

# THE OBSERVER

BRUCE DENNIS, Editor and Owner.

Entered in the Post Office at La Grande, Oregon, as second class matter.

Advertising rates on application. All copy for display advertising must reach the office the day before the ad appears.

Address all communications to THE OBSERVER, 1710 Sixth Street.

**SUBSCRIPTION RATES:**  
Daily, single copy ..... 5c  
Daily, per week ..... 15c  
Daily, per month ..... 65c  
Daily, six months in advance ..... \$3.50  
Daily, per year in advance ..... \$7.00  
Daily, by mail per year, in advance ..... \$4.00  
Weekly Observer-Star, per year in advance ..... \$1.50

## PROVING THE LOW COST OF LIVING.

They have told you that living comes high and that it is getting higher every year, but they are wrong. What it is that costs more and more every year is not living, but living without thinking. Apparently you might almost plan out a proportional scale of payment in brains and cash for the things you want—so much brains, so much less cash; for a hard-thinking existence, paid for with daily ingenuity and wide-awakeness, almost no expense at all in actual money. This, at least, is the notion that the Columbus Ohio State Journal deduces from the record of the "Dawes Hotel" experiment in Chicago. This is a hotel that accomplishes a great deal that is ordinarily termed charity, but does it strictly as a business proposition, aiming to pay a fair dividend. Furthermore:

The hotel established in Chicago by Charles G. Dawes, in memory of his son Rufus, is a great success in that it is keeping alive the memory of the boy by doing a great good. The annual report of the hotel, just made, shows 179,000 men stopped there during the year, at a cost of 14 cents a day for a bed and a meal. The hotel is not a charity institution. It is run like any other hotel, but the capital is so used as to make the cost of lodging and eating almost nominal.

Taking care of the poor people at these rates resulted in a slight loss to the hotel, but it was only \$482.81. That is, it cost that much to provide bed and food for 179,000 people. The remainder of the cost was paid for by the customers at the rate of 14 cents a day. By raising the price a cent or two, the hotel will pay expenses and a 4 per cent dividend. Mr. Dawes wants it understood that it is wholly a business matter, and that its customers pay their way.

So successful is this enterprise that a project is afoot to start similar hotels in other cities, to give the poor a chance to live cheaply and pleasantly. By close management the enterprise drives afar the high cost of living and proves that people may live amply and respectably on a few cents a day. That lesson alone is worth the entire experiment. There seems to be a concerted effort to make it appear that it requires lots of money for a man to live. On the other hand, it requires very little. Headwork goes further than money.

And then this hotel is run as decently as a \$5-a-room hotel. Things are kept clean and in order and the custom itself is genteel and honorable. The enterprise has completely reversed the idea that to be cheap it

must be unclean. Mr. Dawes' project has settled one thing, and that is, that there is no need for anybody starving or going bedless in this world who does a little thinking for himself.

## PROGRESS WITH THE LINCOLN HIGHWAY.

What has now become quite generally known as the new Lincoln Highway, the same being a road 3,400 miles long, reaching from New York to San Francisco, has made considerable actual progress since the scheme was first broached, a year and a half ago. It is declared by Ewing Galloway, in Collier's, that "in the near future, the Lincoln Highway will be an ideal hard-surface road all the way from the Hudson to San Francisco Bay. As most readers know, this highway is not an entirely new piece of road-building, but mainly a combination of roads already existing, these roads being improved. The originating of the idea has been ascribed mainly to Carl G. Fisher, of Indianapolis, but with him were other men who now constitute the Lincoln Highway association. These men selected the route, having regard for mileage, scenery, the condition of established roads, the cost of improvements, and the people who would be benefited. The road traverses eleven states. Cities through which it passes include Newark, Trenton, Philadelphia, Lancaster, Pittsburgh, Canton, Fort Wayne, Chicago, Omaha, Cheyenne, Reno, Sacramento, Stockton and Oakland. Many other important places are also reached. Mr. Galloway says further:

"After proclaiming the route, Mr. Fisher and his associates started a publicity campaign, telling the people what the plan meant and appealing for individual contributions. The press of this country and Canada were almost unanimous in their endorsement of the idea. In the first year \$153,703.10 in cash, materials, and advertising space was contributed. Of that sum \$8,402.76 in cash and most of the advertising space have been used. The larger part of the work of improving and beautifying the road must be done by the constituted highway authorities of the states, counties, cities and villages traversed. The role of the Lincoln Highway association is that of an auxiliary.

