

# La Grande Evening Observer

AN INDEPENDENT NEWSPAPER -- PRINTS THE NEWS THE DAY IT HAPPENS

VOLUME XV

LA GRANDE, OREGON.

SATURDAY, JUNE 17, 1916.

NUMBER 312

## SUBSCRIPTION LIST MINUS IN 1916 POLICIES

MOTORCLUB HAS UNIQUE BACK-ING THAT SPELLS CO-OPERATION

## OFFICERS AND COMMITTEES MEETING HEARTY SUPPORT

Nothing in Way of Subscription Accepted Thus Far. Membership Carrying With it Admission to Various Meets During the Summer Months—Whole Scheme Seems Permanent.

## OFFICERS AND COMMITTEES FOR 1916

- Officers—
- W. A. Rhodes, President
- Chase Bohnenkamp Vice-Pres.
- Ernest E. Vehrs, Sect.
- Harley H. Richardson, Treas.
- Race Manager—
- Roscoe Neal
- Referee—
- Jay Van Buren
- Advertising—
- Fred B. Currey
- Entertainment—
- Harley H. Richardson
- Herbert Browning
- Membership—
- Ernest E. Vehrs
- Guss Levy
- Tracy Hollister
- J. G. Snodgrass
- W. H. Reuter
- Finance—
- P. A. Foley
- Chase Bohnenkamp
- E. D. Selder
- A. Daniels
- Harris French
- Races—
- Roscoe Neal
- Chase Bohnenkamp
- G. A. Frostdick
- P. A. Foley

It is doubtful if any association in Union county, or in Eastern Oregon, boasts of the many members that does the La Grande Motor club. And, too, it lays claim to another distinction—that not a cent of money has been subscribed for construction of the track, posting of purses, building of a 4,000-seat bleacher, which is now under way, and in full prosecution of the big event. With Chase Bohnenkamp, vice-president of the club, a committee set about it to carry out the policy of the association this year—not to ask a single cent of money in a subscription way to carry the meets over the season. Instead of this, there was adopted a policy which spells co-operation with capital letters. Every automobile owner is asked to pay \$5.00 for season tickets which entitles admission to all race meets of the year. The same price and privileges are provided for non-auto owners by the payment of \$2.50. In this way it will be possible to "get by" without asking for guarantee moneys from merchants of La Grande.

The membership is open to anyone who wants to join, and the club is rapidly becoming the sponsor of motor activities of all kinds in the county. It is not a motorcycle club but a Motor club open to anyone but especially to the man or woman who owns some sort of a motor-driven vehicle.

Membership is rapidly growing and is not confined to La Grande alone but to Union county and to all who wish to join. The scheme is going big and after various plans have been tried out in previous years, the one this year is most pleasing of all and it is more than likely that hereafter there will be no further changes in policy or location of the race track—both seem so firmly established as to be pronounced O. K.

It seems that several of the people taking season tickets, especially those taking a car space have gained the impression that this ticket would give admittance at the gate for the car and a riding in it. The Club wishes to correct this idea. All tickets sold are sold only to persons whose name appears thereon and they are not transferable.

If John Smith has purchased a \$5.00 ticket, he is entitled to attend all race meets this year and have free car space, but those who enter the grounds with him must pay the admission at the gate for that particular meet.

# Speed 'Em Up Program Will Bring Cream of Nation's Motorcyclists

THE La Grande Motor club will hold its fourth annual motor meet on the date of July 22 and 23, 1916, the meet to consist of two days' racing for motor cycles and for \$1000 in cash prizes. All races will be held upon the one and one-half mile speed-way which is now completed and is 80 feet in width. The track consists of a quarter mile straightaway on each side and a one-half mile curve at each end thus making a total length of one and one-half miles.

This is the second track or speedway of its nature to be constructed in the Pacific Northwest—there being only two, one at Tacoma, Wash., the other at La Grande. This speedway is situated four miles east of La Grande upon the McKennon farm and covers an area of 160 acres. Here the character of the soil is fortunately well adapted for the particular use of a speedway owing to the fact that the ground packs firmly and affords a surface similar to that of a hard surface pavement.

