

OF INTEREST TO WOMEN

Tested Recipes

Flower Salad—Cut the whites of hard-boiled eggs into pointed, petal like strips. Lay aside two whole yolks, mashing the rest. Mix the mayonnaise and fill the calyx of the arranged petals with the mixture. Put the remaining yolks through a fine sieve or ricer, dropping over the petals to give the appearance of pollen. Cut lettuce leaves in fine points to simulate outer green. Serve if possible on a low glass dish or small individual dishes to represent water.

Pot-Cheese Pastry—One-half pound or two cupfuls flour, one-half

pound or one cupful butter, one-half pound or one cupful pot cheese. Cream the three ingredients together until thoroughly blended so that a moist dough is formed. Chill over night. Roll out the next morning, cut into squares, and fill with any desired sliced, sweetened fruit, as apples, strawberries, raspberries, peaches, apricots, etc. Bake in a hot oven.

When Cream Is Spilled.

On the farm where there is a quantity of milk and cream handled, there is occasionally an accident and cream is spilled, and any busy woman who has had to clean up the mess knows the difficulties of trying to scrape or soak up the cream. If it is well covered with bran, the difficulty is solved. The bran soaks up the cream, and can then be swept up and fed to the pigs, and the floor is easily washed.

NEW POLICY NEEDED IN GOVERNMENT RAILWAY CONTROL

Helpfulness and Encouragement Urged by Alfred P. Thom.

CREDIT MUST BE IMPROVED

Increase of Transportation Facilities Necessary to Secure Relief From High Cost of Living May Thus Be Provided For by the Railroads.

Washington, Nov. 28.—A new policy of government railroad regulation, based on constructive principles of helpfulness and encouragement instead of upon principles of repression and punishment, was urged by Alfred P. Thom, counsel for the Railway Executives' Advisory Committee, the first witness on behalf of the railroads before the Newlands Joint Committee on Interstate Commerce, which has instituted a general inquiry into the problems of railroad regulation.

"It is proposed by the joint resolution of Congress," said Mr. Thom, "to go into a comprehensive study of the whole subject of transportation, to make a new assessment, after 29 years of experiment, of its history, its present conditions and its future needs. The railroads accept the view that regulation is a permanent and enduring part of government in America and that the first duty of the carriers is to the public. That duty is to afford reasonable facilities on reasonable terms and at reasonable rates, and this must be done before any private interests can be considered."

Certainty, Safety and Sufficiency. Mr. Thom contended that the real interest of the public is in being assured of certainty, safety and sufficiency of transportation facilities, rather than in rates. The first consideration of the public is to obtain transportation facilities. What the cost is, is in reality a second consideration, he said.

Mr. Thom proposed an increase of transportation facilities as a method of securing relief from the high cost of living. "There have been less than 1,000 miles of new railroad constructed in the United States during the past year," he said, "less than in any year since 1848, except the period of the Civil War, and yet the cost of living is daily advancing owing to a shortage of supplies which might be remedied by securing access to new areas of production."

Credit Must Be Improved. "This leads to the consideration as to whether railroad credit is as good as the public interest requires. It is impossible for railroads to earn enough to supply the necessary new facilities from current revenue. They must be provided from credit. Investors cannot be coerced, but must be attracted."

Among the conditions affecting railroad credit which deter investors he mentioned the following: "First, Railroad revenues are not controlled by investors, but are fixed and limited by governmental authority and not by one but by several governmental authorities, which do not recognize responsibility for assured results to investors and are uncoordinated."

"Second, Railroads cannot control and the government cannot and does not limit the expense account."

"Third, The present system of regulation is based on a policy of regulation and correction and not on a policy of helpfulness and encouragement."

"Fourth, The outstanding obligations of the railroads have already exceeded the financial rule of safety and involve a disproportionate amount of obligations bearing fixed charges."

"Fifth, The investor must accept a subordinate obligation or security with no assurance of a surplus of earnings to support it."

