

CANADIAN  
RAILWAY  
TROOPS IN  
WORLD WAR I.

## Canadian Transportation Men, Engineers, Etc. in the War.

**Canadian Engineers.**—The Canadian Sapper, the Canadian Engineers official magazine, published at Seaford, Sussex, Eng., had an article recently by Lt.-Col. T. V. Anderson, commanding the Cana-

very small concern at first—was organized at Shorncliffe, with a nucleus of officers and men sent from Canada. With the 2nd Canadian Division came another signal company and three more field com-

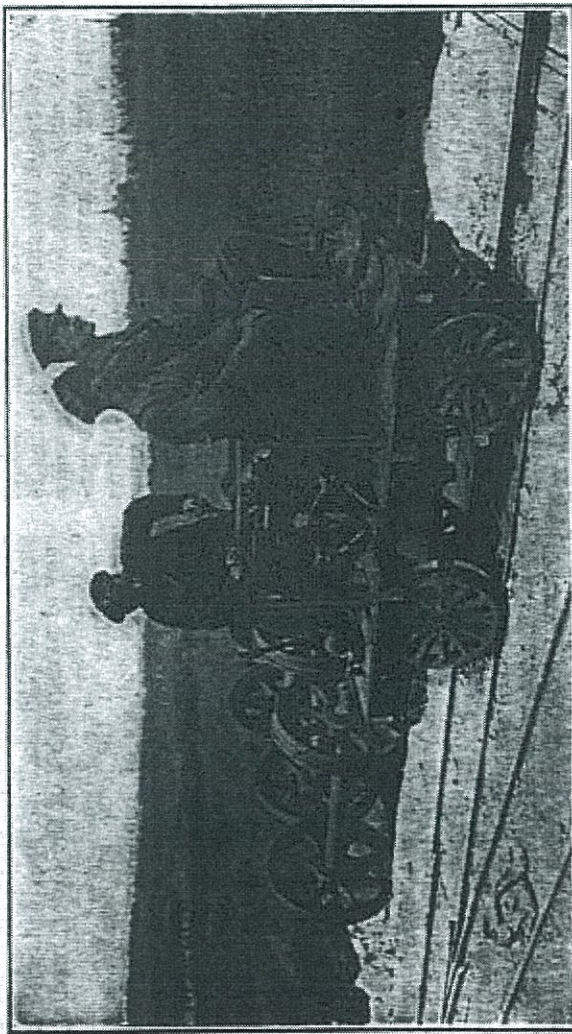
grown from small to quite large numbers; and it has, of course, been necessary for the training depot to be increased in proportion.

In connection with the foregoing, we have received the following additional information. The Canadian Engineers in France were reorganized a few months ago, and the units were reinforced to battalion strength, with a corresponding step up in rank for all concerned. There are now three battalions of engineers, with a strength of 1,000 each, to a division, instead of three companies with a strength of 216 each as formerly.

The Tlmiskaming & Northern Ontario Railwaymen's Patriotic Association, up to Sept. 30, contributed \$94,868.56 to the Canadian Red Cross Society and the Canadian Patriotic Fund.

### PERSONAL NOTES.

Major C. A. Bell, of Toronto, formerly a mining engineer, who lost both legs at the opening of the battle of Amiens, has been awarded a bar to his military cross. He joined the Canadian Expeditionary Force, as a sapper in the Canadian Engineers, and obtained his majority recently. The official record of the act for which he received the bar to his cross is as follows:—"For conspicuous gallantry and devotion to duty during an attack. In spite of heavy shelling, he took his company across 'no man's land' and built a track into the enemy's territory. He was badly wounded in both legs and head, but the track about two miles long, was



The Mechanical Bag, on the British Western Front.

A "locomotive" made by Canadian Tramways Corps officers, aided by a corporal. The engine was from a motor cycle, the fly wheel from a once famous sugar refinery, and the belt from a mine-head, afterwards smashed by artillery fire. Canadian official photograph. Copyright reserved.

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from a motor cycle, the fly wheel from a once famous sugar refinery, and the belt from a mine-head, afterwards smashed by artillery fire. Canadian official photograph. Copyright reserved.

dian Engineers training depot there, from which the following extracts are taken: When in Canada the call for men first came in 1914, none came forward more readily than those suitable for the Canadian Engineers. At first, it was only proposed to send two field companies and one signal company with the 1st Canadian Division, but shortly before sailing a third field company was added. After a memorable voyage, the convoy reached Plymouth, and the troops went under canvas on Salisbury Plain towards the end of October. A very wet winter set in shortly afterwards, the camp became a regular sea of mud, and it was considered desirable to get the troops into huts as quickly as possible. The three field companies were, in consequence, employed for most of their period in England, on the construction of hutments in the vicinity, and were thus compelled to forego, until reaching the front, much of the technical training which they should have had.

Canada had never before sent engineer units on active service, and, while the volunteers in their ranks were as fine a body of men as one could wish for, the majority—and this applied also to a number of the officers—had little conception of the services actually required of engineers in the field. If there were many within the C.E. units themselves not conversant with these requirements, there were few indeed of other branches of the service who had any appreciation of them whatever. So it fell to the lot of these pioneers of the Canadian Engineers not only to learn their own work under service conditions, but also to learn how this should be properly applied to the assistance of other arms in the field. That their methods of work should have been followed by the units which came later, speaks highly for the adaptability of these first companies.

When the engineers of the 1st Canadian Division proceeded to France in Feb., 1915, they left behind them only their base details, a mere handful of men, available as first reinforcements. Shortly afterwards, however, the C.E.T.D.—a

panies, formed in Canada and trained in England, which proceeded to France in Sept., 1915. Towards the end of the year the first two army troops companies, closely followed by the first two tunneling companies, arrived also from Canada, and about this time the third tunneling company was raised in France, the personnel being selected from the Canadian infantry units in the field. For a

as follows:—"For conspicuous gallantry and devotion to duty during an attack. In spite of heavy shelling, he took his company across 'no man's land' and built a track into the enemy's territory. He was badly wounded in both legs and head, but the track, about two miles long, was ready for guns and transport in a wonderfully short time, and the success of the undertaking was due to his energy and fine example. M. C. gazetted Jan. 1, 1917."



Portion of Badly Shelled Track on the British Western Front in France. British official photograph. Crown copyright reserved. Photograph loaned by C.P.R.

few months, towards the end of 1915, the Canadian field troop worked with the Canadian Corps. Its personnel was, however, entirely Royal Engineers. Now followed, in fairly quick succession, the formation of the engineer units required by the later divisions, together with more army troops companies. Thus we see how the Canadian Engineers in the field have

Gunner H. Brown, son of M. H. Brown, District Freight Agent, Ontario District, C.P.R., Toronto, is among the war prisoners released recently from Germany in accordance with the armistice terms. He enlisted in Sept., 1915, in the 34th Battery, and was taken prisoner at the battle of Zillebeke, June 2, 1916.