The land is sub-irrigated by a ditch on two sides of the field, thus almost entirely eliminating dust and it is probable that this feature will prevent the necessity of ever having to oil the surface which is rapidly becoming hard and dustless. A very small amount of sprinkling upon the surface of the track just before the meet will hold the dust down for a number of days, owing to the sub-irrigation.

Before the date set for the big Speed 'Em Up feature there will be constructed a grand stand with a seating capacity of approximately 5000 which together with reserved car parking space along side the track, will afford seats for all desiring same.

The reserved car spaces will be 7 feet in width and will be numbered, reserved, and placed on sale so that parties desiring may secure their space in advance and depend upon having a good location right at the side of the track, where they may sit in their machine and view every race.

The ground is perfectly level and the machines are in view contantly.

On the first day, July 22, the feature race will consist of the "Northwestern Grand Prix." This will be a 50-mile race for riders residing in Washington, Idaho and Oregon, and the winner of this race will receive the title of Northwestern Champion together with his portion of the \$200 purse. This great race will be held the last thing during the day after there has been run a five-mile race for local riders, a 10-mile race for Northwestern riders, trials for track record open to all comers. It is certain that the feature contest on this day will afford a class of competition for the northwestern supremacy, such as was never witnessed before by this section of the country.

### The Second Day

The second day will be featured by the Far Western Grand Prix, a 100-mile race open and free for all in which will compete the world's greatest riders representing the Eastern factories in Chicago, Milwaukee, Springfield, Mass., etc. Together with these great Eastern riders and champions will be seen the best men upon the Pacific coast. The far western grand prix will be the last race of the day before which will be run a five-mile race for local riders, a 10-mile race open to all comers, a mile race open to all comers and the finals in the trials for track records.

The La Grande speedway is attracting wide attention throughout the United States and queries are being received continually from the Eastern sections which forecast for this year the greatest event of this nature ever staged upon the Pacific Coast. At this time it is too early to give the names of just who the riders for the big Speed 'Em Up event will be, but it is positive that the three big factories—the Indian, the Excelsior, and the Harley Davidson—will all have their best teams of speed merchants to represent them and their interests.

## Wallowa Lake Soon Will Be Mecca For Auto And Motor Fans

### SPEED'EM UP SONG

Portland has its official song for the Rose Carnival, why not we have a song for our Speed 'Em Up, which is gaining such an enviable reputation?

With this idea in view J. David Haines has been asked to compose something that will be in keeping with the spirit of the event, and who has consented to do so. The music promises to be snappy and fast and will have a chorus that most everyone can sing, and when you hear the band play it, do not hesitate to join in the chorus, helping to make "The Speed 'Em Up" a huge success.

### England's "War Widows" are "Pooling" Homes

London, June 17.—"Pooling" homes is being resorted to by many women whose husbands have gone to the war front, as a means of living with some degree of comfort despite the general heavy reduction in incomes.

More and more of it is likely as fresh groups of married men are called to the colors.

A sample instance the details of which have been published illustrates the system.

The combination was affected by three sisters, all Londoners.

Of the trio, two had two children each; the third, three.

Their husbands' incomes had amounted to about \$50 weekly, each.

Their war allowances were about \$10 weekly to each of the mothers with two children; a trifle more to the one with three.

On \$10 weekly each, it was obvious that these three households, maintained separately, would have to give up everything but the barest necessities of life.

Instead of doing this, they "pooled" resources, moved into the country, where living is considerably cheaper than in London and are living comfortably, though economically, the combined family being rather large on the \$30 weekly.

Advocates of the "pooling" system suggests that, as in this case, combinations be formed by groups of relatives or old friends, for the purpose of reducing the possibilities of internal friction.

It is agreed that the exercise of a good deal of tact and self-control are called for, in any event, but these have been developed to remarkable extent in England by the war.