"Sixth, Other competitive lines of investment present superior attractions."

"Seventh, The railroad business is largely controlled by political instead of business considerations."

Look Forward, Not Back.

"We may debate about what has caused the present conditions," said Mr. Thom, "but we cannot debate about what the people need. The President has taken the view that we must look forward in this matter and 'make a fresh assessment of circumstances' in order to deal helpfully and intelligently with the problem. Abuses are no more prevalent in the railroad business today than in any other business humely conducted. The great question now is whether the existing system of regulation gives the public reliable assurance of sufficient present and future railroad facilities."

"Those who oppose any change must make their appeal on the ground that the present systems assure the public of the continued adequacy of transportation facilities. If they do not, no argument based on the desirability of the present dual system of regulation will be accepted by public judgment. The question of 'states' rights' is not involved. If the regulation of transportation facilities privately owned should fall government ownership must follow, and then all power of the states over the railroads would disappear."

"Let us debate this question, then, not upon any mere theory or jealousy as to the distribution of governmental power, but upon the large issue of what the public interest requires in respect of the assurance of adequate transportation service."

Osterhaus, Only Surviving Civil War Major General, Detained in Germany

By Carl W. Ackerman (United Press Staff Correspondent) Disburg, Germany, Nov. 10.—(By Mail)—In a little apartment on Hindenburgstrasse today sits an old American general, who is waiting for the war to end so he can return to the United States.

This aged hero of Lincoln's day is Major General Osterhaus, only surviving Major General of the Civil War, father Admiral Osterhaus of the U. S. Navy and Grandfather of Lieutenant Osterhaus, U. S. N. Major General Osterhaus will soon be 95.

The General, whose hair and beard are creamy white, sat in his library reading war news when American newspaper men called today to pay their respects. He is vigorous and alert and appears still to be in his seventies. His joy at seeing Americans was great and he beamed with happiness. Repeatedly he asked that his greetings be sent to America and to say that he was "going back as soon as the war was ended."

Major General Osterhaus discussed many phases of the war with the greatest zeal. He is a great admirer of Field Marshall von Hindenburg and he believes the war would have been ended long ago if Hindenburg had been made chief of the General Staff at the beginning.

"Hindenburg is the greatest general the world has produced," he said. "He would have defeated Napoleon the first day."

Major General Osterhaus' library is like an old Civil War museum. One of his desks' I believe, was given to him by President Johnson. On his desk were autograph photos of Lincoln, Johnson and other American statesmen of the Civil War period. He has the keenest recollection of frequent meetings with Lincoln, and members of his cabinet. Johnson appointed him American consul at Havre, France after the Civil War. Before that he was the first governor general of Louisiana after the state was admitted to be Union.

Fashions

By Margaret Mason Written for the United Press The hand that rocked the cradle Now makes shells that rocks the world.

For female fingers fashion Almost every bomb that's hurled; And maidens, wives and mothers All stand working, sun to sun, With bits of glittering metal That will kill men when their done, Who knows, Oh Tommy Atkins, As you throw that hand grenade Perchance it's one of many

That your wife or sweet heart made. London, Nov. 1.—(By Mail)—The early Victorian females, most raise their filly hands from their tatting and crewel work in horror as they look back across the River Styx and see how the hands of their twentieth century female descendants are occupied. I am sure they don't consider it maidenly or ladylike and yet those stanch and willing women munition workers of today are doing cruel work too.

Down at the big arsenal at Woolwich, just thirty minutes from London by train, seventeen thousand women from sixteen to fifty years old at big machines are turning out with fleet and capable feminine fingers bits of glittering copper and aluminum and brass which, assembled into shells, bombs, handgrenades, cartridges and all those deadly and frightful weapons of modern warfare are dubbed munitions.

