Records - Records

We Have Just Received a Shipment of Several Hundred Dollars' Worth of
COLUMBIA DOUBLE DISC RECORDS

And There Isn't a Poor One in the Bunch

Columbia Records Will Play on Your Machine

Our Stock Is the Largest and Cleanest in Town

W. H. BOHNENKAMP CO.

CHEESE ONCE A BY-PRODUCT NOW IS FOOD STAND-BY

Cheese is one of the first—and perhaps the best form for preserving the food value of fresh milk for future use. It is highly concentrated food, and is more easily transported and kept in good condition than butter. Therefore it is of the highest value for shipment to our war allies.

American dairy farms produced in 1917 approximately 33,000,000,000 pounds of skim-milk. That much skim milk if converted into cottage cheese for human food, would make nearly 5,000,000,000 pounds of cheese. AND THAT FIVE BILLION POUNDS OF CHEESE WOULD CONTAIN 1,025,000 POUNDS OF PROTEIN—MORE PROTEIN THAN IS CONTAINED IN ALL THE BEEF EATEN IN THE UNITED STATES IN A YEAR!

Here is the big hint for American housewives—and American women in particular. Skim milk is of more value as human food than when fed to cattle. It restores to the daily diet much of the protein lost in the reduction of the usual meat ration.

"When a man or a woman finds fault with the meatless or wheatless regulations, a presumption arises against the fault-finder's loyalty, and the burden of proof is on the defendant."—Logansport Reporter.

SOCIALIST JUDGE ON BENCH IN NEW YORK

Justice Jacob Panken, the first Socialist judge elected in New York, photographed at the opening of his first court session at the municipal courthouse of the Third district.

Judge Panken said in answering an address of welcome:

"When I was elected many people had their misgivings as to what my attitude would be on the bench. When I took my oath I affirmed that I would obey the Constitution and obey the law, and I shall endeavor to decide all matters that come before me within the spirit of the Constitution and our laws."

Many trade unions he had served as counsel sent floral greetings.

Better than money because they earn money; buy a WAR-SAVINGS STAMP TODAY.

FAMOUS "ACES" DOWNED; FRIEND AND FOE LOSE

Dangers of Flying Pictured in Career of Leaders.

WILL NOT TAKE NEEDED REST

Aviators Become Exhausted After Long-Time Fighting at the Front and Often Fall Easy Prey to Fresher and Less Experienced Men—Many Able Germans Downed—French Lose Thirteen "Aces."

The autumn of 1917 has been exceptionally destructive for the fighting "aces" of the warring aviation corps, many of the greatest and most famous flyers in both the allied and the enemy ranks having fallen. A great number of them had been flying for two and even three years, and were almost deemed invincible. It is my belief that after a man has flown and fought at the front for a long time he becomes exhausted, and unless he takes a rest, which few devoted aviators will consent to do, he falls an easy prey to some fresher though less experienced man, writes Paul Ayres Rockwell in the Chicago Daily News. At the head of the list of fallen airmen comes the glorious Frenchman, Capt. Georges Guynemer, who had, by official count, destroyed 53 German airplanes, and who had surely accounted for at least twenty others. He was killed in aerial combat above Poecapelle, September 11, by the German Lieutenant Wissemann, who was slain a few days later by Second Lieutenant Fonck. Guynemer was the finest and most romantic figure this war has yet produced. His final citation in French army orders follows:

"Georges Guynemer, captain commanding escadrille N 3; died on the field of honor September 11, 1917. A legendary hero, fallen in the full heaven of glory, after three years of ardent struggle. Will remain the most pure example of the qualities of the race; indomitable tenacity, tireless energy, sublime courage. Animated by the most unshakable faith in the victory, he bequeaths to the French soldier an imperishable souvenir, which will exalt the spirit of sacrifice and provoke the most noble emulations."

Another great Frenchman who will fly no more is Captain Matton, who shot down nine enemy machines. He did not return from a flight over the German lines on September 10. Later it was learned that he had been wounded, captured and taken to a prison camp, where he died. These are the only French "aces" who have been killed, though several valuable pilots are no more.

