

# The Pumps of Lassigny

Red Cross Nobly Comes to the Assistance of Remaining Residents of Wrecked French Village

Lassigny was pounded to pieces in the two years that the Boche trenches lay just before it. It was a deserted village when the Germans retired last spring.

But there were cellars among the jagged bits of wall left standing, and here and there a corner of roof that the big guns had missed. A few families, which had crowded into the towns behind the line waiting their chance, moved forward into what they called their "homes," sleeping anywhere—often on damp straw.

The government sent in a trainload of wooden barracks, and the army commander sent in a group of boches to set them up. More refugees moved in. The Boches laboriously dug out the wells that other Boches had laboriously shoveled full of dirt and manure. Lassigny is a long village, straggling along the road from— to—; and it had many wells in the days before the war. When the Germans left, they filled the wells so carefully that six months later the grass and weeds concealed every trace of what had once been village wells. Only the end of a ladder sticking out of the tall grass betrayed one well.

The stone walls of the wells were solid, and far down below the water was good—French chemists analyzed it after the Boche prisoners had, shovel-full by shovel-full, cleaned out the well-holes. But the wells are deep, and to haul up buckets of water by hand is a long hard task. There are no strong men in Lassigny these days; only the little children, and the old men and women—and the two brave nurses of the Union des Femmes de France.

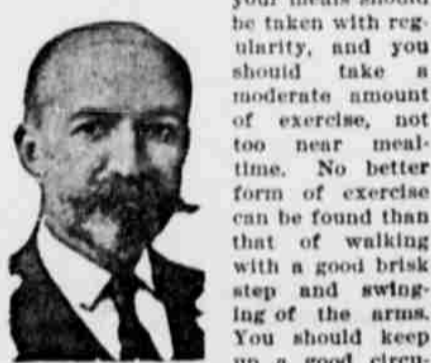
So the word went back along the line. "Pumps for Lassigny!" There are no pumps to be had in the ruined region about Lassigny, fertile and busy as it once was; so the Red Cross delegate sent to Paris; and the Red Cross purchasing department there sent out a buyer to find pumps for Lassigny.

The town has its pumps now; and even the tiny bare-kneed tots can start the water flowing. And when the Red Cross man comes to town, the town-folk greet him with a smile. When he was last there, there was a knock at the door of the barracks where he was chatting with a French nurse and in came an old peasant woman, bearing her token of gratitude and friendship—a plateful of steaming hot baked apples, and a brown jugful of fresh water pumped from one of Lassigny's wells.

## Winter Colds

By Dr. Samuel G. Dixon  
Commissioner of Health of Pennsylvania

During the frigid weather, you want to keep well nourished. To do this, your meals should be taken with regularity, and you should take a moderate amount of exercise, not too near meal-time. No better form of exercise can be found than that of walking with a good brisk step and swinging of the arms. You should keep up a good circulation of blood that the digestive glands may secrete a healthful quantity of digestive fluids, and the food be prepared for and assimilated by the body.



No excesses should be indulged in, particularly the taking of alcoholic beverages. You should live in pure air night and day, but the very young and the very old should not be exposed to extremely low temperatures.

Careful observance of these suggestions will do much to prevent, and at least to some extent, help pull you through congestive or even infective colds, which are prevalent when the weather is so very changeable as it is in winter in our North Atlantic climate.

## Save Natural Ice For Use in Summer—Saves Ammonia as Well as Conserving Coal

(Prepared by the United States Department of Agriculture.)

All who can possibly do so are urged by the United States department of agriculture to harvest a supply of natural ice this winter and store it for summer use. This is of vital importance at this time, for every ton gathered will help in the war-time conservation of ammonia which is necessary in the manufacture of ice.

Ammonia salts are regarded as an essential in the manufacture of certain fertilizers and the cost of fertilizers is dependent to some extent on the market value of ammonia. Of extreme significance at this time, however, is the fact that the most important chemicals used in making ammonium nitrate and other explosives are readily made from ammonia and every quart of America's already small supply of this substance that can be saved means more power to America's armies.