C. E. Goodman, formerly travelling

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don, Ont., in 1893, was Assistant En-  
gineer, C.P.R., 6½ years, and Assistant  
Engineer, Quebec & Lake St. John Ry.  
and Great Northern Ry. of Canada, 4  
years. Admitted A.M. Canadian Society  
of Civil Engineers, 1899. Served in 8th  
Royal Rifles, Quebec, and 10th Q.O.C.H.,  
Quebec, as Lieutenant. Received com-  
mission in R.C.E.F. in 1914, and served with  
the corps in Toronto, Halifax, Victoria,  
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 Brigadier-General W. Bethune Lindsay, C.M.G., D.S.O., R.C.E., was born at Strathroy, Ont., Nov. 8, 1880. Entered R.M.C., Kingston, Ont., 1897. Graduated 1900. Upon graduation, was appointed Assistant Engineer, Marine and Fisheries Department, Ottawa, from 1900 to 1904. Upon the organization of the R.C.E. in 1904, was gazetted Lieutenant, R.C.E. July 1, 1904; was Divisional Engineer, Military Districts 3 and 4, July, 1904, to Aug., 1906. From that time on he acted as Command Engineer or C.R.C.E. in most of the Canadian military districts. In 1914 he was C.R.C.E., district 10, and on the outbreak of war volunteered for service. Appointed O.C., Divisional Engineers, Valcartier, Aug., 1914, which was afterwards taken over by Brigadier-General Armstrong. He then took command of the 2nd Field Company; was promoted Lieutenant-Col. and C.R.E., 1st Canadian Division, Sept. 13, 1915; promoted Brigadier-General and Chief Engineer, Canadian Army Corps, Mar., 1916. Mentioned in dispatches Jan. 1 and 2, 1916; Jan. 1, 1917, and Jan. 1, 1918. Appointed C.M.G. June 2, 1916, and D.S.O. Jan. 1, 1918.  
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JANUARY, 1919.

CANADIAN RAILWAY AND MARINE WORLD.

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Lancashire, as a supporter of the Unionist Government.

Lieut. J. G. Troup, of the Gordon Highlanders, and formerly in the Superintendent's office, C.P.R., Winnipeg, was among the Canadians decorated with the Military Cross, at Buckingham Palace, London, Eng., recently. He enlisted as a private in the 97th Battalion and was in the

President D. B. Hanna. A deputation from the board of trade expects to arrange for an interview with the directors in Toronto on an early date.

Elrose Jct.-Alaskan Branch Line.—Track has been laid this year westerly from Eston, the formal terminus of a branch 84.4 miles long from Elrose Jct., for about

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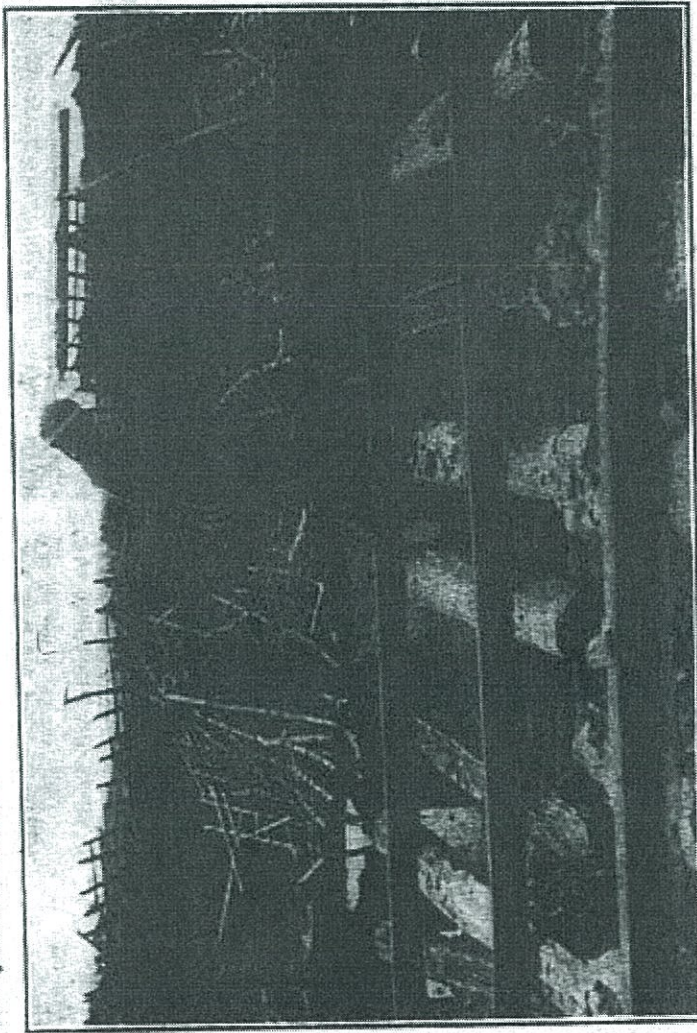
April, 1919

## Canadian Transportation Men, Engineers, Etc. in the War.

Canadian Railway and Marine World  
is desirous of publishing all the information  
possible about the war work of Can-

### PERSONAL NOTES.

Capt. F. D. Burpee, Superintendent,  
Ottawa Electric Ry., Ottawa, Ont., re-



A Canadian on his way back to his billet, on the British Western Front, crossing a badly shelled area.  
Canadian Official Photograph. Copyright reserved.

adian transportation men, engineers, etc.,  
and invites its readers to send in information  
for use in this connection. No  
doubt a large number of our readers receive  
many letters from the front, etc.,  
which would prove of in-

porting to the 5th Battalion, C.R.T.,  
at Arras. This battalion, like all other  
railway construction units, was employed  
all over the British front, seldom remaining  
longer than four or five weeks on  
one job, and being constantly employed  
on repair and construction of narrow and  
standard gauge railways. The 5th Battalion  
worked in front of Ypres in Oct.  
1917, when fighting was practically continuous,  
and immediately after the capture  
of Zonnebeke was ordered to construct  
a narrow gauge line to that point. Later  
in the year this battalion followed the  
Third Army in the unsuccessful attempt  
on Cambrai, and worked in the vicinity  
of Hermes and Havrincourt for about  
six weeks. The last work the battalion  
was engaged in, prior to its return  
to England, was the reconstruction  
of the main line between Lille, France,  
and Brussels, Belgium. This line  
had been destroyed by the enemy  
on retirement, the demolition being very  
thoroughly done. About 2 lb. of per-  
dite was exploded at every second joint,  
and a mine, consisting of 4 or 5 shells  
of a special type for railway destruction,  
was exploded in the grade at intervals.  
In other places the destruction was  
ried out by means of a track destroyer,  
consisting of a heavy rail bent into a  
hoop and slipped under the rail joint  
and attached to a number of locomotives  
by a steel cable. This, while it did not  
destroy the rail, twisted the track sideways,  
split all the ties and tore up the  
grade. One line was rebuilt with salvaged  
material, the second track being laid  
with new material brought up by

