

schools be eligible to represent their training schools on the Council of the R.V.T.N.A.

(3) That a nurse be elected President of the R.V.T.N.A. Council.

These proposals were negated by the private Nurses in the Hall.

THE WINTER SALES.

AT ADDLEY BOURNE'S.

Wise people look for sale bargains, not in chance shop windows, but in the establishments and the sale catalogues, of firms of repute with a name for fine materials and good workmanship. Amongst these must be noted the name of Addley Bourne, 174, Sloane Street, London, S.W. 1. Their "Lorna" jumper, a well-known and most attractive model, in a variety of tones of velveteen, with a handsome panel and collar of gold or silver brocade, is just the thing to slip on at home or at the club on a chilly evening, and the sale price is only £2 19s. 6d. Other models in crepe-de-chine are equally fascinating, as well as little velveteen house frocks and rest gowns reduced to 39s. 6d. and 55s. Dainty lingerie is also a speciality of this firm. A somewhat unusual and very convenient feature of the sale is that models and garments of every description can be sent on approval at the sale prices, if a London reference is given.

AT G. COZENS & Co., LTD.

Messrs. G. Cozens & Co., Ltd., 32-50, Edgware Road, whose sale commenced on Monday last, are offering an unusual number of attractive bargains. To mention only a few—Coat-frocks, which were 3½ guineas, are now 37s. 6d.; all wool coating black serge dress skirts, formerly 18s. 11d., are now 10s. 9d.; felt hats, which were 10s. 11d., are now 3s. 11d.; and in all departments of this well-known establishment there are similar sweeping reductions. A visit to 32, Edgware Road will well repay those who desire to replenish their household or personal belongings.

COMING EVENTS.

January 21st.—Royal British Nurses' Association Club, 194, Queen's Gate, S.W. "At Home" to the men of St. Dunstan's. 3 to 6 p.m.

January 24th.—Dance for Nurses. Trades Hall, Glasgow. Arranged by Sir John and Lady Reid.

January 26th.—Central Midwives Board, Monthly Meeting. 1, Queen Anne's Gate Buildings, S.W.

January 28th.—Royal British Nurses' Association Club, 194, Queen's Gate, S.W. Miss Beatrice Cutler "At Home," 4 to 6 p.m.

February 14th and 15th.—Central Poor Law Conference. Guildhall, E.C.

BOOK OF THE WEEK.

"THE ROARING U.P. TRAIL."*

Those who are interested in the forces which go to the making of a new country should not fail to read "The Roaring U.P. Trail," a story of thrilling adventure and of high endeavour. It is the story of the construction of the Union Pacific Railroad, in the early sixties, a work of almost insuperable difficulty and danger, not only from the obstacles to be overcome in surveying the ground and laying the line, but from danger of slaughter by the Sioux Indians.

The railroad was built in two parts, the Eastern half by Irishmen, and the Western half by Chinese labourers. They eventually joined at Promontory Point, the last spike being laid in the presence of the Vice-President of the United States, the directors of the Union Pacific, and the Governor of California, who was also President of the Western end of the line. Mormons were there from Utah, Irish and negro labourers from the East, Chinese and Mexicans from the West.

The territory of Arizona had presented a spike of gold, silver, and iron; Nevada had given one of silver and a railroad tie of laurel wood; and the last spike of all—of solid gold—was presented by California, and when it was driven the word "Done" was flashed over the telegraph wires to all parts of the United States.

But it was a long and difficult trail before that happy consummation was arrived at.

Coincident with the story of the railroad is that of Warren Neale, eventually its chief engineer, and Allie Lee, the sole survivor of a little party, who while on the trail in a pass in the Black Hills, were attacked and murdered by Sioux Indians. When the attack was imminent, Allie's mother told her that she was not the daughter, as she believed, of Durade, a blue-blooded Spanish adventurer and gambler, but of Alison Lee, one of the directors of the Union Pacific Railroad.

The story of the work which preceded the meeting of the rails is the epic of the making of a country, and of the heroism of the makers. At the back of it all was the United States Government, and the financiers, without whose support the line could not have been made, but the real vital interest centres in the engineers who surveyed it, who risked their lives to find the way, and who laid the track in spite of apparently insuperable obstacles; and the men who did the actual work "a splendid, rugged, loquacious, crude, elemental body of men, unconscious of heroism. Those who survived the five long years of toil and snow and sun, and the bloody Sioux, and the roaring camps, bore the scars, the furrows, the grey hairs of great and wild times."

For not only did these workers have to face the constant fight with the forces of nature in capturing her stronghold, they worked in daily peril of massacre by the Sioux Indians—cruel, crafty,

* By Zane Grey. Hodder & Stoughton, Ltd.

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