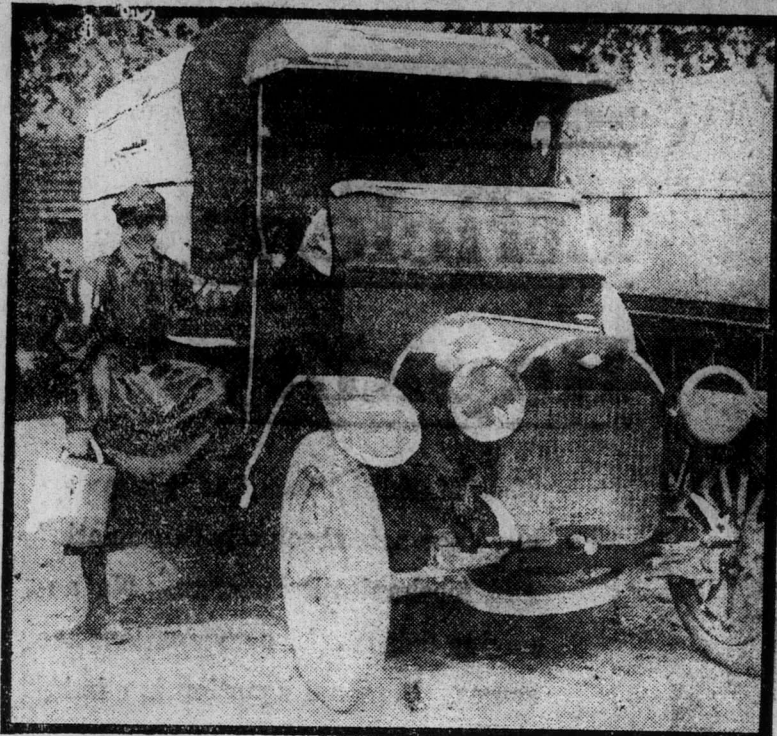


# WOMEN PLAY IMPORTANT PART IN WORLD WAR



On the British Western Front in France.—A V. A. D. about to start out.  
—Photo by courtesy of C. P. R.



On the British Western Front in France.—A group of lady ambulance drivers.  
—Photo by courtesy of C. P. R.



On the British Western Front in France.—V. A. D.'s getting ready to meet a train.  
—Photo by courtesy of C. P. R.



On the British Western Front in France.—When a train is signalled they all rush off to their ambulances.  
—Photo by courtesy of C. P. R.



On the British Western Front.—American nurses.  
—Photo by courtesy of C. P. R.

## A New Wagon Road for Tourists.

AFTER having been operated since the year 1886, the year the first snow-sheds were constructed, the old Rogers Pass is to become a wagon road for tourists, the right-of-way having been handed over by the Canadian Pacific Railway to the Parks Department of the Dominion Government. The brief statement recently made by Mr. F.

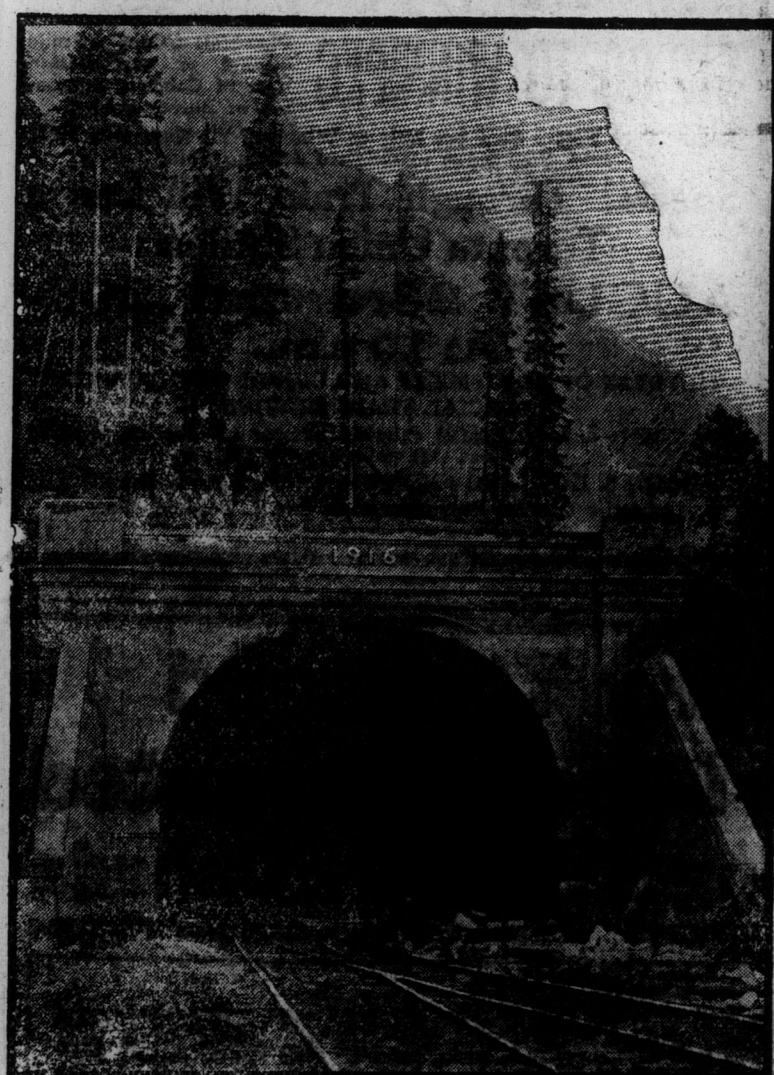
W. Peters, Superintendent of the British Columbia Division, that a contract had been awarded to the S. E. Jenkins Company for the salvaging of the tracks and the snow-sheds means that this famous piece of trackage will, within the next three months, be a thing of the past. The steel lies between Cambie and Stoney Creek stations. For over thirty years the trains of the C. P. R. have passed and repassed over this well known route. It was in 1885 that the work of construction was