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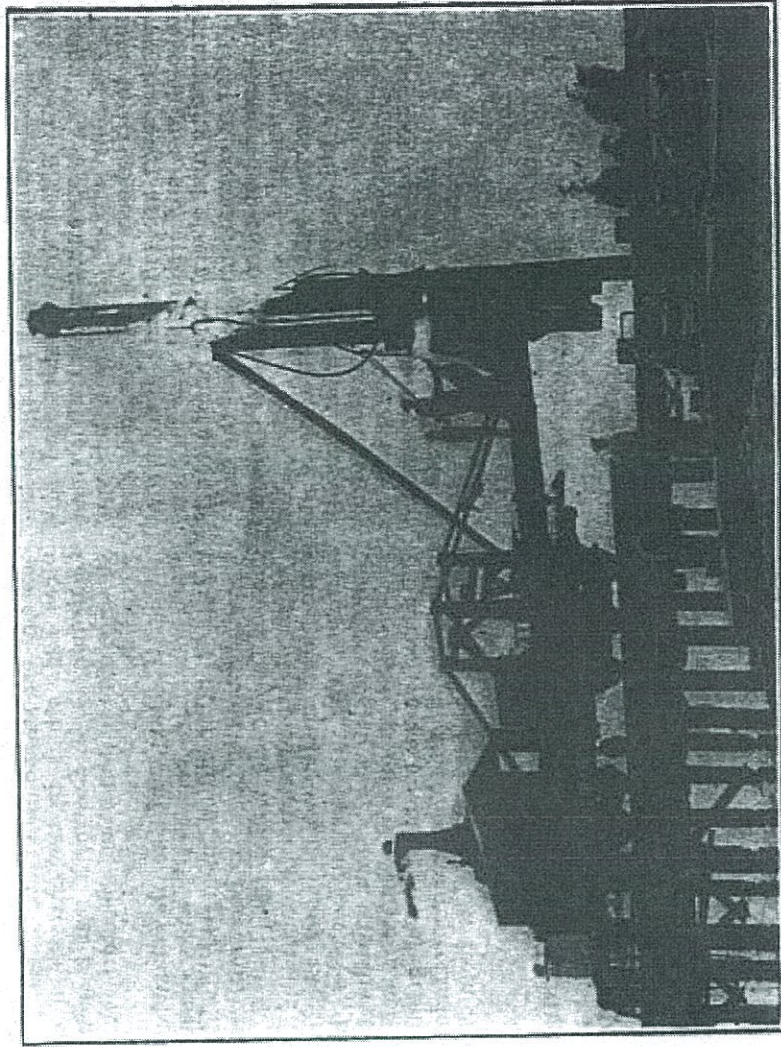
A Canadian on his way back to his billet, on the British Western Front, crossing a badly shelled area.  
Canadian Official Photograph. Copyright reserved.

adian transportation men, engineers, etc., and invites its readers to send in information for use in this connection. No doubt a large number of our readers receive many letters from the front, etc., extracts from which would prove of interest in these columns. We should be glad to be favored in this respect.

**Army Transportation Intelligence.**—The sale of army mules at Tattersall's recalls an incident which sent a ripple of sheer joy through our forces in France when the war was still young. It was a routine order from G.H.Q. as to the transport of machine guns, then being greatly increased in numbers. The gun on ammunition limber was to be drawn by "a mule, or if not available, by an intelligent N.C.O. and five men." The army had not ceased chuckling over this gem of red tapedom when there appeared in orders the notice: "Reference G.R.O.—of such a date—line 7; delete the word 'intelligent.'"—London Chronicle.

**The Grand Trunk Employees' Patriotic Association**, consisting of officials and employees located at Toronto, held its final meeting Mar. 8, to receive reports and for winding up its affairs. The report showed that since the organization of the association in Aug. 1914, \$39,800.81 had been received and \$39,677.43 expended. The balance was handed to a special committee to dispose of as conditions may warrant. The expenditures were divided as follows: Toronto and York County Patriotic Fund and Canadian Red Cross Society \$23,093.20; British Red Cross Society \$4,250; Christmas boxes for enlisted employees \$3,595.05; Overseas Club Tobacco Fund \$2,200; Y.M.C.A. \$2,000; Navy League of Canada \$1,500; British Sailors Relief Fund \$1,000; Prisoners of war \$830; Catholic Army Huts Fund \$500; Relief Committee \$457.50; Honor Roll and flags \$114.80; Daughters of the Empire, Mimico, \$100; current expenses \$37.38. J. A. Murphy, Secretary of the Association, was presented with a gold watch in recognition

in other places the destruction was tried out by means of a track destroyer, consisting of a heavy rail bent into a hoop and slipped under the rail joint and attached to a number of locomotives by a steel cable. This, while it did not destroy the rail, twisted the track sideways, split all the ties and tore up the grade. One line was rebuilt with salvaged material, the second track being laid with new material brought up by train.



Royal Engineers completing a bridge over a river in France.  
Official photograph, taken on British Western Front. Crown copyright reserved.

C.E.F., in Ottawa, in Feb. 1916, and assisted in recruiting the battalion. He left for England as second in command in May 1917, and was quartered at Seaford, Sussex, where, after a few days, the battalion was broken up. He then transferred to the Canadian Railway Troops, reverting to the rank of lieu-

Capt. Norman J. D'Arcy, M.C., eldest son of W. H. D'Arcy, General Claims Agent, C.P.R., Winnipeg, has returned from overseas service.

Col. J. S. Dennis, C.M.G., liaison officer and Red Cross Commissioner, Siberian Expeditionary Force, Chairman of the Canadian Economic Commission in

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## CANADIAN RAILWAY AND MARINE WORK

C.P.R., was reported to have left Vladivostock for Canada, Mar. 19.

Lieut. A. C. Doucet, Royal Air Force, killed in an aeroplane accident in England recently, was son of Lt.-Col. A. E. Doucet, of Quebec, Que., formerly District Engineer, National Transcontinental Ry.

Brigadier General C. L. Hervey, D.S.O. of Montreal, who returned to Canada, Mar. 24, went overseas as Major of a unit of the Canadian Railway Troops, and shortly after arriving in France, was promoted to Lieut.-Colonel and given command of the 4th C.R.T. In June 1918, he was promoted to Brigadier-General, and placed on special service in England. Before taking up military service, he was a director of the Courtenay Bay Construction Co., and was supervising the construction of the breakwater. He had also been in charge of considerable contracting work on the C.P.R. in New Brunswick.

Lt.-Col. W. B. Kingsmill, D.S.O., of Saunders, Torrance and Kingsmill, Canadian Solicitors for the Michigan Central Rd., has returned to Toronto and has resumed his practice. Prior to the war he was in command of the 10th Royal Grenadiers, and later organized and commanded the 123rd Battalion C.E.F., which proceeded to France as

ael and St. George, and seconded for service at the War Office.