In some groups, of which most consist of two or three families, the work has been systematically divided, one woman acting as nurse, another caring for the housekeeping and a third,

## AMBITIOUS PLANS FOR MAKING FAMED LAKE A PARK GROWING

Besides carrying the euphonious name Wallowa National Park, which is now being promoted by the people of La Grande and Union and Wallowa counties, will be one of the greatest features of the entire western country.

One has but to analyze the many remarkable features in the region proposed for park reservation when he will come to a realization that few national attractions can excel the one great stretch of country that lies immediately before our eyes.

The benefits to be derived by the automobile tourist are many. At present the roads into Wallowa Lake are as good as most of the cross-country highways and no tourist, who is used to negotiating long trips need hesitate for a moment about taking up the route from La Grande to Joseph. The celebrated Wallowa hill is not the bugbear to auto drivers that many would make believe. It is in fact one of the great assets of the trip. Its beauty

is never appreciated until one takes the trip and sees below ribbons of road lapping back and forth around the mountain. Then comes the canyon road which is very desirable and one that is appreciated by everyone.

Following the road out of the canyon's mouth one enters upon the fertile Wallowa valley where the riches of the county are piled up each year and agriculture in its most pronounced form is pursued.

The automobile and motor cycle dealers of Washington and Oregon should never sell a machine, a tire or a gallon of gasoline without asking the customer if he has ever been to Wallowa Lake. If he has not directions should be given as to how the desired resting place may be reached. Try this a while and see what a difference will be felt in the tourist pulse as he reaches La Grande. For, instead of pushing forward on the main highway he will invariably want to take the trip to the Lake.

### New Money To Be Minted

Washington, May 30.—Dimes, quarters and half-dollars of new design will be minted after July 1. Secretary McAdoo announced today. For the first time since 1891 a change will be effected in these pieces. The announcement disclosed that the half-dollar had practically gone into disuse. The new design was selected with the hope of restoring it to more general circulation. It was indicated. Under the new coinage, each piece will be of different design.

The half-dollar and dime models were made by Adolph A. Weinman, and the quarter-dollar by Herman A. MacNeil. Both are sculptors of note.

The face of the new half-dollar bears a full length of Liberty, with a back-

ground of the American flag fly to the breeze. The Goddess is striding forward to the dawn of a new day carrying laurel and oak branches symbolic of civil and military glory, perched high on a mountain crag, folded. Growing from a rift in the rock is a young rift in the mountain pine, symbolic of America.

The design of the quarter is intended to typify the awakening of the country to its own protection. It is shown stepping toward the country's gateway bearing upraised a shield from which the covering is being drawn. The right hand bears an olive branch of peace. Above the head is the word, "Liberty" and below the feet "1916". The reverse bears a figure of an eagle in full flight, wings extended, and the inscriptions "United States of America" and "E Pluribus Unum."

Both the half-dollar and the quarter bear the inscriptions "In God We Trust". The design of the dime is simple. Liberty with a winged cap is shown on the fore side and on the reverse is a design of a bundle of rods and a battle-ax, symbolic of unity, wherein lies this nation's strength."

One way to make friends—keep your advice to yourself.

More men can remember the number of fish they caught last Sunday than the text of the sermon they heard.

### BIG CIRCULATION TONIGHT

This evening's edition of the Observer, containing definite description of not only the coming Chautauqua, but the Speed 'Em Up as well, will probably be as widely read as any Observer edition in past history. Motor factories throughout the United States, riders in all parts of the country, and friends and acquaintances in the four corners of the United States, will be reading the news contained herein before the issue is a week old.

### Staid London Paper Prints Unusual Prediction of War's End June 17

London, March 31.—An English army officer was starting for the front last year. He called at his bank to settle up certain affairs before departing.

"You'll be back soon with a wounded hand," said the bank manager. He was.

His wound healed, the officer made ready to go back to the front. Meeting the bank manager, he inquired: "Any more predictions?"

"You'll be gone longer this time," said the manager, "and when you do return, it will be quite a bad leg wound."