Thus the farmer is interested in the conservation of ammonia not only from a national standpoint, but because of his personal interests. Ammonia saved through harvesting of natural ice means more ammonia for fertilizers and more ammonia for ammunition. The man who harvests ice now and stores it in pits or ice houses, next summer may have the satisfaction of helping out his neighbor who depended on an ice plant.

In addition to the saving of ammonia, conservation of coal is to be effected through the harvesting of nat-

## STATE NEWS IN BRIEF.

Fred Wyman, a young man of Shelburn, who enlisted two months ago in the United States navy, died this week at the San Diego naval training station, according to word received by relatives in Linn county.

G. A. and D. Swihart, of Derby, in the east end of Douglas county, have uncovered a large deposit of mineral, which, on being analyzed, proved to be a good quality of magnesite. Several sulphur deposits also have been discovered in that district.

G. W. Wilcox, who has been in charge of the poultry plant at the Oregon State hospital, has signified his intention of resigning to go to California. He has been receiving \$1100 a year and has rejected a tentative offer for an increase to \$1800.

To meet the urgent needs for homes for the steadily increasing number of shipyard and mill laborers at Marshfield, F. E. Conway will immediately commence building 10 or 12 houses and will continue until there are sufficient number. It is thought 150 will be built.

William Pollman, a Baker stockman, who has returned from an extensive trip over the Middle and Southwestern livestock raising sections of the country, said that the stock in Eastern Oregon and Southern Idaho is in the best condition of any section of the United States.

Trial of a suit for accounting against Thomas B. Kay, state treasurer, was started in the Circuit court before Judge Kelly at Salem, one day this week, the suit being instituted by Fanny Kay Bishop, sister of the treasurer, and involving the estate of their mother, Ann Kay.

William Inman, who crossed the plains with his parents in 1852 and who had resided on a donation claim near Elmira until a few years ago, died at his home in Eugene Wednesday night. His wife died two months ago. Inman, who was in his 70th year, never recovered from grief occasioned by her death.

J. H. Bikman, an Albany business man, purchased \$3800 worth of war savings stamps at the Albany post-office Wednesday. This is said to be one of the largest single sales of these stamps thus far reported in the state. Mr. Bikman is a native of Kiev, Russia, the city which is the capital of the new Ukrainian republic.

Preliminary work on the Sheridan road job, which was stopped last fall by the government refusing to allow the further use of cars, has been started again by the State Highway department, and Highway Engineer Nunn stated that the commission is installing its own quarry and putting in its equipment to go ahead.

Chow Sing, for 19 years chef at the Soldiers' Home at Roseburg, will be retained there to supervise the cooking, the State Board of Control decided Wednesday. The reports that he was suffering from tuberculosis was denied in a report received from Commandant Markee, who said that Dr. Stewart, physician at the home, had made examinations which were convincing that he had no symptoms of the disease.

The organization of the Loyal Legion of Loggers in the Clatskanie vicinity is being rapidly pushed ahead. Recently several men of the Army signal corps visited the camps on the big Kerry line and practically every logger in the camps joined and are ready to help the government get out spruce and fir to help to win the war.

Camp No. 15 of the Booth-Kelly Lumber company, recently established above Wendling, is making a record for 100 per cent loyalty to the country's cause. The 41 men employed there are not only members of the Loyal Legion of Loggers and Lumbermen, but every one of them has taken out a membership in the Red Cross.

Fred Otley, of Harney county, has reported to Dr. W. H. Lytle, State veterinarian, that three cows belonging to Hubert Smith, of that county, died during a recent night at a corral in which they were feeding, and that examination of the stomachs made there indicated that crushed glass had been fed to the animals with the salt they were eating.