commenced, but it was not until the following year that the first train was run that way to the Pacific Coast. The distance between the two stations is approximately eighteen miles, and the extent of the snow-shed is four and one-half miles, so that the task of the salvage firm is not an easy one. The more up-to-date Connaught Tunnel, formerly known as the Rogers Pass Tunnel, while it deprives the travelling public of a view that is unequalled on the continent, at the same time ensures

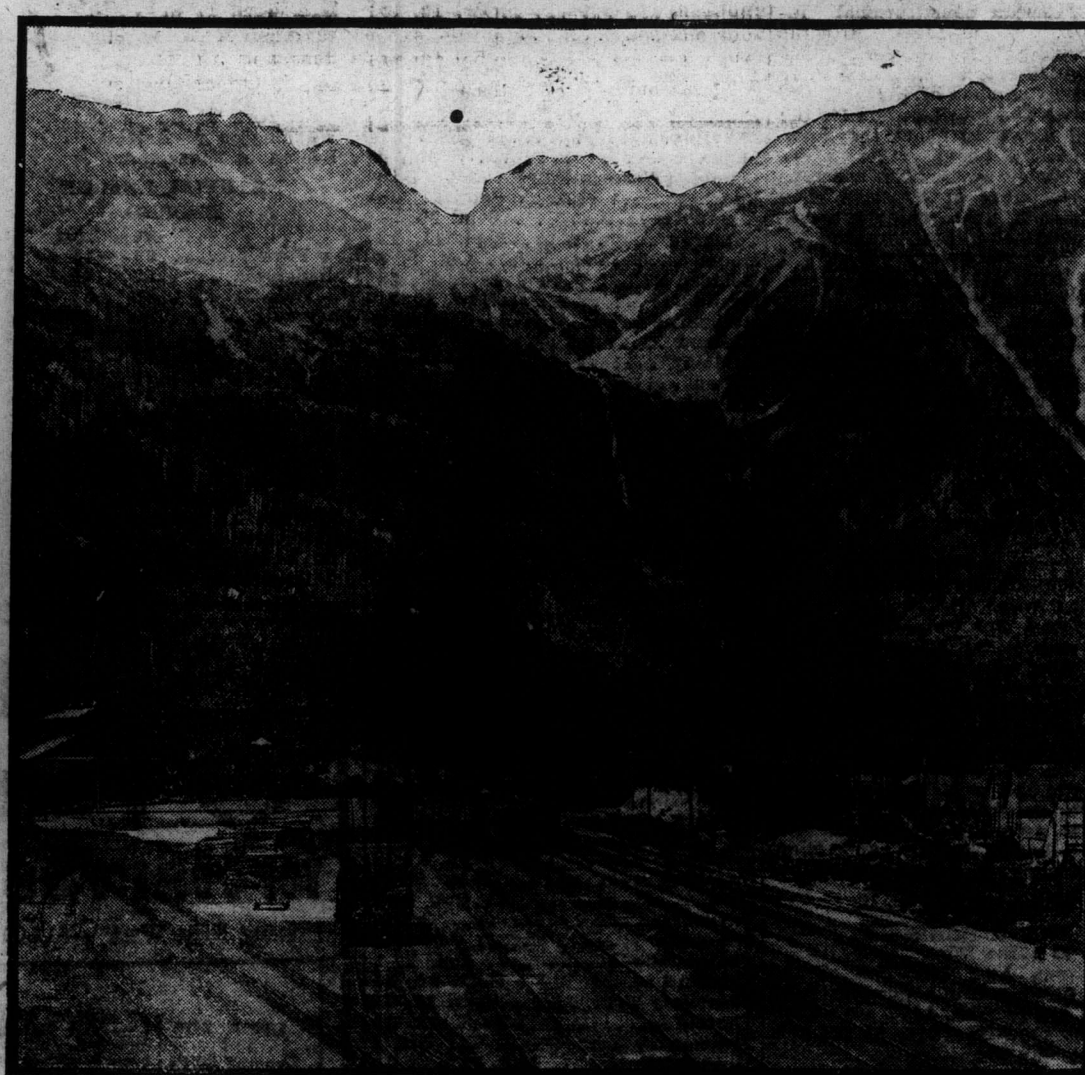
safety from the avalanches that are prevalent in that district in the spring, and the heavy snowfalls in the winter. Old officials of the line can tell some hair-raising stories of the narrow escapes they experienced, and the toll of lives that the snow has taken in the years that are gone. The greatest fight that any corporation ever waged against an enemy was that fought by the C. P. R. against the snowslides in the Rogers Pass, and there are to-day men, still in the service of the Company, who

