

HOSTESS HOUSE FAMILY REUNION

AMERICAN SOLDIER WHO FOUND MOTHER IN GERMANY

How Y. W. C. A. Happened to Entertain Only A. E. P. Mutter Who Visited Army of Occupation

By GRACE GOULDER. (With the American Y. W. C. A. Over-seas.)

Coblenz, Germany, March 28 (By Mail.)

It happened right here in Coblenz. A big corporal came into the Y. W. C. A. Hostess House and asked for the director, Miss Ruth Woodsmall, who comes from Colorado Springs, Colo.

"Could my mother stay here?" he began at once, trying his best to cover his excitement.

"Your mother?" gasped Miss Woodsmall. "How did your mother ever get here?"

"Well, she isn't here yet, but if she comes will you keep her?"

"Of course I will, but—"

She didn't finish for the boy had smashed his cap back on his head and was out of the door on a run.

The corporal's visit remained a mystery for two days. Then one evening just at dusk a little white haired woman dressed exquisitely in black appeared in the sitting room of the Hostess House, and the corporal was hovering behind her, trying to be beside her and back of her, and in front of her all at once. He was carrying her coat—a big fur one. With them were three doughboys, pals of the corporal. They tried to keep in the background, but their eyes were glued on her face.

Everyone in the sitting room sat at attention. There are no English speaking men or women out of uniform in the Third Army area. Yet here was a woman in civilian clothes. Mothers are unheard of with the army. But this was a mother, everyone knew. After awhile someone found out about this mother.

Had Been Interned During War.

She and her husband, who were born in Germany, but had been naturalized, lived in San Francisco. Before the war they left for Weisbaden, Germany that their invalid daughter might have treatment at this famous health resort.

They brought their other children with them. One was Walter, a small boy, and the other was Ralph, now Corporal Stepp of the American Army.

When the war was declared they sent Ralph back to America, because he was of military age, and they did not want him to fight for the Kaiser. Then America entered the war.

Mrs. Stepp—Mrs. Ann Stepp she is—told this part of the story:

"Until a month ago I hadn't heard from Ralph for two years and a half—even before America got in the war he was held up. I didn't know whether he was in the army or not—but I was sure he was, because well because he is an American." Here she stopped a minute to smile up at him.

"After awhile we heard from some friends that he was in the army—and that he had come over here. That was all I ever knew. It's nearly five years since I have seen him!

"Of course it was awfully hard—I couldn't get word to him and he couldn't to me. My husband used to tell me it wouldn't help Ralph any for me to cry. I tried not to—before the rest of them anyway. My daughter got worse steadily—she is no better. We couldn't get the proper food for her after awhile. And she hated to see me worried about Ralph, so I used to try to keep up before them.

"Last January my husband came to Coblenz about his street papers. An American soldier in Ralph's company who was in the office heard his name and asked him if he was any relation to Ralph. He didn't tell him Ralph was in Coblenz, but went after Ralph. He didn't tell Ralph his father was here. When they met they couldn't believe their eyes.

"Ever since then I have been trying to see Ralph. He couldn't come to Weisbaden because it was out of the American area, and I couldn't get through until May—more than two months."

"They asked her if her Ralph had changed much in all that time.

"Oh, yes—very much. I'd do you know, I think it is because all that long time when I didn't know where he was or how he was—I got in the habit of thinking of him as he was when he was a baby—I kept seeing him as a baby and remembering the way he felt when he was little. Isn't that queer? And now look at him!"

"And the corporal telegraphed to see the director in his eyes.

"This is a long time to wait to see your boy," she murmured, and she put her arms in him. Again she had forgotten the people around her.

"The corporal cleared his throat. "This is why I ask of you if you could keep my mother, Miss Woodsmall. I didn't want her to come unless she had a good place to stay. Ah—"

Thankfully.

And that is the story of how the Hostess House happened to entertain the only known A. E. P. Mutter who has visited the Army of Occupation.

Mixing Tobacco.

The mixing of light and dark tobacco is a thing of comparatively recent date. It was from London found his pipe tobacco was nearly exhausted, so he cut up a cake of chewing tobacco and made a mixture. He explained to smoke the blend and meeting a friend who was in the trade, he gave him a sample with the result that the best smoking mixture was soon before the public.

Observer ads are widely read.

Cadillac Cars Were In The "Pullman" Service For the Men in France

Three different makes of automobiles were adopted as standard army cars for service in France. Besides the Cadillac there were Dodge and Ford. "Whom, then, rode in Cadillacs?" you ask. The answer is in a thousand letters from overseas, from General Headquarters and from the headquarters of the various American army corps in France. Cadillacs made up the trunk line communications of the A. E. F. The aviators were supplied with Cadillacs, too. But the services which will longest be remembered are the long fast runs between G. H. Q.