"That the states and local communities can be depended upon to do their share of the work is indicated by what has already been done. The old Newark Plank Road, which runs across New Jersey, has been renamed 'Lincoln Highway' for its entire length. It was well improved before the Lincoln Highway association selected it as a part of the transcontinental route. Chambersburg and Lancaster, Pa., have renamed their streets, while in Ohio forty-two miles, the entire distance across Columbiana county, have been officially redesignated. The Buckeye state's link is probably the best in the long thoroughfare. Of the 229 miles from boundary to boundary, 145 miles have been hard-surfaced with concrete, brick, or macadam. It is planned to improve the rest of the distance in the next year or two. A little further westward, in Indiana, bond issues aggregating \$275,000 have been voted for the improvement of the Lincoln Highway. Fort Wayne and South Bend have renamed their streets, as have seventeen towns in Illinois.

"Five counties in Iowa spent \$140,000 on the road in 1914, and other

counties are expected to fall in line as soon as they have an opportunity to pass upon the appropriation question. Scores of cities and towns in Iowa, Nebraska and Wyoming, including Cheyenne, have officially renamed the streets which form their parts of the thoroughfare.

"Smoothing all of the rough places in the road in Utah and Nevada in time for next summer's rush of automobile tourists to and from the Panama-Pacific Exposition at San Francisco is too big an undertaking for the state and local authorities, and the Lincoln Highway association itself has decided to take a hand. Considerable funds are required for this work, and the association is making special appeal for contributions. Appropriate signs have been put up along three-fourths of the route, and the association's officials expect to have the entire distance marked within the next three or four months.

"The marking of the Lincoln Way will hardly be completed when the work of beautifying the route will be commenced. The General Federation of the Women's clubs, which has a membership of over a million, has voluntarily assumed the task of planting suitable trees, shrubs, and flowers along the road. At the federation's biennial convention last June what is known as the Lincoln Highway Tree Planting committee was created.

"The officers and directors of the Lincoln Highway association are expecting a large increase in moral and financial support this year, and have made their plans accordingly. They are determined not only to improve the road in the sparsely settled sections in Utah and Nevada in time for summer travel to and from San Francisco, but to achieve big results along the entire route."

## SIMS RECITES WAR STORIES

By WILLIAM PHILIP SIMS.  
(United Press Staff Correspondent.)

With the Belgian Army, Feb. 8.—(By mail)—The romances of skash-bucklers are daily outdone here among the floods of Flanders where the army of King Albert stands with its back to the wall, fighting to hold the little strip of Belgian soil still to be called its own.

For instance, there is the secret band of "The Hundred and Fifty." It is composed of volunteer soldiers, picked men who snap their fingers in the face of death, and who, when the worst comes to worst, meet their doom with a jaunty smile on their lips, a smile tinged just a little with scorn and which says to the grim firing squad: "Shoot and be hanged! It's little I care!"

The general public knows little or nothing of "The Hundred and Fifty," but there isn't a Belgian trooper who doesn't know of the band and speak of it with something of awe and mystery in his voice. When an enterprise is on foot requiring supreme daring, unflinching, a do it or die determination of an almost superhuman sort, "The Hundred and Fifty" is called upon—and it never fails.

The band furnishes the necessary man, or men, and if these do not deliver the goods, another man, or more men, come forward until the thing required is accomplished. Impossible as it may seem, of the one hundred and fifty men in the organization, some three hundred and fifty have met death; in other words, the band has been wiped out more than twice. The lay of the land, so to speak, brought the darddevil group into being, a necessary result of the strange peculiar fighting now going on hereabouts.

Imagine an almost treeless stretch of marshes, extending for many miles in all directions, a river whose bed is higher than the surrounding country, cutting through the middle, checkerboarding this, imagine lone straight highways, built up, but fairly emerging from the seawater which has inundated the whole landscape save a few islands, which dot the waste of water here and there. In short, imagine the dreariest, wettest spot on earth, and you will have the scene of the battle of the Yser as it is now between Belgians and the Germans.

The two fronts pass along the course of the Yser in a general way, the battle line occupying the roads and islands.