This also happened. The officer was much surprised. Hunting up the banker, he inquired: "Since you know so much, why can't you tell me when the war will end?"

"It will end," said the manager, "on June 17, 1916, but I shan't live to see it. I'll just about live until New Year's day and not much more." He died Jan. 2.

### Special Train to Brownsville

Lebanon, Or., June 14.—A special train is being run through this city for two days from Albany to Brownsville by the Southern Pacific company for the accommodation of those attending the Linn county pioneers' picnic today and tomorrow.

### Merrill Votes Water Bonds

Merrill, Or., June 14.—At a special election held here yesterday, the electors amended the city charter authorizing a bond issue of \$6000 for the purpose of installing a water system for fire protection.

### Fined for Trespass of Cattle

Centralia, Wash., June 14.—O. J. Loves, George W. Robinson and John Hopper, all of Dryad, were arrested Monday on the complaint of the Northern Pacific that they allowed their cattle to trespass on the railroad right-of-way. The men were fined.

## RACE VISITORS WILL HAVE FUN IN GREAT GOBS

ENTERTAINMENT AT NIGHT OF BIG SHOW WELL DEVELOPED EARLY

## MARDI GRAS LIKELY TO BE RELEGATED

Jitney Dances in All Dance Halls of the City Is Newest Scheme for Entertainment Saturday night—Giant Smoker for Visitors and Members Friday Night Is Talked of.

Entertainment for the hundreds of visitors to La Grande during the two-day Speed 'Em Up events in La Grande this year, is now being drafted and elaborate plans are entertained. While too early to definitely forecast what the nature of the fun will be, it is apparently certain that there will not be a Mardi Gras, or street dance, a method of amusement which meets with vigorous opposition from many, and the committees on entertainment feel that it is best to ameliorate this sentiment. Consequently they are looking elsewhere for amusement. A jitney round robin dance is probable, though definite announcement will be made in this regard in due time. Many of the committees propose to gain the promise of all dance halls in the city to co-operate with jitney dances, that the hundreds of visitors in the city may go from one to the other, dance for a nickel one time or as many times in each place as they desire. This would give all an opportunity to get on a dance floor somewhere. Just which night of the two nights this should be remains to be determined—but probably Saturday.

### Luncheon the Night Before

Some of the committee are talking of an informal buffet luncheon and smoker in which local talent, and probably some outside performers as well, appear in wrestling bouts and boxing matches for the entertainment of visitors. It is suggested that this particular affair have a buffet luncheon where each guest helps himself to a sandwich and hot coffee, and top off with a good cigar. This, it is suggested, should be open to all visitors from out of town free, and as far as the home-guard is concerned, members of the Motor Club alone should have access. Riders, however, would be special honor guests, and anybody whose home is not in La Grande would be as welcome as the flowers in May. In this way some big commodious hall would no doubt be filled to capacity on the first night. Thus the Friday night smoker would get everybody acquainted and work up enthusiasm for the Saturday opening races. Then the Saturday night affair would be a big topper-off for visitors and all citizens in general who could celebrate the night between the two programs with great gusto. The main races would end the 1916 celebration.

### Transportation Looked After

It is likewise too early to positively outline the means of transportation but all who see the races must pass through the gate and the club will not lose as heavily on free spectators as they did last year. The facilities will be first-class, as the roads are good at the big oval and as two roads reach it, outgoing travel can go one way and returning the other so there will be no useless or inconvenient passing of automobiles to and fro. However, these are minor affairs that will be duly adjusted before Referee Van Buren calls the racers to the track.

### Pacific Coast Tennis Championship

Del Monte, Cal., June 17.—Will Johnson, Maurice McLoughlin, Mrs. May Sutton Bundy and other nationally famous tennis experts started play today in the annual Pacific Coast play today in the annual Pacific Coast championships here. One of the features was a sectional junior championship events, open only to lads under twenty years of age. The winners in this division will play in the national tournament at Forest Hills, beginning August 31.