Capt. Hon. W. J. Shaughnessy, son of the Chairman of the C.P.R., returned to Canada, Mar. 17, after about 30 months service overseas, chiefly on Lieut.-Gen. Sir Arthur Currie's staff. He went overseas with the 199th Irish Rangers, and was, for some time attached to the British Headquarters staff, later being transferred as A.D.C. to Gen. Currie. He is returning to his law practice.

Major-General J. W. Stewart, C.B., of Foley, Welch and Stewart, railway contractors, who has, since 1916, been in railway work on the western front in France and Flanders, and who latterly acted as Director General of Transportation there, returned to Canada Mar. 6. In an interview at Montreal, he stated that the Canadians rendered great service to the British transport service and became as famous behind the lines as at the front. During the first two years of the war, the British built a little over 100 miles of railway, but from 1916 to the end of the war, more than 3,000 miles of standard gauge, and 6,000 miles of narrow gauge lines were built, enabling 250,000 tons of munitions to be moved monthly.

RAILWAY AND MARINE WORK

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Saunders, Toronto, Canadian Solicitors for the Michigan Central Rd., has returned to Toronto and has resumed his practice. Prior to the war he was in command of the 10th Royal Grenadiers, and later organized and commanded the 123rd Battalion C.E.F., which proceeded to France as the pioneer battalion of the 3rd Division. It fought at Vimy Ridge, Avion, Passchendaele and Hill 70. On the disbandment of all pioneer battalions, the 7th Battalion Canadian Engineers was organized, with Lt.-Col. Kingsmill in command. He returned from France in Aug. 1918, and has since been acting as Judge Advocate General at Ottawa. He was twice mentioned in dispatches, and was awarded the D.S.O. for service in France.

Lieut. M. P. MacLeod, of the R.A.F., son of M. H. MacLeod, Vice President, Operation, etc., Canadian National Rys., who went overseas in Feb. 1917, arrived back in Toronto late in March.

Major R. C. Manning, D.S.O., whose death in France, Nov. 6, was reported recently, was, before enlisting, in the Bridge and Building Department, Canadian Government Railways, Moncton, N.B. He enlisted on the outbreak of war, as a private, and went to France as a lance corporal, being granted a commission for bravery on the field. He was awarded the Military Cross in Sept. 1915, the Distinguished Service Order in 1917, and the French Cross of the Legion of Honor in Jan. 1918.

Col. C. W. P. Ramsey, C.M.G., formerly Engineer of Construction, Eastern Lines, C.P.R., and Mrs. Ramsey, arrived in Montreal, from England, early in March. Col. Ramsey was born at Bury, Que., Jan. 15, 1883, and entered C.P.R. service as an apprentice in the Mechanical Department at the Delorimier Ave. shops, in 1898, and served in various minor capacities until Sept. 19, 1903, when he was transferred to the Construction Department at Montreal, passing through the various grades of draftsman, transit man, Assistant Engineer and Division Engineer. On Mar. 15, 1912, he was appointed Engineer of Construction, Eastern Lines, and held that position until Feb. 25, 1915, when he was granted extended leave of absence on his appointment as Lt.-Colonel in command of the Canadian Overseas Railway Construction Corps. During 1918, he was promoted to Colonel, made a Companion of the Order of St. Mich-

the end of the war, more than 3,000 miles of standard gauge, and 6,000 miles of narrow gauge lines were built, enabling 250,000 tons of munitions to be moved monthly.

**Liability for Injuries on Joint Railway Lines.**—Mrs. P. Beauchemin has been awarded \$12,025 and costs by a Quebec court against the G.T.R. as compensation for the death of her husband, a section foreman, who was struck by a train. He was in the G.T.R. employ and at the time of the accident was mending a broken rail near St. Basil, Que., on a section of the line over which the Intercolonial Ry. has running rights, and was struck by an Intercolonial locomotive. Justice Greenshields, held that the plaintiff could not be held bound by any agreement as to joint control; he was in the G.T.R. employ and doing that company's work, and whatever remedy the G.T.R. had was as against the Intercolonial Ry. The company alleged that the accident was due to inexcusable fault, but the facts showed that the fault lay with the driver of the Intercolonial train failing to obey a stop signal at St. Basil. The moment the train entered the section of the line at Montreal or St. Lambert, he was under the orders of the train dispatcher who was an exclusive employee of the G.T.R. As between the section foreman and the G.T.R. the responsibility lies with the company. It was further alleged that there was contributory negligence on the part of the section foreman, but he failed to find any, and on the other hand considered it a case of inexcusable fault on the part of the company.

**United States Railways Financial Situation.**—The U.S. Congress adjourned without making appropriations amounting to \$750,000,000 asked by the Railroad Administration. This left that body with practically empty coffers, about \$381,000,000 of debts and no funds to finance the programme of improvements planned for this year as a measure to take up the slack in the materials and labor markets. It was arranged Mar. 5 by the government to retain control of the railways and to have the industrial companies do their own financing for the next few months on the open market or through advances by the War Finance Corporation which is reported to have about \$337,000,000 of resources available.

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## Canadian Transportation Men, Engineers, Etc. in the War.

The Canadian Military and Civil Engineers' Association is reported to have been formed in England, by Canadian Engineers of the 1st Division, with the object of protecting the interests of its members as regards pensions, war service gratuities, civil re-establishment, etc.

It is reported that of the 9,809 C.P.R. employees who joined the expeditionary force, 948 have died, and 1,881 were wounded. Of those who had returned to Mar. 31, 1,731 had been re-employed, and positions had been found for 2,091 other returned soldiers.

### PERSONAL NOTES.

Major General Alex. McDougall, C.B., the Ottawa contractor, who was in command of the Canadian Forestry Corps

broken up, for reinforcing purposes, he transferred to the Imperial Railway Troops, going to France in Feb., 1918 as captain, and was engaged for some time in railway operating work. He returned to England in Oct., 1918 on leave, and was sent almost immediately to Salonica, as railway transportation officer, and after being there a very short time, was transferred to Constantinople, promoted to major and made deputy assistant director of railway transport, which department has charge of the Orient Railway in European Turkey (Compagnie d'Exploitation des Chemins de Fer Orientaux) and also the Bagdad Line, which commences on the Bosphorus and extends to Bagdad, with a break from Nissibin to Samara, which is still under construc-

ing Editor, Canadian Railway and Marine World. His military work commenced in 1906, when he joined the University section of the 2nd Field Co., Canadian Engineers, which he left Sept. 22, 1911, to take out a commission in the 2nd Regiment, Queen's Own Rifles of Canada. He volunteered for overseas service with the 83rd Battalion Canadian Infantry, Aug. 9, 1915, and was promoted to captain, Oct. 21, 1915. On Feb. 4, 1916, he transferred to the 116th Battalion, Canadian Infantry, and was promoted to major, Mar. 1, 1916, proceeding overseas with that unit July 21, 1916. He went to France with the battalion on Feb. 11, 1917, reverting to captain to conform to the establishment in the field, being appointed acting major on arrival in France, which rank he held until May 26,



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#### PERSONAL NOTES.