War stamps to the value of \$600 have been taken by the eight men and women composing the cookhouse force of the Brooks-Scanlon Lumber company at Bend. Several hundred dollars' worth of stamps also were taken by the loggers. In the other departments of the company's plant equal interest in the collection of thrift certificates is being shown, the different foremen having entered into competition to see which one will place the most stamps. To date more than \$3000 worth of stamps have been purchased by the company for redistribution to its employees.

## War Recipes

Cut out the following recipes and paste them in your cook book to help you Hooverize. They have been thoroughly tested by instructors and special lecturers in the department of home economics at the University of Washington.

**Broiled Red Snapper**—Shces of fish cut 1/2 inch thick, melted fat, salt pepper, bread crumbs. Red snapper is very good if cut in three-quarter inch slices, rubbed with melted fat, sprinkled with salt and pepper and rolled in fine crumbs and broiled. It may be served with lemon sauce or hot tartar sauce.

**Broiled Halibut**—Prepare same as red snapper.

**Broiled Salmon**—Slices of fish 1/2 inch thick, 1 egg, corn meal. White salmon is fully as good as the red salmon, and is five to ten cents per pound less expensive. Slices may be dipped in beaten egg, then in crumbs or corn meal and broiled. This may be served with Lemon sauce or mock Hollandaise sauce.

**Broiled Alaska Sole**—Whole fish, salt, pepper, melted butter, crumbs. Clean the fish, skin, and remove the heads (at the fish markets it is generally dressed.) It is particularly good brushed over with fat sprinkled with salt and pepper and dipped in fine crumbs and broiled. With corn muffins it makes an appetizing breakfast dish, which compares favorably with brook trout.

**Black Cod**—Black cod is one of the larger deep-sea fish commonly found in the Puget Sound fish markets. The flesh is white and firm. As it contains a large percentage of fat, black cod is most delicious when broiled.

Rounds of black cod 1/2 inch thick, salt, pepper. For broiling, the round should be cut 1/2 to 1 inch thick. Remove the skin, wipe with a damp cloth, and sprinkle with salt and pepper. Place the slices upon the rack of the broiler. It is advisable to place a pan beneath the rack to catch the fat which drops down. This fat may be used for frying other fish, or in escalloped dishes of fish, etc. The broiled black cod may be served with a lemon or tomato sauce, or without sauce. A combination of boiled, or baked potatoes, corn bread and tomatoes, or a cabbage salad, is particularly good.

## NORTHWEST MARKET REPORT

**Wheat**—Bulk basis for No. 1 grade: Hard White—Bluestem, Early Bart, Allen, Galgalus, Martin Amber, \$2.05. Soft White—Palouse bluestem, fortyfold, white valley, Gold Coin, White Russian, \$2.03. White club—Little club, Jenkins club, white hybrids, Sonora, \$2.01. Red Walla—Red Russian, red hybrids, Jones five, Coppel, \$1.98. No. 2 grade, 3c less. No. 3 grade 6c less. Other grades handled by sample.

**Flour**—Patents, \$10. Millfeed—Not mill prices, car lots: Bran, \$30 per ton; shorts, \$32 per ton; middlings, \$39; mixed cars and less than carloads, 50c more; rolled barley, \$66@68; rolled oats, \$66.

**Butter**—Cubes, extras, 50c; prime firsts, 49c. Jobbing prices: Prints, extras, 52c; cartons, 1c extra; butterfat, No. 1, 55c delivered.