The only means of advance in the ordinary way is along the roads, practically an impossibility, since one machine gun can hold off a regiment. To take the islands, troops must wade from knee to neck deep in the ice cold sea water or cross on rafts or scows, an equally impossible feat during daylight hours.

Stealth must be the keynote of every advance along this part of the line and black nights are the only screens available for troops here. It is the work of the hundred and fifty to prepare these surprises, for, as frequently happens, since attacks by large numbers of infantry have become impossible on account of the water, to make the dash themselves.

Here is an illustration. It was learned that the Germans had established themselves on one of the many islands jutting out of the in-

undation and were using it for various effective operations. An observer, posted in the massive tower of a mediæval church there was giving most deadly instructions by telephone to the German batteries of eight inch guns, situated so far back that the much lighter Belgian guns were ineffective against them. Something had to be done to put this outpost out of commission.

The first night 20 men went out to capture the island, it being believed that was occupied by only eight or ten men. None of the 20 came back.

The second night one of the 150 left the Belgian lines alone, swimming. When he returned shortly before daylight, he astonished everybody by reporting the tiny island held by two long entries. A large island, however, some 200 yards further back held some 250 men, and between this island and the tower ran a causeway made of brush tied in bundles. The sentries threw up illuminating bombs at regular intervals, and upon discovering the approach of the enemy gave the alarm, whereupon reinforcements ran over the causeway, took position upon the tiny fort built around the tower, and by the aid of machine guns, stood their ground.

The following night 50 men started for the island in scows which swimmers and waders pulled silently through the flood. They halted just outside the range of the illuminated bombs and the scout of the night before went forward alone. Two bombs in succession would be the signal for the part to land quickly. Fifteen minutes of absolute silence followed, then two balls of fire rose and floated in the black night. The 50 men shot forward. They landed without opposition. The body of the dead German lay on the ground. It was sentry No. 1. His helmet was missing as was his coat. On the breastworks about the tower, a few feet away, stood what appeared to be a German beckoning to the Belgians. This was their own man wearing the coat and helmet of the German sentry. Inside the trench beside a machine gun, lay sentry number two. The Belgian had slain both without a sound with his thin sword. The first by surprise, the second by impersonating the first.

While destroying the brush causeway, the Germans on the little island nearby found out what was going on and attacked. They were repulsed and the two Belgians of the night before were more than avenged. Today the Belgians occupy the island and its tower, though daily battered by German artillery, serves as an observation post. In their turn, besides keeping a permanent defense force on the island, the Belgians have connected it to their first line of trenches. The men of the one hundred and fifty are anonymous. It is said that many of them are nobles. The man, who singlehanded, captured the tower without making a sound, so the correspondent was told, was a Brussels lawyer of nationwide reputation who, when he volunteered for the service presented himself in a frock coat and silk hat.

## WELLS HAS HANDS FULL.

Salem, March 3.—Insurance Commissioner Harvey Wells, as receiver of the defunct Horticultural Fire Relief of Oregon, this morning gave out a statement in which he denied most emphatically the story that had been published in a Portland paper to the effect that the Pacific States Fire Insurance company had reinsured the policyholders of the Horticultural Fire Relief.

Mr. Wells states that the Pacific States people simply made an offer to the court to the effect that, if it be placed in possession of the information concerning the status of the policyholders of the defunct company it would agree to rewrite insurance for them and pay the receiver of the Horticultural company 10 per cent of the premiums of all policies which it may rewrite replacing any of the business carried by the bankrupt company. In this connection Mr. Wells said:

"This proposition was taken into consideration by the court and an order was made accepting it. The arrangement is not in any way in the nature of re-insurance, it still being entirely optional with the policyholders of the companies under receivership (The Horticultural Fire Relief, the Oregon Merchants' Mutual and the Pacific Home) to accept the policies in the Pacific States or in any other company which they may prefer. However, by the above arrangement, any policy written in the Pacific States Fire Insurance company will result in a profit of 10 per cent to the receiver of these mutual companies which will be applied on their debts.

"The receiver intends to wind up the affairs of the companies as soon as possible and expects to be able to make a full report to the court within 30 days. The former officers and directors are assisting in every way possible to straighten out the affairs."