Major General Alex. McDougall, C.B., the Ottawa contractor, who was in command of the Canadian Forestry Corps

in European Turkey (Compagnie d'Exploitation des Chemins de Fer Orientaux) and also the Bagdad Line, which commences on the Bosphorus and extends to Bagdad, with a break from Nissibin to Samara, which is still under construc-

with that unit July 21, 1916. He went to France with the battalion on Feb. 11, 1917, reverting to captain to conform to the establishment in the field, being appointed acting major on arrival in France, which rank he held until May 26,



Canadian Railway troops in France, bending a rail for a curve in the line.  
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overseas for a considerable period of the war, returned to England in April, to resume his duties with the corps.

Capt. Kenneth E. Drinkwater, son of the late Chas. Drinkwater, who was first secretary of the C.P.R. Co., after having been overseas three and a half years with the 3rd Battalion, Canadian Machine Gun Corps, is staying with his sister, Mrs. H. P. Timmerman, wife of the Industrial Commissioner, C.P.R., Montreal.

Lt.-Col. Halfdan F. H. Hertzberg, D. S. O., M. C., eldest son of A. L. Hertzberg, District Engineer, C.P.R., Toronto, and grandson of the late Col. P. H. Hertzberg, R. E., Christiania, Norway, was married in London, Eng., Mar. 19, to Miss Dorothy Hope Judah, of Montreal.

Lt.-Col. Thos. A. Hiam, formerly private secretary to Sir Donald Mann, Toronto, is now assistant director of railways at Haidar Pasha, near Constantinople. He went overseas with the Canadian Buffs in the autumn of 1916 as a lieutenant and was at Witlev Camp.

This line is operated by the Societe Imperiale Ottomane de Chemin de Fer de Bagdad. From Constantinople he was transferred to Haidar Pasha as assistant director of railways, and was promoted to lieutenant-colonel. The accompanying illustration shows an annual pass on the Orient Ry. which Lt.-Col. Hiam sent Sir Donald Mann recently.

Major James McGregor has returned to his duties as Superintending Engineer, Halifax Ocean Terminals, Canadian National Rys., Halifax, N.S. He was attached to the 3rd Battalion, Canadian Railway troops, which was, for the most part, engaged on the light railway systems of the First Army, extending along the western front from about Armentieres, Lestrem, Bethune, Loos, Lens, Vimy Ridge, Arras, Queant and to Cambrai. Later, when the German retreat carried them east of their light railway zone, and light railway construction was abandoned, the battalion took part, with other battalions of the Canadian



Orient Railway Annual Pass.

1917, when he was wounded at Vimy Ridge. Following convalescence, he was appointed adjutant, 2nd Canadian Reserve Battalion, Aug. 26, 1917, remaining in that position until Dec. 9, 1917, when he was seconded to the Ministry of Munitions (Air Board) as an inspection and expediting officer in the Yorkshire, Lancashire and Derbyshire areas, relinquishing that work Oct. 8, 1918, proceeding to France Nov. 3, 1918, and rejoining the 116th Battalion, in the 3rd Canadian Division. On the latter returning to Canada in April, this year, he accompanied it, and was demobilized Apr. 20, 1919.

Lt.-Col. Blair Ripley, formerly engineer in charge of double track, C.P.R., Toronto, returned from overseas early in Apr. and left Toronto shortly afterwards to make a trip to the Pacific coast. It is expected that he will return to the C. P. R. Co.'s service in the near future.

Major Ian Sinclair, D.S.O., M.C., returned to Canada, Apr. 20, in command of the 13th Battalion, C.E.F. (Royal Highlanders of Canada). At the outbreak of war he was engaged on a contract

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Canadian Railway troops in France, bending a rail for a curve in the line.  
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Lt.-Col. Thos. A. Hiam, formerly private secretary to Sir Donald Mann, Toronto, is now assistant director of railways at Haidar Pasha, near Constantinople. He went overseas with the Canadian Buffs in the autumn of 1916 as a lieutenant, and was at Witley Camp, Eng., for nearly a year, while the Buffs formed part of the 5th Canadian Division, and during which time he was promoted to captain and made assistant quartermaster. On the Buffs being

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Capt. F. H. Moody, B.A.Sc., has resumed his former position of Engineer-

# Orient Railway Annual Pass.

1917, when he was wounded at Vimy Ridge. Following convalescence, he was appointed adjutant, 2nd Canadian Reserve Battalion, Aug. 26, 1917, remaining in that position until Dec. 9, 1917, when he was seconded to the Ministry of Munitions (Air Board) as an inspection and expediting officer in the Yorkshire, Lancashire and Derbyshire areas, relinquishing that work Oct. 8, 1918, proceeding to France Nov. 3, 1918, and rejoining the 118th Battalion, in the 3rd Canadian Division. On the latter returning to Canada in April, this year, he accompanied it, and was demobilized Apr. 20, 1919.

Lt.-Col. Blair Ripley, formerly engineer in charge of double track, C.P.R., Toronto, returned from overseas early in Apr. and left Toronto shortly afterwards to make a trip to the Pacific coast. It is expected that he will return to the C. P. R. Co.'s service in the near future.

Major Ian Sinclair, D.S.O., M.C., returned to Canada, Apr. 20, in command of the 13th Battalion, G.E.F. (Royal Highlanders of Canada). At the outbreak of war he was engaged on a contract which his father, Angus Sinclair, of Toronto, had for construction of the Canadian Northern Ry., between Ottawa and Sudbury, Ont., and immediately obtained a commission in the 15th Battalion (48th Highlanders). While at Valcartier

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camp, he transferred to the Royal Highlanders, and except for periods, during which he was in hospital recovering from wounds, he fought with the 13th Battalion through all the engagements in which it took part, from the second battle of Ypres, four years ago, until the signing of the armistice. At the attack on Hill 70, he won the Military Cross, and was awarded the D.S.O. for work in command of the battalion during the offensive of Sept., 1918, against the Hindenburg line. He was wounded four times, and mentioned in dispatches twice.

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for continuation of present credits for reasonable length of time, but not later than June 1, 1917, to permit shippers and consignees to procure and file bonds. Acknowledge.

While the period during which present credit arrangements may continue in effect has been extended to June 1, 1919, it is on the understanding that railway representatives, shippers and consignees, will proceed in good faith with the completion of arrangements under the terms of circular 97, so that the entire system will be in condition for inauguration at all points throughout the country not later than the date mentioned.

## Canadian Transportation Men, Engineers, Etc. in the War.

C.P.R. Employees in the War.—Since the outbreak of war, 9,629 C.P.R. employees joined the army. Of these 842 are dead, 1,844 were wounded and 1,108 have been re-employed. The company is employing 1,567 soldiers who were not previously in its service, so that it has given work to 2,665 returned soldiers.

