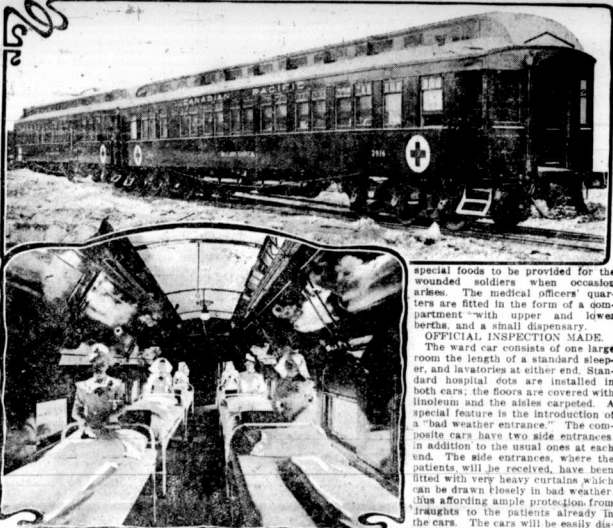


Comforts for Returning Heroes



THE idea of providing hospital cars for invalided members of Canada's expeditionary forces originated with the Canadian Pacific Railway over two years ago, when floor plans and interior arrangements for hospital cars were submitted to the Director-General of Supplies and Transport. At that time it was considered that the time was not ripe for them. However, it was later found advisable to provide the greatest comfort possible in the transportation of returned invalided soldiers. The Military Hospitals Commission therefore agreed to the Canadian Pacific Railway building six new hospital cars, fitted up on the most up-to-date lines from the point of view of hygienic and medical efficiency. All the necessary points for comfort and easy transport have been considered, as well as the facilities for rendering every medical assistance to the men while travelling. The statement cars, which were inspected by the Hospitals Commission, were turned out on lines very similar to the original

plane submitted to the Director-General of Supplies and Transport, with, however, certain innovations found valuable by the French and British railways in transporting men from the front. There are three units of two cars each, making six cars in all, and the direction of the cars rests with the Hospitals Commission. Each unit comprises what is known as a composite car and a ward car. The former contains six cots, in addition to the quarters for medical officers and nurses, while the latter car has accommodation for fourteen patients. Everything has been provided, not only for the comfort of the returned invalids, but for those in charge of the patients. The accommodation for the nurses is equivalent to that of a drawing-room on a standard sleeper, with a toilet room annex upholstered in leather and all possible train comforts. Facilities have been provided for the storage of baggage, and there is also a kitchen attached, such as is contained in a tourist sleeper, to enable

special foods to be provided for the wounded soldiers when occasion arises. The medical officers' quarters are fitted in the form of a compartment with upper and lower berths, and a small dispensary.

OFFICIAL INSPECTION MADE. The ward car consists of one large room the length of a standard sleeper, and lavatories at either end. Standard hospital cots are installed in both cars; the floors are covered with linoleum and the aisles carpeted. A special feature is the introduction of a "bad weather entrance." The composite cars have two side entrances, in addition to the usual ones at each end. The side entrances, where the patients will be received, have been fitted with very heavy curtains which can be drawn closely in bad weather, thus affording ample protection from the cars. The cars will be easily distinguished by the large Red Cross painted on either side of the words "Military Hospital."

Lt-Col. Walter Maughan, representing the Canadian Pacific Railway Company, received Col. Dr. Alfred Thompson, Chief Medical Officer of the Military Hospitals Commission; Col. J. J. Sharpley, Officer Commanding the Military Hospitals Command; and Col. Emmott E. Clark, Assistant Director-General of Supplies and Transport, and conducted the party on a tour of thorough inspection through the composite cars and the ward car. The party came from Ottawa expressly to make the inspection, and subsequently expressed themselves delighted with the accommodation, which they said was so perfect in every detail that they could offer no suggestions for any alterations. Later Captain Symonds, Architect of the Military Hospitals Commission, and Mr. S. A. Armstrong, Director of the Military Hospitals Commission, made a joint tour of inspection. The cars go into operation immediately.

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A Pointer for Police.

A local paper says men are going about begging money for booze, and that one of them is supported by his wife. That's vagrancy. The police should get busy, have the paper furnish the names, and evidence, with a view to prosecution. The statement is tantamount to a charge that the police are lax in their duty.

A Kick.

They say that horse act on a leading street in Truro Friday has been reported to the authorities. Should there not be a place to carry on such professional work other than a back yard? The doctor should know.

Still At It.

They say Cochrane is still doing business at the old stand.

Be Enlarged.

We understand the new owners of "Headlight" will have the paper enlarged next week to the size of the Truro Daily News.

KILL THE FLY.

For every fly you allow to escape you now, you must fight thousands later on. Kill every one you see. It will pay.

NOT HARMLESS INSANE.

We would rather be a drunkard in the ditch than a pie-faced prayerful church attendant, passing lustful remarks about every good looking woman we saw on the street.

People of that kind should be incarcerated in an asylum and not one for harmless insane either.

SHAKE, BILL!

The friends of W. S. Kennedy of Truro, will be pleased to hear of his success at King's Law School, from which he graduated with distinction.

Mr. Kennedy also made a name for himself as a debater, and lead the intercollegiate debating team. (The Editor extends congratulations.)