In order to give the matter his time and attention, Insurance Commissioner Wells has taken up his headquarters at the offices of the Horticultural Fire Relief company, in the Y. M. C. A. building, Commercial and Chemeketa street. The officers and directors of the companies which have gone into receivership are: President B. J. Miles; W. I. Staley, vice president; H. Pohle, John Pemberton, E. T. Barnes, L. M. Gilbert, L. T. Reynolds, William McGilchrist, Sr., and W. T. Jenks, all of Salem, directors.

**Mr. Bramwell No Better.**  
Word received late this afternoon by members of the Bramwell family, conveys the information that there is very little or no encouragement for immediate improvement in the conditions of F. S. Bramwell, who is ill at Portland. He is in a serious condition.

**Home From Riverside.**  
S. N. Bolton, of the Bolton-Bodmer Co., who is instituting a branch implement house at Riverside, is home for a few days' visit with his family and to look after business matters.

**WANTED**—Three or four furnished rooms for housekeeping, or a furnished cottage. Address B. T. F. care Geo. H. Currey. 3-267, pd.

# More New Spring Neckwear

For Misses and Women - - 25c and 50c

The fame of the N. K. West store's neckwear department continues to grow and no wonder when such collars and cuff sets are sold at 25c and 50c. But this last big express shipment, just received, surpasses all others. There are new charming Tipperary flare models, new effects, in roll collars, the most pretty combinations in collar and cuff sets, new vestees and collars with vestee effects—the materials are beautiful embroidered organdies, batiste, rice cloth and Oriental laces.

25c AND 50c

The kind of neckwear most stores sell for 65c and 75c and while there is a good big assortment of the new styles they won't last long because of the low prices for such pretty neckwear.

## New Spring Waists Just Received

Very High Class Waists in Every Particular

Beautiful silk waists in military effects and other new styles. Pretty new lace waists in combinations never seen before—Made in new combination high or low necks—Come in white, new pin stripes in brown, black and blue, blacks, navy and sand color—Priced very moderately at \$4.00 \$5.00 and \$6.00.

## New Suits, Coats and Dresses

By Every Express

Almost every day sees smart, new apparel taken out of the tissue wrappings. The styles are charming and there is quite a stir in this department now with Easter only less than 5 weeks away. Suits \$15.00 and up, dresses \$10.00 and up, coats \$8.00 and up, skirts \$4.00 and up.

**N. K. West & Co.**  
THE QUALITY STORE

## CLAIM AGENT UNDER WHEELS

SOUTHERN PACIFIC OFFICIAL BADLY HURT.

Passenger Train Wheels Severe Left Hand After Sudden Fall.

Junction City, Oregon, March 3.—Slipping as he attempted to board a moving train, Fred Day, general claim agent for the Southern Pacific, fell under the wheels and suffered the loss of his left hand.

The member was completely severed and it was but by the fraction of an inch that one leg escaped the wheels.

CARE NECESSARY.  
(Continued from Page 4.)

department is limited to actual army training, and to direction of state militia work, but Secretary Garrison feels that without new appropriations at this time, his organization can be of distinct benefit as a guide to communities, with militaristic ideas.

Incidentally, it was suggested today that community military training would be in line with President Wilson's expressed theories against converting knowledge of military training in their leisure moments.

## Bracelet Watches

Let us show you the new bracelet for holding any size watch. It is a dandy and inexpensive. A fresh supply of ear drops just received.

WATCH OUR WINDOW

**G. S. Birnie**  
Jeweler & Optician  
Phone Black 971

## LA GRANDE NATIONAL BANK

Capital \$200,000.00 Resources \$1,000,000.00  
Surplus \$50,000.00

### OFFICERS:—

Fred J. Holmes, President C. C. Penington, V.-Pres.  
F. L. Meyers, Cashier  
Earl Zundel and H. E. Coolidge, Ass't Cashiers

### DIRECTORS:

Fred J. Holmes A. T. Hill H. E. Coolidge  
C. C. Penington J. F. Conley A. Blockland  
F. L. Meyers J. G. Snodgrass H. S. Brownton

### What This Bank Aims to Do

To promote our customers' interests as we would our own;  
To do all we can to make their relations here profitable and agreeable to them;  
To contribute to their enterprises, the co-operation, foresight and timely assistance which a good Bank can properly bestow.