The Timiskaming & Northern Ontario Railwaymen's Patriotic Association, up to Nov. 30, 1918, contributed \$36,872.87 to the Canadian Red Cross and the Canadian Patriotic Funds, exclusive of personal subscriptions made direct by members of the commission and employees.

### PERSONAL NOTES.

Lieut.-Col. H. L. Bodwell, C.M.G., D.S.O., who died of pneumonia at St John, N.B., when returning from the front, recently, was born at Ingersoll, Ont., Oct. 13, 1881, and educated at the Royal Military College, Kingston, Ont. He was one of the engineers on the construction of the Grand Trunk Pacific Ry., and later was an instructor in civil engineering at the Royal Military College. In 1907 he was appointed Resident Engineer of the Canton-Hankow Ry., at Kwong Tung.

Capt. J. A. Tuzo, who was killed in action in German East Africa in the early part of 1918, was born in England in 1874, and came to Canada in 1897, and was engaged in mining in Yale District, B.C., for about 8 years, and later took up railway work in the U.S. and in British Columbia. In 1907 he was Resident Engineer, Spokane, Portland & Seattle Ry., and 1910 was Resident Engineer, Kettle Valley Ry., Midway, B.C. On the outbreak of war he returned to England and received a commission in the Imperial Army.

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## The Canadian Railway Troops' Work on the Western Front.

By Corporal Herbert Forder.

One of the most remarkable features of this war is the record of the Canadian Railway Troops. You can imagine the Frankenstein of war not unlike a monstrous human being. The brain is General Head Quarters, the heart is G.H.Q. Railway Troops; the arteries and veins are the endless lines of track supplemented by the roads department and the mechanical transport which take the place of capillaries, or smaller veins on the surface of the war god; the stomach, liver and kidneys are the Army Service Corps producing and distributing nourishment; the battlers are the blood corpuscles fighting along the veins and arteries; the lungs are the Red Cross, the Army Medical Corps, the hospitals, convalescent

eral J. W. Stewart, C.M.G. The first battalion to carry on this work was the Canadian Overseas Railway Company, all skilled railway men with high rates of pay, recruited from Canadian railways. This company put in some splendid work at Diekebusch in April and May, 1916. The units and details were recruited in Canada and shipped to the Canadian Railway Depot in England, where they were drilled and trained till a battalion was formed, or they were sent as drafts to augment the strength of battalions already in France.

These troops were armed and equipped in the same manner as their military cousins, the Engineers. They carry the Webb equipment, rifle, bayonet, ammuni-

witness to the stamina and spirit of these peerless soldiers.

As far as possible the officers were selected from men with railroading careers behind them. Advancement by merit was often rapid. In the 5th, for instance, was a young officer, Lieutenant L., a Canadian, whose home is in Puyallup, on Puget Sound. He came from Canada with the rank of corporal and reverted to the ranks according to the rule on arrival in France. He was made full corporal two weeks later, a sergeant in six weeks, and in three months was sent up for his commission. Another lieutenant, an experienced railway man, was found digging a latrine in the honorable capacity of a sapper. A

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and various segments of the railway system, and various segments of the railway system.



A Canadian Railway Construction Company at Work in France, from the Painting by Leonard Richmond, P.R.A., in the Canadian War Memorials Exhibition, at the

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A Canadian Railway Construction Company at Work in France. From the Paintings by Leonard Richmond, R.C.A.

This decorative painting, done for the Canadian War Memorials, and which is now being exhibited at the Canadian War Memorials Exhibition, at the Royal Academy, London, Eng., deals with railway construction in France, under Canadian management. Chinese coolies, supervised by Canadian officers, are shown at work in the deepest railway cut in France, with a billowing landscape extending into the blue distance.

homes and rest camps, cleansing and renewing the blood; the nerves are the engineers with their wires, telephones and wireless, overhead, along the tracks and underground. The morale of the army is its soul or spirit, dependent upon its general condition of health. Keep that in mind and you will see the importance of the work of the Railway Troops. When the body is attacking or being attacked the outcome hangs in no small degree upon the unbroken transportation of nourishment to every part and more particularly to the part in danger.

The Imperial War Office gave the building and maintenance of these arteries and veins to the Canadian Railway Troops, now numbering 14 battalions, under the headquarters command of Brigadier-Gen-

tion and gas mask. Their own mechanical and mule transport are responsible for their tools. A square red patch with a square hole planted square between the shoulders of the tunic is their distinctive badge; the same being the cause of many a witty remark and much profane comment on the part of these strenuous troops. At the beginning they were composed of specially recruited officers and men with railway experience. Later the ranks were filled up with Canadian casualties. Quite a number of these recruits wore the blue shoulder straps indicating that they were men of the first contingent. Sometimes they wore two, three and even four gold stripes, speaking worlds of praise for our modern surgery and hospital system, while bearing mute

general, walking over the job, recognized him, came over, shook hands, and sent him up for his commission on the spot. There were more promotions from the ranks in the Canadian Railway Troops than in any other branch of the service. This was one of the secrets of their wonderful efficiency, for they fulfilled the Napoleonic maxim and "make them out of mud."

At time of writing (shortly before the armistice was signed) they had laid something over 2,000 miles of track, almost equally divided between standard and narrow gauge. The standard gauge branched everywhere from the main French lines, alleviating congestion which had become chronic, releasing the central arteries of traffic for the business which

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is keeping France the least injured of the allies outside her frightful battle grounds, maintaining the farms, the mines, the credit and the industry of La Belle France. From these tracks, immediately behind the lines, stretched out a veritable cobweb of narrow gauge, feeding the guns, the troops, the trenches, and carrying the wherewithal to every sector of this complicated war machine. The power on the narrow gauge was mostly petrol motor, aided by a number of dinky locomotives of about 15 tons. The cars on the light track were nearly all open, while the ammunition trucks were of special build with a sunken hold in the center.

When the Canadian Railway Troops were at work on standard gauge lines they were similar to any civilian gang at

advancing army, I shall tell of the events under the German guns at the first battle of Cambrai. The astonishing victory of General Byng on Nov. 20, 1917, gave the army under his command a vast amount of shattered terrain, from Bullecourt to Villars, 26 miles across. Over this ground the cobweb of steel was immediately spun. The night we started work was bitterly cold and frosty. The hoar frost hung like a mantle of crisp wool over every living and inanimate object. The Fifth C.R.T. had the job and D. Co., in advance on 20 little cars, dropped off at midnight about a mile from the slag heap at Hermes. The chug-chugging of the petrol motors ceased, only the bellow of the big guns near at hand made the night hideous.

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Canadian engineers working a quarry for road making material, on the Western Front. Canadian Official War Photograph. Copyright reserved.

work. But when laying narrow gauge, sometimes right across No Man's Land, and often under fire, they were armed and ready with a machine gun squad for each company, stretcher bearers and a Red Cross sergeant. This was the most dangerous kind of work, for the enemy guns were promptly trained on any spot where rail-laying activities were noted. It was particularly dangerous when an advance had been made and our lines of steel had to be extended over the conquered territory; for, then, the enemy strove furiously to hamper "consolidation" and rained shells on us.

