



HOSPITAL VICTIM IN BOCHE AIR RAID—THIS PHOTOGRAPH SHOWS A VIEW AT THE FUNERAL OF MARGARET LOWE, a sister of the Canadian General Hospital. She died of wounds received during an air raid by the Germans. She is the third Sister to be killed that way. The coffin on a stretcher is passing the Guard of Honor of Canadian and Imperial Sisters. Copyright Official Photograph from Underwood & Underwood.

DOING GOOD WORK IN WAR

English Church Army Has Accomplished Much for the Men in the Field, Says Message.

"The English church army is doing a noble work in the war," was the message received in this country by the Episcopal church from the Church of England. "Fully equipped recreation huts, open to men of all creeds, have been established in all training camps in England and Wales. On the French front huts, tents and temporary churches are provided. In all more than 800 of these huts and tents are in use; some in remote places in the north for the men of the navy; others in Malta, Egypt, Palestine, Macedonia, Mesopotamia, East Africa and even in India. Frequently 'fast letters' have been written from these huts, bearing the heading, 'Church Army Hut'—letters now treasured by those at home. The bill for writing paper alone is over \$60,000 a year.

"Close to the front line trenches the church army keeps several 'kitchen cars' to supply the men with hot coffee. In England hotels having all the advantages of a club are being maintained, where men are cared for during their furloughs. Prisoners in the hands of the Germans are also cared for by the church army."

Recently General Pershing addressed an appreciative letter to Prebendary Curllie, head of the church army, thanking him for the help the army had been to American soldiers passing through England. It is proposed to maintain a hut to be known as the "General Pershing Hut." The cost of one of these huts equipped, is \$2,500.

ENDS ONE NOISE OF CITIES

Invention of Philadelphia Man Does Away With Racket When Cars Cross Intersection.

The problem of suppressing the noise and shock of the street car in passing over an intersection has been attacked in a novel manner by a Philadelphia inventor, Samuel B. Mosker, who accomplishes the object without the use of any of the moving and interlocking parts which characterize most of the inventions for this purpose, and without making any great changes in the design of the crossing itself. The latter is constructed in one piece or unit, and at a point slightly in advance of the intersection of the rail sections.

Each rail section is formed with the face of the rail cut away in an incline which allows the weight of the vehicle to pass from the base of the wheel to the flange on which it continues for a few feet, until the wheels have passed entirely over the intersection, when the weight of the car again passes to the base of the wheel. This change is so gradually accomplished that it is not noticeable to the passengers and the car passes over the crossing without jolt or noise. The latter is a matter of great importance to persons living in the vicinity of such intersections, for the pounding of the cars over them at night comprises a serious annoyance.

America's First Steel Rails.

In 1865, as an experiment, the North Chicago Rolling Mill company manufactured six Bessemer steel rails from steel produced at Wyandotte, Mich. They were the first made in America, the modest beginning of a great industry. A New York mill, using material turned out at Troy, made further experiments, and in 1867 the Cambria company began to roll Bessemer steel rails as a regular business, says an exchange. The first rails of this type were made and used in England. They were introduced into America by the Pennsylvania railroad, which, in 1833, imported and put into service 100 tons of steel rails. The price paid was \$150 gold per ton, equivalent in Civil war times to \$200 in American currency. These rails were made of crucible steel and contained a high percentage of carbon, rendering them brittle. For this reason many broke during the next winter, but despite this fact the railway company placed orders for large quantities in Great Britain, paying from \$135 to \$162.50 gold per ton.

Conserve Surplus Food.

Increased planting of vegetables this year almost certainly will mean an unprecedented yield of all kinds of fresh vegetables.

This will mean plentiful supplies for summer tables and a large surplus. This surplus, to be useful to America, must be conserved.

It must be canned, dried, brined or stored in the homes of America. Home-conserved food means that the home will be more nearly self-sustaining and that the burden on transportation will be lightened.

Women who have never canned should now learn how; women who know how should prepare to do more.—United States Department of Agriculture.

Package Goods Expensive.

That package goods are more expensive than goods bought in bulk is shown in a chart of comparative food values recently published. The chart shows that canned peaches cost three times as much as dried peaches, and the food value in calories is three times greater in the dried than in the canned variety. Canned pork and beans cost about twice as much per unit of food value as dried beans. The canned goods are ready for immediate use and the dried require preparation, but to persons interested in reducing the cost of living these facts are worth taking into consideration.

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