrs. Brown will spend most of her time in New York and Philadelphia, visiting Chicago on the return trip.

In the absence of Mrs. Kenneth Goodale from Pendleton, her apartments in Douglas Court are to be occupied by Mr. and Mrs. Don Pruitt, who have been making their home in Stanfield.

Mr. and Mrs. J. C. Langley are Pendleton visitors today from Portland. A. J. Conder of Heppner is a business visitor here today.

J. W. Ritter and N. A. Humphrey are in Pendleton today from Pilot Rock.

appropriation of a like sum. Our money to be used to prepare the grade and the Highway Commission to do the travelling. This would not allow the county to do any other county road work whatever.

Could Vote Tax.
Second—For the people of the county to vote a tax. This could not be done before November, 1919. So that no road work other than that provided for by the present fund of \$120,000 could be done during the year 1919. A tax could be voted of not to exceed two per cent of the assessed valuation of the property of the county, and this tax would raise a maximum amount of about one million dollars. Tax is for permanent roads only.

Bond Issue Possible.
Third—A bond issue for the construction of permanent roads could be voted by the people of the county, at any time and in any amount up to and not exceeding two per cent of the assessed valuation of property of the county. The amount raised could be used either to meet the requirements of the State Highway Commission as to preparation of trunk highways for hard surfacing or for permanent roads not on the highways. The sum of \$250,000 could be raised to meet the requirements of the commission as to grade down the Umatilla river on the Pendleton to Morrow county line road, or a larger amount could be raised for a general county road program.

Fourth—The county could from the present county road fund grade that portion of the Pendleton-Morrow county line, from Morrow county line to Echo. This will cost in the neighborhood of \$40,000 to \$50,000, to grade, and presumably the State Highway Commission would grade same, after the grade was built. Later in November, 1919, either the tax or bond measure could be put up to the people to provide for a road program for 1920.

ADDITIONAL SOCIETY PAGE 3

BOND PLAN IS ONLY

(Continued from page one.)

P. F. Polley, J. G. Camp, Lewellyn Brownell, Pendleton, from city, H. J. Taylor, James A. Fox, Representing Commercial Association, Pat Lorrman, Dave Nelson.

Bond Issue Talked.
The arrival of men from various parts of the county this morning made it very evident that in all sections there is a lively interest in securing state help that is available and the bonding of the county is advocated as a logical step to take in view of the fact no adequate amount of money can be raised by any other method.

During the forenoon word was received from Salem that both houses of the legislature have agreed upon a ten million dollar bond issue for road purposes for the coming year. It is understood that this bonding plan will be adopted outright by the legislature and will consequently not have to be ratified by the people. It will make a vast amount of state money available and thus increase the need of county funds to meet the state money.

\$980,000 Proposed.
The most important suggestion produced this afternoon was one for a bond issue of \$980,000 by the county to meet an equal amount of state aid, of which \$575,000 is state aid to now said to be immediately available.

The following was suggested as an outline of what the plan could accomplish if adopted.

1. It will scarpify, widen, and completely hard surface the main road from Eastland through Adams, Athena, Weston, Milton, Freewater and Sunnyside to the Washington state line.
2. Will grade and gravel complete the west end road down the Umatilla river from Reth through Echo, Stanfield, Hermiston and Umatilla to Morrow county line on the Columbia river highway.
3. Will realign on proper grades and will complete grade of the main highway from Pendleton to the Union county line and will gravel the same at least as far as the Umatilla agency.
4. Will secure the expenditure of \$575,000 of state money for an equal expenditure of county money on trunk roads.

For East End Roads.

5. Will grade and gravel complete the feeder from Sunnyside and Umatilla and will grade the market road from Pendleton to Cold Springs and will gravel the same where necessary.
6. Will complete fully graded road from Pendleton to Pilot Rock.
7. Will grade Pilot Rock road to Morrow county line connecting with Morrow county road, and will gravel same where needed.

To Grant County.

8. Provides \$25,000 county money to be spent on road to Tikiah and Grant county by means of which federal aid to the extent of \$50,000 can be secured on that road.
9. Will grade and gravel complete from pavement at Havens to Helix.

Four Alternatives.
The following in detail are the four possible lines of action outlined to today's meeting by County Judge March.

First—To use two years' county road funds on the Pendleton to Morrow county line. Annual fund for 1918 is \$120,000 and for 1919 presumably the same amount. This would provide a sum of \$240,000 to meet the State Highway Commission's

Our division has been cited three times in army orders and has never failed its objective in an action. In the Arizona operation our division was held on the line twelve days after they should have been relieved to back up the N. A. division. There's a lot more I could tell you about and in some other letter I'll tell you of my experience going through the hospital, then you can trace me all over France. But I must close now. With lots of love,
SERGT. W. V. BOYNTON,
Medical Dept., 4th Engineers, American E. F.

