

The Herald

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Monmouth, Oregon.

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The Exchange of Severely Wounded Prisoners

When Switzerland mobilized her army on August 1, 1914, the special trains which had been placed at the disposal of the sanitary service of the army were also put in readiness. While they have fortunately up to the present not been required by the country's own army, these trains have been made another accessory of the great humanitarian work which Switzerland has undertaken on behalf of her belligerent neighbors, that is to say, they are being used for the transport into their respective homeland of wounded German and French prisoners of war—those unfortunate men who are maimed and injured in such a degree that they will never be able to return to the fighting lines again.

Long before the outbreak of the war, Switzerland had seen to it that there was a sufficient number of railway carriages which would be suitable for the transport of the wounded in times of war. Shortly after the Franco-German war, on the occasion of the Autumn session of the Swiss Council, a motion made by a prominent Swiss, Dr. Rusch, was accepted, according to which the Swiss railways were to construct their railroad carriages in such a way that they could easily be converted into military hospital cars. On account of the then following financial crisis in Europe, the very practical plan could not be executed until 1878 when the Swiss Federal Council made it obligatory for the railways to construct all their third-class railroad carriages according to Dr. Rusch's idea. This law was, however, suspended on November 27 1908, when the Swiss Federal railroads declared themselves willing to have 200 third-class passenger carriages of a type constructed which could be used for the transporting of wounded soldiers in times of war.

Compared with the old type of cars which only opened front and back, these new carriages have an additional spacious side door on each side which is not visible while the seats are in place but which naturally facilitates the handling of the wounded.

The trains now used for the transport of the wounded have been approved of by the French and German governments and consist of a number of cars which are equipped for those who have to be transported in a lying-down position, also of a number of first and second-class carriages for those who are able to sit, and a luggage van. They travel between Lyons and Constance at which points the exchange of the prisoners takes

place. The distance between the two cities requires fourteen hours.

The beds in the hospital cars consist of hand-barrows which are placed on both sides of the car, two above each other. Strong belts attach them to the sides of the carriage. The beds, of which there are fourteen in every carriage, are equipped with a mattress, a pillow, sheets and blankets and are said to have received high praise from the wounded. A bag has been placed above each bed to hold those trifles which a wounded man wish to have next to him. A flower vase even hangs above every bed and some sympathetic persons see to it that they are duly filled with fresh blossoms for every trip. Under the beds are all the necessary sick-room appliances, glasses, cups, etc. Baskets contain the clean linen and bags are used for the soiled wash. A brightly figured oil-cloth on the floor and prettily colored portieres on the door give the carriage a home-like aspect and spacious windows provide an abundance of light and fresh air. A male and a female nurse are in constant attendance in every carriage.

The upholstering of the first and second-class carriages in use for those who can travel in a sitting position is covered with light, washable material. A white traveling pillow is provided for every seat. The physician who accompanies the train and the lady representative from the Red Cross have each a small first-class compartment at their disposal. The luggage car contains large linen closets and cupboards with dishes and glasses, washbasins, special receptacles for water, and all other requisites.

Coffee, milk and lemonade are given to the poor sufferers during the trip. In order to avoid any possible annoyance of the travelers, all gifts intended for them have to be handed over to the representative of the Red Cross, who then looks after the distributions and are given to the soldiers as they leave the train at their destination.

As soon as the train reaches an end station the beds are freshly covered and thus fitted up again with clean things, the carriages receive the wounded prisoners of the other nation to take them back to their native land. Kind-hearted co-workers of the Red Cross have undertaken to provide many of the above mentioned extra furnishings and little things which give the cars a cheerful aspect, while the cleaning and decorating of carriages, putting up of beds and looking after supplies generally is entirely attended to by voluntary helpers under the supervision of the constantly active wife of the chief physician of the Swiss Red Cross, who has earned special praise for constant and never-tiring efforts on behalf of the noble undertaking.—Scientific American.

Chicago's Sunday Lid Justified

From the Chicago saloon men comes direct justification of Chicago's Sunday lid. More than 400 saloon keepers have declared that they will not renew their license. There is not enough in the business on a six-day week.

Those who contemplated going into the business take the same view; so the direct result of the Chicago Sunday lid is a fewer number of saloons.

Consider the condition! Drink mills could not make profit without the Sunday business. It took the Saturday night pay-rolls to support them. And that meant that the dependents of those who drew their money on those pay rolls, when hungry, unclothed and unhappy in just the measure in which the saloon men profited.

It is one of the matter-of-fact demonstrations that the saloon question is one of simple economics. As the saloon flourishes the business absorbs earnings in all other lines of business. The Chicago saloon simply could not exist unless it could get its hands on those earnings before the family had a chance. Sunday closing gives the family the first chance and the saloon quits.

The working out of the economic principle, as demonstrated in this Chicago case, is applicable in a direct sense to the entire saloon situation. As the heavier draft on the servants of industry in Chicago was the Sunday saloon, in proportion there is a like burden laid upon the people by every saloon that does business, no matter where it is located.—Portland Telegram.

Hallowe'en has passed away for another year and as usual there was a certain amount of damage done to property Saturday and Sunday nights. Some of the population were busy and from what we learned were not all of the younger generation. It seems as though that time of the year cannot be enjoyed without involving the loss of property. That seems to be the extent of the "enjoyment" as we have not heard of many parties or socials.

The Oregon State Editorial Association is being entertained at Salem today and will also enjoy the hospitality of the capital city people tomorrow. Lunches, banquets and dinners are on the program and probably a large number of printers from over the state will be there.

Our citizens appear to have lost a good deal of interest in the European war and that subject is not brought up for discussion as often as it was several months ago.

The change in the train service has made quite a difference between Airlie, Monmouth and Dallas and is being much appreciated by the people.

Monmouth Grange 476

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