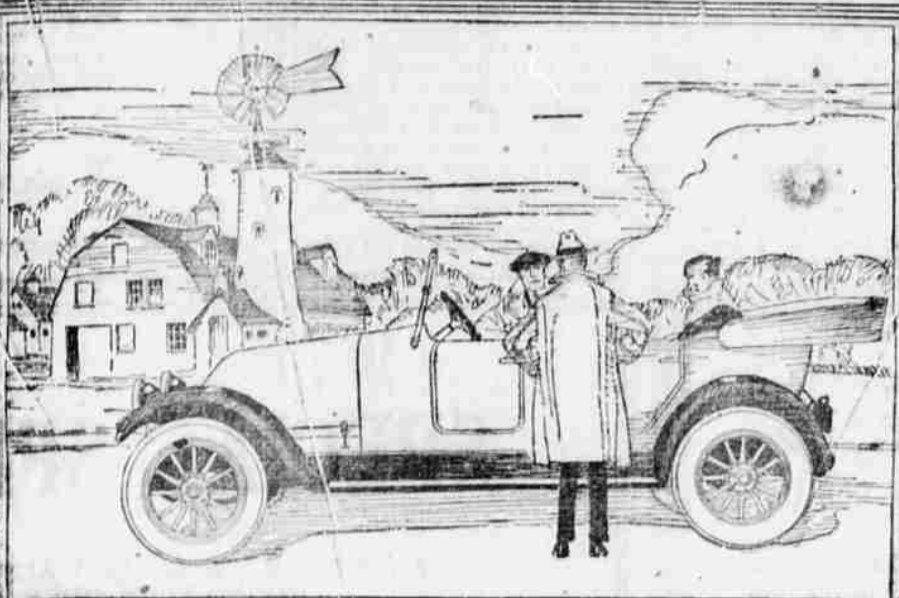
and the various corps headquarters, between Paris and the front—trips which were made by Cadillac instead of by train because the automobile route was quicker, more direct and more certain than French train service during the war. Other cars could have made these runs and occasionally did make them. But to the man who started out at 2 o'clock in the morning for a mad three hundred mile ride it was not a question of what the car could stand but of a car in which he could endure the journey with perhaps the possibility of a little sleep snatched here and there on the smoother stretches. Cadillac cars stood up. And they gained an immense popularity among army chauffeurs for their dependability.

But this is only half the story of Cadillac in France. Their substantial weight and road steadiness made long journeys at top speed over war torn roads not only physically possible but preferable in point of time and bodily comfort to the same journeys made by rail. The army demanded a car that would stand the hardest kind of punishment without faltering. Having found such a car it was a source of constant satisfaction to discover, among other hidden qualities, comfort undreamed of. Cadillac army service is interesting because it proves in an intense and vital way the good Cadillac qualities which Cadillac owners in the States have known for years. It is worth while to record that that proof included a tribute to Cadillac superlative riding qualities as well as Cadillac construction.

Have the label, which stands for Observer advertising will bring re-fair working conditions, put on your suits.

job printing. The Observer is one of the two shops in town observing union principles. Phone Main 37.

Some new factory patterns in hand purses are now on sale at Silverthorn's. 613 E. Silverthorn's. **Silverthorn's** FAMILY DRUG STORE LA GRANDE, OREGON.



THE FRANKLIN CAR

YOU CHOOSE THE ROAD FOR A FRANKLIN DEMONSTRATION

The chances are that you know every road in this vicinity. You know which are the good ones—and which are the bad ones. You probably have in mind right now, one road that is a hard test for the riding qualities of any automobile.

Lead us to that road. In demonstrating the Franklin Car we depart from the usual practice of selecting a smooth, level road—in fact, the worse it is, the more convincing will be our demonstration.

Only in this way can we actually show that Franklin Scientific Light Weight and Flexible Construction do mean a smooth-riding, road-holding, easily handled car.