WITH THE COLORS



News of Local Boys in the Service; Information for This Department Will be Appreciated

"RED" CORNFIELD WINS PROMOTION.
Frank Cornfield who is with the United States engineers in France has been promoted to master engineer. The following letter to his parents, Mr. and Mrs. James Cornfield, 609 West Railroad street, is written while his arm and fingers are bandaged to a board, following an injury:
France, Dec. 11, '18.
Dear Mother and Father:
Just a few lines to say hello. I am fine and dandy. I have had a little trouble with my right hand, but not bad, as you can see by my writing. I got a board on it about a week ago, but it is coming along fine. What happened to it was I hit the teeth of a saw. It was a motor driven saw. A stick threw my hand in it and saved my three first fingers through the knuckle joint. The Dr. said he didn't think they would be stiff. I hope they aren't. I was a little careless I guess, but I think it will come out all right. I have got all my fingers wrapped on a board. I am holding my pen between my thumb and the board.
I don't know if you will be able to read this or not.
Well Mama, I have some good news for you. I was promoted two grades. I was made master engineer, senior grade. It sure raised my



PRINCE ALBERT
the national joy smokes

SAY, you'll have a streak of smokeluck that'll put pep-in-your-smokemotor, all right, if you'll ring-in with a jimmy pipe or cigarette papers and nail some Prince Albert for packing!

Just between ourselves, you never will wise-up to high-spot-smoke-joy until you can call a pipe by its first name, then, to hit the peak-of-pleasure you land square on that two-fisted-man-tobacco, Prince Albert!

Well, sir, you'll be so all-fired happy you'll want to get a photograph of yourself breezing up the pike with your smokethrottle wide open! Talk about smoke-sport! Quality makes Prince Albert so appealing all along the smoke line. Men who never before could smoke a pipe and men who've smoked pipes for years all testify to the delight it hands out! P. A. can't bite or parch! Both are cut out by our exclusive patented process!

Right now while the going's good you get our old jimmy pipe or the papers and land on some P. A. for what ails your particular smokappetite!

You buy Prince Albert everywhere tobacco is sold. Taper red box, tidy red tin, handsome pound and half pound tin humidors—and that classic, practical pound crystal glass humidors with sponge moisture trap that keeps the tobacco in such perfect condition.

R. J. Reynolds Tobacco Company Winston-Salem, N. C.

NOTICE

We wish to announce to the public that we have opened up in the old Bond-Up Tivory stable (two blocks from main st. on west Webb st.), a general repair shop and garage. We aim to treat everybody right and make our work our best advertisement. And aside from repairing Automobiles, our specialties are overhauling and repairing

Caterpillars Harvesters Gas and Steam Engines

and all kinds of other machinery. We have lots of room and would be glad to figure with any one and satisfy them that our charges are right.

X. D. PARIS, W. H. NEBERGALL,

FOURTH DAY OF OUR MEN'S SUIT SALE

Many men bought suits in the first three days of this great sale.

We know that in the next two days the number of customers will equal if not surpass those of the first three.

You will not be able to duplicate the values for some time to come.

Men's fine suits, Regulars, Suits and Lounges. Blue Sergees included.

Values to \$25.00

SALE PRICE

\$20

Buy now and save

BOND BROTHERS
Pendleton's Leading Clothiers

CENSORSHIP OFF

(Continued from page one.)

At Calais we were bombed every night. After three days we entrained again and went near the town of Etaples. We trained at this place for about three weeks then started on a long march south. Up north we were among the British, but when we started on the march we left the British behind and have seen very little of them since.

After ten days of hard marching we entrained again and after two days riding in box cars we unloaded, unloaded our packs and "hit the road." One day's hike took us to a little town near Meaux and not a great distance from Paris. From there we traveled by motor trucks through Meaux and on to La Ferre sous Juarre.