Many Able Germans Downed.

Now read the long list of German losses: Capt. Baron von Richtofen, commander of the notorious "tango" escadrille and credited by the Wolff communiques with 61 victories, has been forced by serious wounds to give up active flying. He was last mentioned in the enemy's communique of September 3, which chronicled his sixty-first triumph. Shortly after, he was reported killed in action, then a British prisoner. An Amsterdam dispatch of October 22 reported the baron's marriage to the daughter of a multimillionaire munition maker and stated that the kaiser had given the noted "ace" a place on his staff as inspector of all German aviation schools.

Von Richtofen made his first appearance in the enemy communiques on January 24, 1917, when his seventeenth victory was chronicled. Why had he never been spoken of before? Bertholdi's sixth victory, Wintgen's fifth, Baldann's fourth, Hohndorff's fourth were cited, the same for Mulzer, Leffers, Von Althaus and many other Boche "aces." Yet, although Von Richtofen was a nobleman, a fact rare among the German "aces," and in consequence standing an unusually good chance of being signaled, his debuts were passed over in silence. Jacques Mortane, the French aviation writer, is of the opinion that Von Richtofen's first 16 victories were invented for him owing to the fact that when he appeared on the scene in the communique the Boche authorities were sorely in need of "aces" to convince the German public that their aviation was superior to that of the allies.

Big Losses in 1917.

Lieut. Werner Voss Crefeld was killed September 24, along with his fifteenth victim, Lieutenant Gontermann, who had destroyed 39 allied airplanes and observation balloons, was killed accidentally early in November. Lieutenant Wolff was slain in an air fight September 15, after he had triumphed over 33 allied machines. Lieutenant Dostler, mentioned as having shot down 26 allied airplanes, was killed in combat in mid-November. Lieutenant Baron von Richtofen, brother of the noted captain, was reported killed by the British in September. But a later report from Germany indicates that he was only wounded. He was credited with twenty-four victories. Among his victims was the wonderful English flyer, Capt. Albert Ball, who fell May 7, 1917, after having gained 43 victories.

Lieutenant Hohndorf, the former spy, was killed in combat September 12, after destroying 12 allied planes. Second Lieutenant Festner, who had 12 victories to his credit, also fell in September, as did Lieutenant Mulzer, who had shot down ten adversaries.

Since August, 1914, 35 German "aces" have been killed, and only 29 remain alive. The Boche leaders today are Lieut. Hans Muller, with 29 victories; Lieutenant Berthold, 28; Lieut. Chevalier von Tuscheck, 23, etc.

French Lose Thirteen "Aces."

All told, but 13 French "aces" have been killed or made prisoner. They are:

Victories.		Victories.	
Capt. Guynemer	53	Capt. Auger	7
Second Lieutenant Dorme	23	2d Lieut. Langlade du Temple	7
Adjt. Lenoir	11	2d Lieut. Pegoud	6
Capt. Matton	9	2d Lieut. Deforme	6
Sergt. Salvage	8	Sergt. Hause	5
2d Lieut. de Rochefort	7	Captain Lecourtis Grandmaison	5
Capt. Doumer	7		

Forty-five French "ace" pilots are still on the battle front:

Commandant Nungesser	35	2d Lieut. Montrion	7
Capt. Heurtaux	21	2d Lieut. Koetz	7
Adjt. Fonck	19	Sergt. Guerin	6
Lieut. Deullin	18	2d Lieut. de Bonneforg	6
2d Lieut. Madon	17	Capt. Derode	6
Capt. Pinsard	16	Sergt. Soullier	6
2d Lieut. Lufbery	15	Adjt. Herbelin	6
2d Lieut. Navarre	15	Lieut. de Sevin	6
2d Lieut. Chapot	12	Gunner Martin	6
2d Lieut. Jailler	12	Adjt. Bloch	5
2d Lieut. Tarascon	11	Lieut. Gastin	5
2d Lieut. Ortoli	11	2d Lieut. Borzechy	5
2d Lieut. Bevan	10	Sergt. Rousseau	5
Adjt. Chaluat	9	Lieut. de Turenne	5
Lieut. de la Tour	9	Commandant Marancourt	5
2d Lieut. Casale	9	Adjt. Hertsson	5
Adjt. Donchy	9	Lieut. Marty	5
2d Lieut. Viallet	9	2d Lieut. de Rochechouart de Mortemart	5
Adjt. Vitalis, gunner	7	Sergt. Quette	6
2d Lieut. Flachaire	7	Adjt. Blanc	4
Adjt. Bayaret	7	2d Lieutenant Regnier	5
2d Lieut. Lachmann	7		
2d Lieut. Huguet	7		

Newest French "Aces."

A word about some of the new French "aces."

Second Lieutenant de Rochechouart de Mortemart, Prince de Tonnay-Charente, is the first prince to become an "ace," although there are several noblemen among the "aces" in the French, English, Russian, Italian, German, Austrian and Turkish armies. When the war began the Prince de Tonnay-Charente was serving in a light cavalry regiment. After much campaigning on horseback and in the trenches, he passed into the aviation, going to the front with the famous escadrille N 23. Shortly after he arrived

(Continued on Page Seven)

DEFENDANT IS DISCHARGED

Clem Henry Found Not Guilty of the Charge of Extortion.

In the Circuit Court late Saturday evening the jury in the case of the State vs. Clem Henry, in which the defendant was charged with attempted extortion, brought in a verdict of not guilty. The defendant, Henry, is a resident of Elgin.

The civil case of Richey vs. Robinson is on trial today.

Everett Knowles on a Furlough.

Everett W. Knowles, son of Judge and Mrs. J. W. Knowles, is home on a brief leave of absence. He has been with the cruiser Vicksburg of the Pacific patrol, but has recently been transferred to the torpedo destroyer Taylor. The young man shows evidence that marine duties are agreeable but, of course, is glad to be among the home folks for a while. He will probably remain about three weeks before again reporting for duty.

A Hint to the Aged.

If people past sixty years of age could be persuaded to go to bed as soon as they take cold and remain in bed for one or two days, they would recover much more quickly, especially if they take Chamberlain's Cough Remedy. There would also be less danger of the cold being followed by any of the more serious diseases. —Adv.

RIGHT NOW

is the time to have that OIL BURNER installed.

We have the HOT BLAST and DOMESTIC.

Save One-half of Your Fuel Bill.

Furniture Exchange

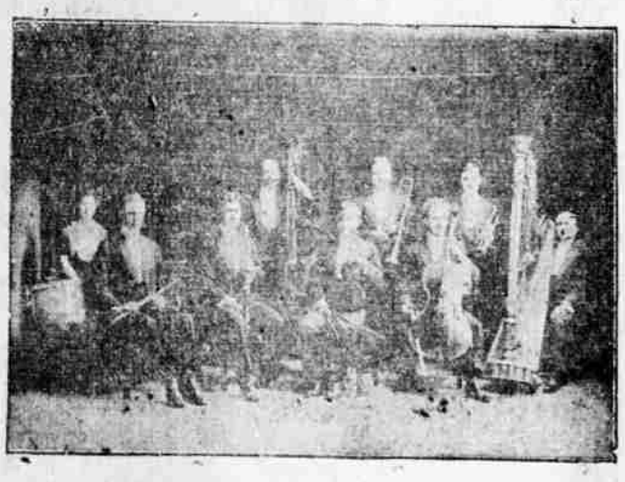
Fir and Jefferson E. J. BONOMUE Black 1241

Best Prices Paid for Used Furniture

CONCERT AND DANCE

BY THE FAMOUS HALLOWELL MUSICAL COMPANY OF CHICAGO

Rex Hall, Wednesday, February 27th



HALLOWELL MUSICAL COMPANY

This well known and high grade galaxy of stars will appear in La Grande on the date named above, and after the concert, which begins at 8:15, dancing will follow. Also

WENTZEL, THE GREAT BARITONE.

