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His Great Decision

Which Shows the Attitude of Our Southern Neighbor At the Beginning of the War, and How the Republic's Noblest Sons and Daughters Rose to the Occasion.

By Edith Brown Kirkwood.

CHAPTER V.

Marjorie, at first, had felt no nearer the war in Paris than she had been at Clinton. With the approach of a big defensive, the war seemed at her side. Whose wounds would be cleansed by the filthy material before her? English, French, Belgian, Algerian, African, Oriental—whose? Americans? She turned suddenly white but stooped the nearer her work that every tiny thread of raveling might be removed. No man brave enough to face death for his country should find infection lurking in the dressings she sent forth.

The opening of the big defensive came. It filled the hospitals with wounded and the country with fresh heartbreak. No word had come from Crane. Marjorie realized that now it would be many more days before he could find the opportunity of coming to her. She had made many inquiries about the work of the ambulance drivers. What she learned did not bring her happiness except that Crane would stand vindicated at home.

"Do they take risks?" The English woman who worked beside Marjorie, smiled. "My dear, there are few of the workers in the war zone who do not take risks. I doubt whether many of them are in more constant danger than the ambulance drivers."

"Some one was telling me the other day of a young ambulance driver. The stretcher bearers had brought some of the wounded to his ambulance. Some of the men were badly hurt—one was an American. The ambulance driver was an American, too."

"An American!" Marjorie put her hand to her throat. "Oh, yes, many of the ambulance drivers are Americans! You are the great automobile country—most of your boys have been tinkering with automobiles for years. Many of the ambulances are driven by plucky Americans. This one had to drive over a stretch of open road—in plain sight of the Boches and they do not hesitate to strike the ambulances if they can. They turned on him as he went along but he picked his way carefully that the jolting might be made less hard on the wounded. Suddenly things went black. When he picked himself up his ambulance was minus two wheels and the mangled man within had been dumped like some many dead cattle by the roadside. His own left arm was hanging limp and mangled at his side but he grabbed a stick from the ground and with his own pocket handkerchief made a tourniquet for himself. He turned to look for his fellow-sufferers to find only the American still living. He snatched his flask from his pocket and put it to the soldier's lips. The man opened his eyes."

"Hello, old pard," said the driver. "I'm from the good old U.S.A. too. Much hurt?" He felt over him carefully. "They're a bunch of horse thieves, they are. Just about as square in war as horse thieves. Foot smashed? Your shoe is blood-soaked. You can't walk and we're within walking distance. Throw your arm around my neck. That's the ticket. Now easy, easy—hold tight till I get this arm of mine around you." Some time after, a white-faced ambulance driver, staggering under the load of a wounded brother American, fainted in the doorway of the receiving station for the wounded.

"Who, the driver? Yes, he lived but he was hurt worse than the man he saved. The soldier would have died to death on the road of course but they saved his foot. The driver lost his arm—it was too badly mangled to save. The soldier says that all the way in he kept cheering him up with funny stories and his laugh was a tonic. Miss Mann, it's the man who laughs in the face of death who is a hero in this fight!"

"Since then he's kept the hospital laughing too and the doctors and nurses say he's been better for the rest of the chase chained to his bed than all their medicine put together. It was only at first when he went out of his head that he sobbed. They're all the same. It's always because of some woman. He'd gone off and forgotten to tell a girl something important and he reviled himself for his stupidity. Wait—there's the telephone. Anyway, we must get back to work immediately."

Marjorie did not turn at once to her duties. The telephone jingle seemed to call her. "Miss Mann? Yes, Miss Mann is here."

Marjorie went to the phone with a sinking heart. Her supervisor had not have described Crane better had she known him.

"Who is it, please? I can't hear." Marjorie held the receiver close. "Dr. Bacon! Yes—yes. I'm needed at the hospital? It is Crane, doctor? You are with him?" Marjorie steeled herself. "I am sure I can come."

Dr. Bacon met Marjorie at the door of a big, rambling old residence whose



The Housewife's Corner

Pulping Fruit.

Every housekeeper is anxious to build up safe reserves of fruit and vegetables for winter, and a good provider takes justifiable pride in well-filled shelves. To such women, twenty-five pound allotment of sugar, or even a more generous allowance for canning, will not provide a safe margin unless there is a careful allocation—so much sugar for cherries, and so much for peaches—and this program backed up with generous supplies canned without sugar.

England has adopted a method of preserving fruit without sugar, known as "pulsing," that is employed both commercially and in the homes. This method is economical of jars, as no water is used in canning the fruit.

The method, according to the Bulletin of the Royal Horticultural Society, is as follows: Pack sterilized jars full of fruit, add no water, place rubbers and caps in position. Place pan on fire and bring water to the simmering point and keep it at this point half an hour. Remove bottles and fill them one from the other, replace rubbers and caps, and put the bottles back in the pan and bring them up to the simmering point again for another five minutes. Take them out one at a time and screw down the tops. Wrap in paper to prevent bleaching and store in a dry, cool place.