To illustrate what happened when it was necessary to build in the wake of an

A momentary chaos was reduced to a semblance of order as the C.R.T. moved from the steep embankment under a multitude of burdens—stores, canteen and quartermaster's tools, tents, grub, a blacksmith's shop, an orderly room, officers' tents, field kitchens, and blankets. Tent floors wriggled in grotesque contortions through the black drop curtain of the night. Dawn broke upon a camp in the being, the tents standing above circular holes, making a 3 ft. shelter with a surrounding bank to afford some protection from shrapnel.

The men secured a breakfast of hot tea, bacon, bread and butter, jam and hard tack, and, as they ate, they took a keen

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ants first survey of their new location. Just  
attle above them on the ridge was a cemetery  
of buried in foliage. A large brown cross  
the and the eternal figure of "The Man of  
pant Sorrows" dominated the view. Behind  
t to them were rolling ridges of red soil,  
this ploughed, harrowed and hacked by shell  
me- fire. On the far horizon to the right was  
rork Bourlon Wood, a sepia blanket laid over  
noar the loins of a white horse. To the centre  
wool was Fontaine Noyelles, with its red roofs  
ject. and one tapering grey spire, then  
Co., L'Escaut straggling between its rows of  
ff at poplars. Their speculations were broken  
reap by the ascending scream of a high velo-  
the city shell.  
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"Krrupp" came the report—a geyser of  
earth rose and fell 200 yards away. Fritz  
was seeking that big gun battery beyond  
the last ridge. Again, and once more  
came the scream and the thud of shells.  
The Hun was distributing his punches like  
a drunken man in a bar-room.

"Brraap!" and up went a section of the  
mule transport.

"Brraap!" A hut held by an Imperial  
Labor Battalion was demolished and scat-  
tered like chaff on the storm wind.  
"Stretcher bearers on the double!" came  
the cry.

So D. Co. gobbled its last morsel of  
bacon, tipped up the final drain of tea,  
and silently and sadly proceeded to move  
camp. Once more the circus act was re-  
peated. A thousand pieces of material  
were hauled across the ridges and along  
the hollows on the stalwart shoulders of  
grunting and cussing sappers. Three  
times that day they moved to escape de-  
struction. By nightfall they had made a  
fairly safe pitch near a disused trench  
line and several old German dugouts. In  
the meantime, of course, nothing had been  
done in the matter of tracklaying. But  
the following morning reveille sounded at  
6.30, and at 7, with dawn breaking clear,

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mule transport.

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D. Co. was split up into its component platoons, nos. 13, 14, 15 and 16. Sixteen was put at grading. Fifteen at laying out ties, rails, bolts and spikes. Fourteen at bolting and spiking. Thirteen, "the mechanical gang," were put at cutting rails, laying frogs, points and switches. The ground was good just here, despite the enemy bombardment. The surveyors had done their work well. We decided that D. Co. could lay a mile of track a day. A. Co., coming along behind, would unload ballast and attend to the lifting and lining of the track. B. and C. Cos. were working on another three miles across the Demicourt Road.

The morning was clear and sparkling blue and the enemy's observation balloons seemed quite near. The sappers bent to their tasks, however, and paid no attention. Snatches of song drifted by on the morning breeze and spike mauls rang lustily against the steel. The songs they sang were not the songs you have heard at home. They were all comic with a queer and tantalizing twist—railway songs that helped along the work and that had something of the swing of the deep-sea "chanties."

Here is a verse and chorus for sample, led by Corporal D—, the comedian and football center of D. Co.:—

"One day our Uncle Sammy, he had a war with Spain.

Not all the boys in blue were in the battle slain.  
They were not killed by bullets. Oh! not by any means.

For most of them that died, were killed by pork and beans."

Chorus—

Stung right! Stung right! S-T-U-N-G.

Stung right! Stung right! Easy mark was me.

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Oh! when the war is over and once again I'm free.  
There'll be no more "Trips around the world" for me.

That was the metal of their morale.  
After four years of war they were laughing at the worst Fritz could do—and many of them were twice and thrice wounded veterans.

In the meantime the enemy observation balloons above L'Escout had given the tip to the batteries in Bourlon Wood. "Braap," "Braap," "Braap!" big stuff came reaching out for the track. A pelting shower of earth, stones, and shrapnel fell among the men at work. Platoon by platoon they "downed tools," and ducked for the Imperial advanced trenches. No one was caught that time. The cooks made tea in the trenches, and the men ate their lunch of bully beef, cheese, bread and butter and jam. After half an hour of this Fritz turned his attention to the howitzer batteries in the sunken road, so D. Co. sallied out and to work again. By five o'clock the first mile was down. All the guns had gone to supper. The little cars were humming down the track and the tired troops sprang aboard and off they went for "home."

jiffy the track was repaired. Three rails in 28 minutes, gauged, lined and ballasted! Thirteen followed their comrades with the knowledge of a job well done.

It was a happy crowd that swarmed round the hot mulligan dices that night—a gang of big school boys, ages running from 19 to 57, tired but happy and hungry as wolves in view of a solid meal. To make things complete, the orderly corporal arrived with arms full of mail. The great big event in every Tommy's life was the mail—parcels with toothsome candies, fruit cakes, cigarettes, books, tobacco, socks, handkerchiefs, letters from mother, father, sweetheart, wife and dear, sweet balm.

Shells, wounds, cold, hunger, hardship, the grisly paw of death ever near, the fretful sergeant and the haughty officer, and a month's pay lost on the Crown and Anchor board—all were forgotten. The man who received a letter or a parcel hurried away, a glad light in his eyes, a warm glow in his heart, for he has come to "the end of a perfect day."

But this was not the end, not on this particular night. The "Last Post" had just blown and the boys were all beneath