have jumped in the nick of time as the avalanche came roaring down the side of the mountain. It was while the snow-sheds were being constructed that Mr. R. Marpole, executive officer of the company in Vancouver, had one of these experiences. The slide missed him by a few feet, as he was able to get into the friendly shelter of one of the sheds before scores of tons of earth and snow came along carrying death and destruction in its path. In that memorable slide some nine

men lost their lives. It is not expected that the work of converting the former right-of-way into a wagon road will be undertaken this year, but it is anticipated that it will be completed in time for the tourist traffic of 1918. It will be one of the finest scenic highways in Canada, and by it tourists will be enabled to travel between Field and Glacier, getting magnificent views of the scenery along that road, that it was impossible to secure before.



Entrance to Connaught Tunnel.



Rogers Pass to be new tourist wagon road.



On board a hospital barge.  
—Photo by courtesy of C. P. R.

## FOOD CONTROL REGULATION

### Heavy Penalties Attached To Infringements of New Order-in-Council

Meatless days are no win for earnest, and hotel and restaurant proprietors must observe the regulations of the Food Control this respect or suffer the heavy penalties provided for infringement. There was a special edition of the Canada Gazette at Ottawa on Monday of this week containing provisions of the new order-in-council. It was first proposed to put the new order on Saturday, but the providers of food in many were interested only apparently the penalties, it was decided to along the "fast day" by publishing a special edition of the Gazette. Beef and bacon must not be served on Tuesdays or Fridays, the serving of meat at more one meal on any day by keeping public eating houses is discouraged by heavy fines. The same order forbids the use of wheat the distillation or manufacture of alcohol except for munitions manufacturing purposes. Substitution of oat cakes and corn meal may also be served to assist in serving the supply of white bread.

Summary conviction for violation of the provisions of the act bring down a fine on the offender not exceeding \$100 and not less than \$25 for the first offense. Each subsequent infringement ranging from \$100 to \$500 may be imposed, or in default of payment imprisonment for any term not exceeding three months. The penalty of a \$500 fine may be imposed on the daring person who uses wheat for the forbidden purpose.

Copies of the new law may be secured by those interested by writing to the Food Controller's headquarters, Ottawa.

## CATHCART

(From Our Own Correspondent) Dr. and Mrs. Knaggs and children of Detroit, are visiting at the home of Mr. and Mrs. Ernest Reads.

Mrs. Day of Paris, is visiting Louise Wair.

Mrs. Taylor has returned after spending a few days with friends at Ingersoll.

Mrs. Jackson of Detroit, is visiting her sister Mrs. J. E. Chant.

Mrs. John Thomas and Little daughter are the guests of Mr. Cleo of Harley.

Mr. John and Miss Clara P. spent Sunday with Mr. and Mrs. Thompson.

Mr. and Mrs. Nyburg, spent day with friends of Scotland.

Mrs. Courtnage of Northfield visiting her parents Mr. and Mrs. Henry Thomas.

Mr. and Mrs. Tauger and Mrs. Mrs. Hitchmough and children Burford spent Sunday with Mr. and Mrs. Spicer.

The W. A. of St. John's church met at the home of Mrs. Alex on Thursday last.

Mrs. Arthur Stephenson and daughter left on Wednesday to spend a couple of months with her parents in the West.

Nurse Valentine of Toronto, is guest of Mrs. J. E. Chant.

Miss Weir of California, is spending a couple of months with uncle Mr. John G. Weir.

Mrs. Fairchild of Mt. Vernon, is spending Sunday with her sister, Mrs. Atbrook.

Miss Chant is visiting her brother here.

Mr. Will Corbet received the news of the death of his brother who was killed in battle. Much sympathy is extended.

## Courier Daily Pattern Service

MISS

By the

A frock that is "different" is an appeal to the modern young miss always in search of variety. The dress has several novel features to give distinction. There are short panels of material at front and back which hang down as far as the hip line to meet the pockets. The pockets are very large and hang loose. Underneath these panels a two piece skirt is gathered to the square collar harmonizes well with the pockets. One may choose either long tight-fitting sleeves or the ones with cuffs.

The dress pattern, No. 8294, is in sizes 16, 18 and 20 years. Width of lower edge is 2 1/4 yards. As on the 16 year size requires 4 3/4 yards of material, with 1/8 yard 36 inch trasting goods.

To obtain this pattern send 10 cents to the office of this publication.