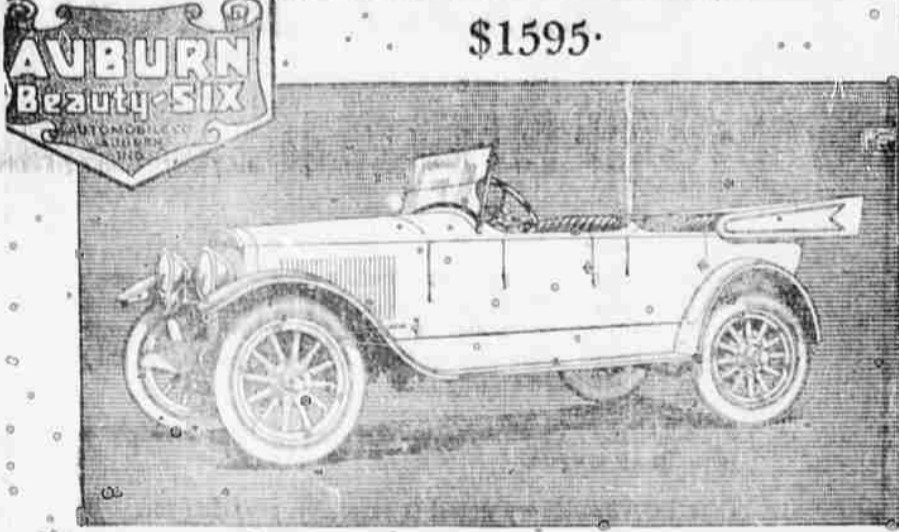
Then, too, such a demonstration brings a fuller appreciation of Franklin economy—the consistent, publicly known delivery of

20 miles to the gallon of gasoline—instead of the usual 10.

10,000 miles to the set of tires—instead of the usual 5,000.

Let us drive you over any road you choose, and if you have ever gone over it in another car you will be quick to notice the difference.

HILTON GARAGE



It's a Beauty-SIX

Daringly designed, the Auburn Beauty-SIX creates in its superiority of appearance an instant pride of possession. The straight line of the bonnet merging with the bevel-edge of the body and continued by it, gives that individuality so much desired. At forty or fifty miles an hour the Beauty-SIX rides with unexcelled comfort and exhilarating security. The engine is the masterpiece of nineteen years' successful automobile engineering. It is mechanically correct.

Two models, 6-15 H Six Passenger Touring and 6-14-19 K Four Passenger Smart Tourer, at \$1595. Smart color combinations in blue-black, purple-black, and Auburn gray. **AUBURN AUTOMOBILE COMPANY** AUBURN, INDIANA *Automobile Engineers for Nineteen Years* **DANIELS AUTO COMPANY**

Overland



Showing the World What 600,000 Owners Know

A stock Model 90 Overland touring car again proved its stamina by smashing completely the world's non-stop high gear record. This test was made in Oklahoma. The car was sealed in high gear and the shift lever was removed. Not once was there the slightest mechanical trouble, the least hesitation, or the faintest break in the smooth, even action of the Overland motor. This standard car is an exact duplicate of the Model 90 and will be glad to show you.

UNION MOTOR CO. 1314 Jefferson Avenue Phone Main 777 Overland Model Ninety Five Passenger Touring Car, 3987, L. O. L. Toledo. Come to our store.

15 Maxwell Trucks Ran 109,700 Miles at a Total Repair Cost of \$313.07

THESE are figures taken from owners' books. 10,000 owners of Maxwell trucks have been asked to send us their operating costs. The first fifteen received contained these amazing figures—109,700 miles at a repair cost of \$313.07.

So obvious, so well known has become the economy of Maxwell trucks in regard to gas, oil, and tires, that it is no longer an item of news.

15, 16, even 20 miles to the gallon of gas, and 200 miles to the gallon of oil, or 8,000, 9,000 and 10,000 miles to a tire is a matter of common occurrence.

But the main point about a Maxwell truck is this: it runs on, and on, and never quits going. It is efficient.

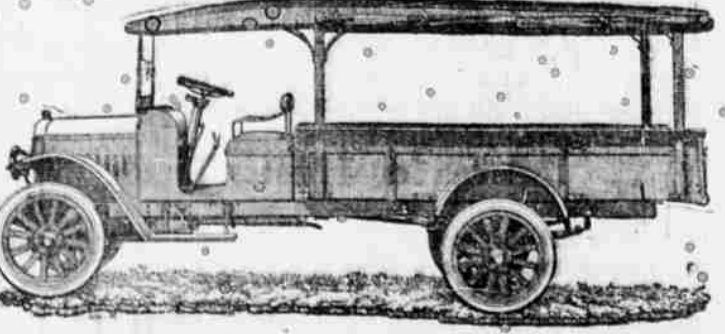
It's a great money earner because it's a great money saver. Many Maxwells pay back their cost in a year's time.

Price for chassis \$1085 f. o. b. Detroit.

Three of these Maxwells turned 60,000 miles at a repair cost of \$150. A fourth ran 5500 miles at a repair cost of 25 cents. A fifth, 5000 miles at a repair cost of \$1.

Another 7000 miles and the expense of keeping it on the road was \$2.50.

All told, the repair cost was just .002 plus per mile! And by repairs we mean the total for parts and labor.



JOHN E. ANDERSON Distributor for Union and Wallowa Counties.