It was through this part of the country the Germans had centered their armies for their drive to Paris and we had an idea it wouldn't be long until we'd see some action. After two or three days at Juarre we marched up the Marne river toward Chateau Thierry and billeted in the little village of Crouettes on the Marne. We spent the Fourth of July there and it was there that we were under shell fire the first time. The regiment put in a reserve line of trenches and were under fire a number of times but with no casualties. The town was shelled almost every night but little damage was done. After our work there was finished we moved one night by motor truck to another village by the name of Vernelle. It was there I left the detachment and went with a company of the regiment when they were ordered to the lines. I told you in a letter of our "going in" and now I can tell you when and where it was. It was the fourth division's first contact with the enemy. Our division started the big push in the sector between Solsons and Chateau Thierry on July 18 and the great allied offensive that started that day never stopped until the armistice was signed when the wedge was driven into the German lines to the Vesle river it was the fourth division that did it and it was there that our regiment suffered most. They were gassed and shelled terribly.

One of our companies had the pleasure of putting a bridge across the Vesle. They would build in the woods in daytime and move it out at night under machine gun, artillery and rifle fire. The enemy artillery had a direct range on the bridge and as fast as our company would put in a section the artillery would blow it out, until our artillery located the gun that was doing the damage then the bridge stayed in. Seven bridges were put in before they got one to stay. That was called the second battle of the Marne. It was in that battle that I was hit while I was in the St. Mihiel drive.

After that operation the division was sent into the Argonne operation. When a road had to be built over hills or shell holes it was the fourth engineers who supervised the work and the doughboys of our division were chasing the Jerries over the hills at a good double time. At one time during that operation the division post commander lost all trace of the 32th infantry. The report came back that the 32nd had gained its objective and "was evidently still going for prisoners" were coming back. We had four regiments of doughboys on our division that can't be beat.

The 4th infantry took a town seven different times and the last time at the point of the bayonet against a superior number of Prussian Guards, the Kaiser's crack regiment. The seventh time they held it.

I saw the 58th infantry charge down through an open wheat field in the face of machine gun nests concealed in a thicket of brush. When they would drop down to fire the machine gun bullets cut off heads of wheat and it would fall on their backs. They took that forrest and the last I saw of them they were still going.

NOSE CLOGGED FROM A COLD OR CATARRH

Apply Cream in Nostrils To Open Up Air Passages.

Ah! What relief! Your clogged nostrils open right up, the air passages of your head are clear and you can breathe freely. No more hawking, snuffling, mucous discharge, headache, dryness—no struggling for breath at night, your cold or catarrh is gone. Don't stay sniffling up! Get a small bottle of Ely's Cream. Dalm from your druggist now. Apply a little of this fragrant, antiseptic cream in your nostrils, let it penetrate through every air passage of the head; soothe and heal the swollen, inflamed mucous membrane giving you instant relief. Ely's Cream Balm is just what every cold and catarrh sufferer has been seeking. It's just splendid.

The Classified "Ads" SERVE People

That's Why They Are Used More and More All the Time!

More and more are the "little affairs" of life, which people used to allow to solve themselves, finding their quick and satisfactory solutions through the classified advertisements of the East Oregonian. This is in keeping with the trend of thought nowadays—the sensible tendency to solve business matters in a business way.

For the finding of a new position in a business matter. Sometimes it is an urgent one—and to "trust to luck" in your work-quest would be another way of trusting to luck for your daily bread.

The finding of tenants for property is a business matter—as is the selling or real estate. But to neglect to ADVERTISE in the East Oregonian want ads for tenants or buyers is to neglect to apply business sense to the problem.

The quest for "help," for the home or business, is a business matter—usually quickly and well solved through the service rendered by the East Oregonian classified "ads"—and not often solved at all otherwise.

East Oregonian want ads SERVE hundreds of people—making "business matters" of what often become vexatious and expensive annoyances otherwise. And their possibilities of service to YOU are as great as to anyone else in the city.

The rates are shown in this advertisement. Think of the big results you can get from these little costs. Make use of them.

EAST OREGONIAN WANT AD RATES

WANT AD COLUMN AND CLASSIFIED DIRECTORY Counting six ordinary words to the line and charged by the line.

Want Ads and Locals. Rates Per Line

First insertion, per line	10c
Each add. insertion, per line	5c
One week, (six insertions), each insertion, per line	5c
1 mo. each insertion, per line	4c
6 month contract, each insertion, per line	3c
12 month contract, each insertion, per line	2c
No ads taken for less than 25c.	

Ads taken over the telephone only from East Oregonian subscribers and those listed in the Telephone Directory. Copy must be in our office not later than 1:30 o'clock day of publication.

NEW TODAY

Each new advertisement will be run under "New Today" for the first insertion only. During subsequent insertions of the ad it will appear under its proper classification.

Telephone 1

NOW IS THE TIME TO SELECT YOUR HOME BEFORE SPRING OPENS.

I have a desirable list of large and small farms and city property at right prices, and soil can not be excelled in the west.

Box 85, Weston, Oregon.