**Eggs**—Ranch, current receipts, 35c; candied, 36c; select, 38c per dozen.

**Poultry**—Hens, 25@26c; springs, 27; broilers, 30@35c; geese, 20@21c; turkeys, live, 26@27c; dressed, choice, 35c.

**Veal**—Fancy, 20c per pound.

**Pork**—Fancy, 20c per pound.

**Sack vegetables**—Carrots, \$1.50 per sack; beets, \$1.50 @ 2.00; turnips, \$1.50; parsnips, \$1.50@2.00.

**Potatoes**—Oregon Burbanks, \$1@1.25 per hundred; Yakimas, \$1.50; sweet potatoes, 5@5 1/2c per pound.

**Onions**—Oregon, buying price, \$1.75 per hundred.

**Green Fruits**—Apples, \$1@2.25; pears, \$2.25; cranberries, Eastern, \$17.50 per barrel.

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**Cattle**—Med. to choice steers... \$10.35@11.00  
Good to med. steers... 9.35@10.35  
Com. to good steers... 8.00@10.00  
Choice cows and heifers... 8.00@ 9.50  
Com. to good cows and hf... 7.00@ 8.15  
Canners... 4.25@ 6.25  
Bulls... 5.00@ 8.00  
Calves... 7.50@12.00  
Stockers and feeders... 6.50@ 9.50

**Hogs**—Prime light hogs... \$16.85@17.50  
Prime heavy hogs... 16.50@16.85  
Pigs... 14.00@15.25  
Bulk... 16.50@16.95

**Sheep**—Western lambs... \$15.00@15.50  
Valley lambs... 14.50@15.00  
Yearlings... 13.00@13.50  
Wethers... 12.50@13.00  
Swas... 9.00@12.00

# FOR BETTER ROADS

## HAULING CROPS TO MARKET

Average Farmer Must Haul His Products Six and One-Half Miles—Other Points.

How far must the average farmer in the United States haul his crop to market? Exactly six and a half miles, it can be answered, for the bureau of crop estimates of the department of agriculture has completed an inquiry into the whole matter of farm hauling throughout the country. Incidentally, the results of the inquiry show that if only one wagon were available to haul crops it would require about 15,747,000 days for it to complete the job for only the marketed portion of three most prominent farm products—wheat, corn and cotton.

The investigation shows that it requires about half a day for the average farmer to make a round trip to market, and about two-thirds of a day on the average for the farmers farthest from market to make a similar trip. That market distances are growing shorter is shown by the fact that in 1906 it required almost 50 per cent more time for the average round trip. One reason for the improved conditions, it is pointed out, is that since 1906 the steam railroad mileage in the United States has increased 15 per cent and that many new freight-carrying electric lines have been built.

Another point brought out by the inquiry is that there has been marked improvement in public roads since the



Concrete Road in Mississippi.

bureau's investigations in 1906, for the size of the average load hauled has nearly doubled since then. A day's haul of wheat in 1906 was 56 bushels; now it is 112 bushels. In 1906 1,700 pounds of cotton was hauled in a day; now the average daily haul is 3,000 pounds.

The inquiry developed the fact that the loads hauled in the cotton country are the smallest but the most valuable. Thus the average value of a load of cotton was found to be \$183, wheat \$43 and corn \$28. The longest hauls were found to be in the Rocky mountain states, where Nevada holds the record with an average haul for all farmers of 18 miles. The shortest hauls were shown to be in the middle West, Ohio at the bottom of the list with four miles.

## BIG GOOD ROADS DIVIDENDS

Motorists of Massachusetts Spent \$25,000,000 Last Season, as Result of Good Roads.

Motorists spent \$25,000,000 in Massachusetts last season, largely as a result of the good roads of that state. Rather a fine dividend!

Great progress has been made in improving the roads in Minnesota, but there are communities which as yet, apparently, see but one side to the good roads question, and that is, capital going out and no dividends coming back. While the returns from motor travel are indirect, nevertheless they are certain. It is obvious that any town is at least indirectly benefited by having such good roads that motorists delight in making it an objective on their week-end tours.

Any district that has had roads become just as well known, but of course adversely. Unfortunately, too many specific cases might be given.—*Minneapolis Journal.*

## Wise and Otherwise.

Never judge a man's good or bad qualities by what his neighbors say about him.

Once in a while there is a man so good natured that he is nice to his wife's relatives.

What goes up must come down—as many an airplane chauffeur is discovering.

A shrewd man may be both wise and honest, but the chances are that he is neither.

If common sense will not teach a young man etiquette a book on the subject is of little use.