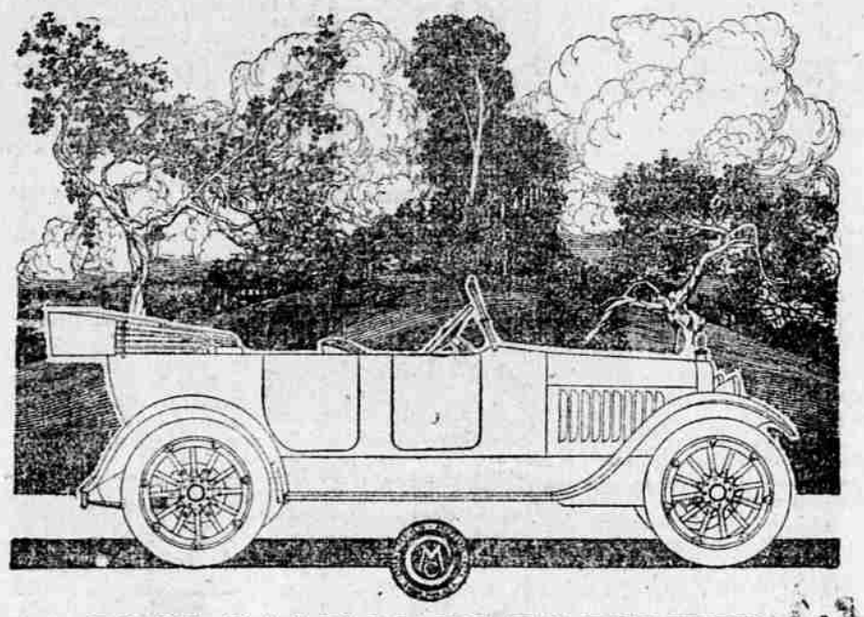
Latest War Songs A Great Voice

This is the Same Company of Stars That La Grande Has Always Enjoyed Hearing—and They Are Better Than Ever.

Admission to Concert 25c -- Concert and Dance $1.00

Spectators Coming in After Concert 10c

THE BIGGEST MUSICAL EVENT OF THE YEAR



POOR GAS IS MADE TO DELIVER HIGH POWER AND SPIN LONG MILEAGE IN THE GREAT CHALMERS ENGINE

While gas continues to deteriorate in the power it once had it is interesting to observe the skill with which the great Chalmers engine is overcoming the situation.

Most everybody knows that poor gas means poor power, but hardly so in a current Chalmers. Poor gas in this car invariably means high power.

First, this new Chalmers has a device known as a "hot spot" which cracks up and then heats as hot as toast the raw gas. That means getting gas in better shape than gas was ever put in before for explosion.

Then there's the "ram's-horn" manifold which overcomes all the disturbing elements of previous manifolds and hurries the gas thus conditioned into the combustion chambers.

The result is that when the spark plugs touch off the gas you get 100% (or very close) results.

Little power escapes into the exhaust. Well nigh all the power that the raw gas once possessed is harnessed up ready for use.

And you can play with this power at a child's speed or you can run it up as you like—only you will note a new quality in the power: a peculiar softness of action that tells its own story—high efficiency.

TOURING CAR, 7-PASSENGER $1653	TOURING SEDAN - - - $1750	TOWN CAR LANDAULET - $3025
TOURING CAR, 5-PASSENGER $1665	CABRIOLET 3-PASSENGER - $1775	LIMOUSINE, 7-PASSENGER - $2925
STANDARD ROADSTER - - $1665	TOWN CAR, 7-PASSENGER $2925	LIMOUSINE LANDAULET - $3025

ALL PRICES F. O. B. DETROIT SUBJECT TO CHANGE WITHOUT NOTICE

DANIEL AUTO COMPANY

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