Cooking the fruit before bottling is a simple method of pulping, but the fruit will be darker than if the above method is followed. This method is as follows: Place fruit over a gentle heat until enough moisture comes out to prevent burning, then increase the heat until the fruit boils. Boil an hour, stirring all the time, and can, following the usual methods of sterilizing. In putting up apples a little water will have to be added to the fruit to prevent burning.

Pulsed fruit can be used for jam, stewed fruit, puddings and pies. The English housewife who has to be very careful of sugar makes up pulp into jam, one jar at a time, allowing half a pint of sugar to a pint of fruit. This does not make so sweet a jam as the usual quantity of sugar.

CANNING DON'TS.

Don't start canning until you have the right appliances.

Don't use old screw-tops. Buy new ones.

Don't use old rubbers. New ones are cheaper than allowing fruit to spoil.

Don't use two-quart jars. Use quart size. Pint size is best for a family of not over five members.

Don't neglect cleanliness—clean person, clean room, clean apparatus, clean work. Cleanliness counts fifty per cent.

Don't plan to can more than three

to six jars of fruit or vegetables the first day. Speed up gradually.

Don't assume that the water surrounding the jars will keep boiling without attention to fuel. The right temperature must be maintained for success.

Don't mistake simmering water for boiling water. "It was boiling just a minute ago," doesn't meet the requirement of boiling water at the moment of using.

Booklets on Canning.

There is an abundance of literature on canning for free distribution and even the most experienced housewives can get some pointers from it. Here are some useful bulletins which can be had for the asking:

Can, Dry and Store for Victory—Canada Food Board, Ottawa.

Home Canning (Bulletin 262)—Ontario Department of Agriculture, Toronto.

Home Canning of Fruits and Vegetables—Macdonald College, Que.

Canning by the Cold Pack Method—Manitoba Agricultural College, Winnipeg.

Home Canning of Fruits and Vegetables (Farmers Bulletin 853)—Division of Publications, U. S. Department of Agriculture, Washington.

Canning and Drying Book—National War Gardens Commission, Washington, D.C. (Enclose 2c. for American for postage.)

The Canada Food Board, Ottawa, will also supply, for 5 cents each, the following booklets which are carefully compiled and attractively gotten up:

Fruits and Vegetables—Canning, Drying and Storing.

Vegetable Recipes.

Bread Recipes.

Fish Recipes.

Canning Calendar.

The canning calendar for September tells you to can plums, peaches, tomatoes and corn. Nor must you forget to make some plum jam. Following is the recipe: 8 lbs. plums, 6 lbs. sugar. Put the plums and sugar together in a preserving kettle over the fire, with sufficient water to start the cooking. Boil gently until the fruit is thoroughly cooked. Stir as little as possible.

Share of U. S. Ships Important.

American troops who reached Europe by July 27 of this year totalled over 1,000,000. Nearly half of these were carried by American ships and the United States furnished for them forty ocean escorts and 335 escorts of destroyers.

The total tonnage of ships of all nationalities conveyed in all trades since the introduction of the convoy system is 61,691,000, of which 373,000, or approximately .61 per cent, has been lost while in convoy.

Since August 4, 1914, the British navy has transported nearly 20,000,000 men to different destinations, 2,000,000 animals and 110,000,000 tons of naval and military stores.

The men lost through enemy action during the transportation bear the proportion of one to every 6,000 carried.

To prevent the knees of children's stockings from wearing out, get the top of an old kid glove and place it under the stocking at the knee. Then herring-bone it loosely round; turn the other side and run it several times round.

U-Boat Menace Defeated.

Sir Eric Geddes, First Lord of the Admiralty, speaking in the House of Commons, March 5, 1918, was able to express the opinion that the British and American naval forces in the North Sea, the North Atlantic and the English Channel were sinking submarines as fast as they were built; and on the 30th of July, says the statement, he made the welcome announcement that during the last three months of the first half of 1918 the world output of tonnage exceeded the world's losses from all causes by no less than 100,000 tons per month.

As to means of defence against submarines, figures now are available which show the convoy system has played a large part in overcoming the submarine menace to ocean communications of the Allies. Whereas, in the period from April to June of last year, before the convoy system was established, British steamships sailing to and from the United Kingdom in the main overseas trades, suffered losses through enemy action of 5.41 per cent. of their total number, the figures since then have steadily diminished, until in the period from



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The free use of an effective lice powder is always in order. A dust bath is very essential in ridding the fowls of lice. Whitewashing is effective against vermin. Use kerosene on the roosts and in the cracks to exterminate mites.

The Austrians have stripped all the churches in the invaded regions of the bells, and are now even digging up the cemeteries in order to obtain zinc from the coffins. The population is indignant, and many who have protested have been shot.

H. M. Connolly & Co.

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F. F. Ingram Co., Windsor, Ontario

What Sailors Are.