Not only are the wives, mothers, sweethearts and sisters of Tommy Atkins, the typical working women, employed at this new sort of fancy work but delicately reared and cultured gentlewomen as well are eagerly and efficiently doing their bit. There is work for every grade and degree of age and mental and physical development. The pay for all is better too than the workers can get in any other sort of a position. It averages from 3 to 5 pounds or \$15 to \$25 per week. One time comfortable English households are plunged into chaos and gloom through the loss of their chambermaids, nursemaids and cooks who hear the siren call of the sharpnel and the shell. Mansions in Mayfair and Park Lane, hovels in Whitechapel and the East End disgorge alike their bits of femininity into the insatiable maw of the government arsenals.

Never have so many furcoats, never has so much jewelry been sold in London as at the present moment and the women munition workers are the busy little buyers. The first thing a poor little erstwhile factory slavey does when she draws her first princely (in proportion) pay check at the arsenal is to treat herself to all the cheap jewelry her little starved feminine heart has craved her whole life long. She may top off with a warm coat of fur and after this reckless spending orgy she is contented to settle down and save her salary with the exception of what she spends daily on real food. And my how she does eat!

There are canteens established at the different arsenals where the girls may get the most nourishing food for the cheapest rates. Four meals are served a day, breakfast, lunch a very high tea at a very low price, and dinner. There also are lodgings establish-

ed near the arsenals for all those women who wish to live close to their work. These are called hostels and furnish comfortable and sanitary rooms for modest sum.

At Woolwich, under the wise and human jurisdiction of Miss Lillian Barker, the government lady supervisor, the women workers are like one high family or a school for girls. All sorts of things are provided for their amusement and instruction in their recreation hours. There are dancing classes amature theatricals and educational courses.

So, although the work is strenuous and the hours long, the effect on the women of this steady work, good pay, nursing food, clean lodging, fresh air and above all, blessed spirit if independence they have attained, is working miracles with English womankind.

Thanks to their munition work they will be fit physically, mentally and financially to take up the burdens of their poor maimed and broken men-folks after the close of the war.

Strange and yet fittingly simply isn't it, that these same deadly bits of metal shining beautifully golden in the sun should be bringing death and destruction and disfigurement to the one, health, prosperity and life to the other.

Twenty four hours, day after day, night after night, the huge arsenals are busy turning out the munitions

that spell trouble for the enemy. Since the days of Eve and Adam woman has been dubbed a trouble maker. Now she is glorying and being glorified in the role. As making munitions which is synonymous with making trouble, and is certainly making good.

Sorrow

What a man is there who does not labor laboriously, though all unconsciously, himself to fashion the sorrow that is to be the pivot of his life.—Maeterlinck.

Sir Francesco Paolo Tosti, Italian composer and song writer died in Rome Monday.

Wit and Humor

Digging Potatoes

"Want a job diggin' potatoes?" a farmer asked a farmer asked a tramp.

"Yes," the tramp answered, "if ye mean diggin' 'em o' gravel'."

Chance for Somebody.

In time some obscure American will gain world-wide notoriety by publicly confessing that he does not know how to make peace in Europe.—New York World.

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Here Are Some Bargains Worth While

- A good selection of store fixtures and shop tools will be sacrificed this week regardless of cost or value. A fine lot of adjustable shelving. 1 track ladder, fits any shelving. Shop repair tools and accessories. 1 Remington Typewriter, good as new. 2 Glass showcases 2 ft. 3 in. by 5-foot long. 1 ceiling track rug rack with arms for 36 rugs. 3 sections, stand or wall carpet rack, 12 rolls. 1 wrapping counter paper roll rack and twine holders. 12 adjustable display couch racks. 1 double seated surrey, used only a short time. 1 Overland delivery truck, equipped with removable upholstered spring seats for passenger service. All are in good condition and at BARGAINS.

TO THE PUBLIC

All bills due me must be paid at once. Contracts not now due must be paid as they come due. Come into the office this week while the big sale is on and confirm your balance. All bills against me or members of my family must be presented at the office this week for payment.

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