The wireless operator found that wave-lengths, spark-gaps, and inductance were now things of everyday life; he was among the first men to take up the new science of signalling without wires.

And so the braininess of the Navy has received its vindication. One has only to look at the number of happily married men in the service to sense its present-day morality. The fact that last year the Admiralty paid out \$367,390 in lieu of spirit rations, and that every ship has its own temperance society, are so many indications of the Navy's sobriety.

Fortune seldom knocks at the door of the chronic kickers.

SAILORMEN OF THE PRESENT DAY

DESCRIBED BY WELL-KNOWN NAVAL AUTHORITY.

It Is No Longer the Bad Boy of the Family Who Goes to Sea.

There are still to be found in our Empire a vast number of people who cling tenaciously to the belief that the sailorman is a wastrel, a drunkard, a bigamist (with a wife in every port), and a spendthrift.

That was all true a century ago. To-day it is all false.

In Nelson's day the men of the Navy were termed "non-continuous service men"—that is, they signed on in a ship for the term of her commission, and when that commission was completed were "paid off" to shore; the Navy had finished with them forever, unless they cared to rejoin, writes John S. Margerison, in an English weekly.

Not having been in the receipt of wages during their absence from England, naturally their pockets were well lined on "paying-off"; having performed been abstemious during their period of service, they at once made a bee-line for the nearest public house, there to stand treat to all and sundry, till the potent liquor—often drugged—mounted to their heads. Then came the harpies—women of easy virtue indeed—who carried them off to infamous dens, and lightened their pockets of all they contained, afterward turning over their helpless victims to the crimps, who, being well paid for their work, placed them aboard some outward-bound vessel, drew their advance notes and cashed them; and the next thing Jack, "just returned from foreign," knew about it was that he was contracted to serve again for a period of years, having had nothing to show for his spell of toil.

Improved Methods, Improved Men.

But when the Navy became a really corporate force, the introduction of the system of continuous service altered all that. Men signed on for a period of twelve years at a stated sum per day, graded according to their ratings and qualifications. This money they received on the first day of every month, instead of in a lump sum at the end of, say, three years; and by means of a certain scheme were able to allot any portion of their wages, up to four-fifths of the whole, to a wife, a daughter, or mother, as they chose. Also, so that this allotment should be a steady thing, they could not stop it—once made out—without giving their captains good and sufficient reasons.

Then came the days of spit and polish, where the man who kept himself and his part of the ship clean was rewarded by promotion.

Followed then the era of specialization; gunnery became the standard by which a navy's efficiency was judged. The introduction of the torpedo and the submarine mine opened up a career for such as were not attracted by the death-dealing weapons which fired shell and shot. The improvement of communication between ships and fleet led to the signalmen—hitherto a very insignificant minority—having their chance; and finally the installation of wireless telegraphy gave the ultra-brainy men of the Navy an opportunity of making good.

Grave Responsibility.

The gunnery-man discovered that initiative and brains entered into the success of his shooting more than a little, and that the very pay he drew each month depended wholly upon his skill and ability.

The torpedo-man discovered that brains were required to set his torpedoes to run at certain speeds while submerged at certain depths, with the greatest chance of hitting a certain target at certain distances. The torpedo seemed a thinking machine; the man who operated it had to think for it and with it unless he wished to make a mess of all his training.

The signalman found that his memory must know not only the names and numbers of some hundred old flags, but that each had a specific meaning, which must trip from his tongue-end with certainty under all conditions. Fog, darkness, wind, weather, all combined to defeat sight of the tossing flags; the signalman's brain evolved sound and light signalling, with many other weird things, till he could see almost round a corner and read messages from ship to ship with uncanny certainty, always remembering that his slightest mistake might plunge a thousand souls into mourning, and defeat the tactical movements of his fighting chief.

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NAVY GROWS TO 6,500,000 TONS

SEA-FIGHTING FORCE HAS MORE THAN DOUBLED SINCE 1914

Only One Man Out of Every 6,000 Has Been Lost During Transport by British Navy.

The secretary of the British Admiralty makes public figures and facts which throw an encouraging light upon the naval situation of the Allies.

The British navy, apart from the American forces, which now forms an integral part of its fighting strength, consists at present of warships and auxiliary craft whose total displacement reaches 6,500,000 tons, against 2,500,000 in August, 1914. During that period about 750,000 have been lost, but the growth of the fleet shows an increase of 160 per cent.

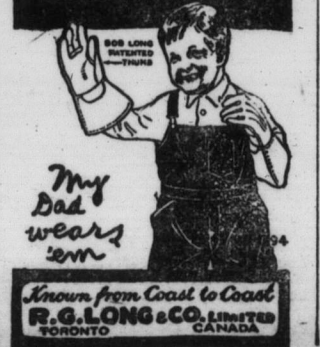
Similarly with the personnel. The original 146,000 officers and men have grown to 394,000.

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