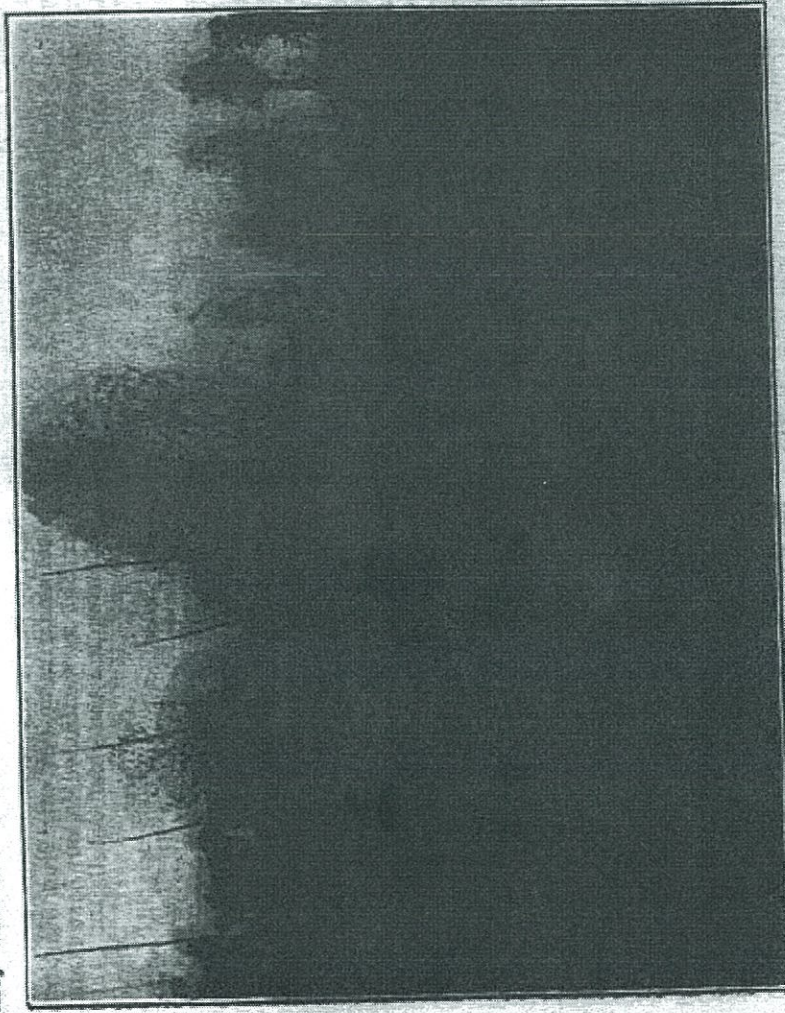
leaving their little homes and flying to the open fields or the nearest dugout. Old women, old men, young women and children in every article of night attire were scurrying away from the dreaded air raid. Wherever possible the shoppers helped them along and told them "Fritsy part tout-de-suits" and, as though supporting their strenuous western optimism, the anti-aircraft opened a terrific barrage. The big "blipping" of the Archies was broken by the racket of the machine guns.

The station was like a scene from Dante's "Inferno"—only more so. Grotesque mushroomed black smoke blotched out the moon and stars. Red, purple and yellow flames played in fantastic wreaths along the avenues of hell. Little figures rushed hither and yon like mannikins in torment. And every minute a hot shell exploded with a dull, far-off roar amid the conflagration. Two petrol tanks had been destroyed and an ammunition train blown up. A Red Cross clearing station had been struck, and the huge warehouse levelled with the tracks. Everywhere writhing blue and gold snakes of petrol marked the path of danger. As they died out and flickered into blackness, the sappers rushed in, regardless of the hot shells, ready to blow up at every point and second and began to clear away the

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they went for "home."

JUNE BLOWN AND THE DOYS



Rapid Railway Construction in France. Building an Embankment for a Broad Gauge Railway. British Official Photograph taken on the British Western Front. Copyright reserved.

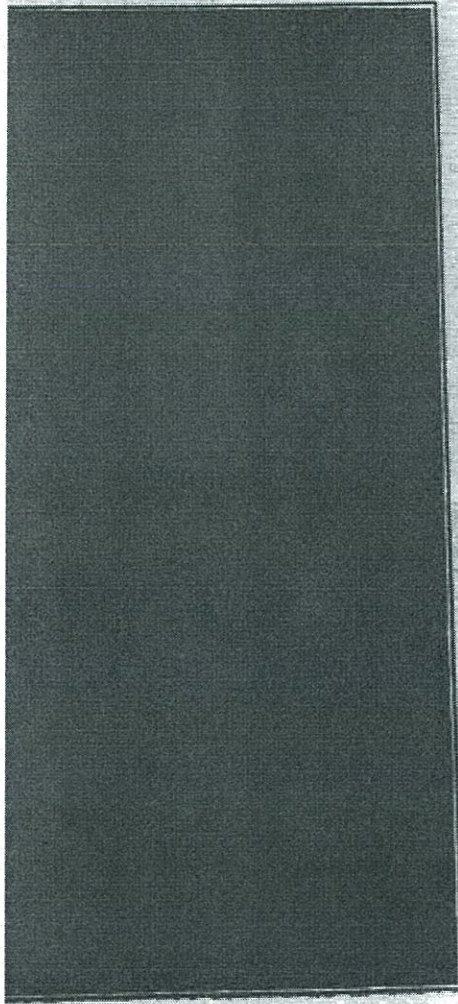
died out and flickered into blackness, the sappers rushed in, regardless of the hot shells, ready to blow up at every point any second, and began to clear away the mounds of smoking debris. This was part of their work.

A hospital siding, with two rails blown clear away, was repaired. The crater was filled in, new steel laid on new ties and the whole line spiked and bolted up in half an hour. The men toiled like ruddy fiends in the afterglow of hades. A Red Cross train from the main track was shunted into the new siding. It contained the bodies of two Red Cross nurses with their delicate white hands folded meekly over their courageous hearts in death.

The men of the C.R.T. by this time had reached the wreckage of the ammunition train. It looked as though some monstrous upheaval of nature had tossed it into a forest of twisted girders, hanging shreds of timbers and the burnt skeletons of wagons, tipped in weird gestures of destruction. The sappers tackled it with a cheer. From the south side a wrecking crew of French engineers were removing the large pieces with a powerful wrecking crane and windlass. The worst of the junk was heaped about a vast crater made in the center of the main line by an aerial torpedo.

Dawn broke with the work still being carried on. Carloads of ballast were shot into the cavity. As the grade was made level the new steel was laid, and the wreckage of train moved up and hauled away.

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Rapid Railway Construction in France. Building an Embankment for a Broad Gauge Railway. British Official Photograph taken on the British Western Front. Copyright reserved.

But the day was not over yet. Half a mile towards Hermes they met a "blow-out." A high velocity shell from the northern sector of the German lines had tossed the track into a junk pile. The tired troops looked at the mess with disgust. "Well, guess we're in for it," said a sergeant. "One platoon can attend to this job though." The choice fell on No. Thirteen. "Might have known it!" growled the men, as they unloaded their tools again. "Always unlucky! Let's have our number changed."

The other three platoons went on. The men of Thirteen started to work with a will. Broken rails were unbolted, the spikes drawn, and the twisted mess flung over the embankment. The shell hole was next blocked and filled with dirt from outside the ditch. Spare ballast was scraped up and new ties were inserted. Mauls and wrenches were then applied to the task of tightening up. Rails had been carried from up the track, and in a

the blankets and a rosy glow worm in the dark was the cigarette of each tired and contented sapper. Suddenly overhead sounded the unmistakable organ hum of a big Fritzzy plane. "All lights out" was given by three blasts on the sergeant-major's whistle. The droning of the motors came very near and the troops held themselves still in breathless suspense, for this was not the first time they had met hell from German aircraft. The sound died away. Then out of the vast and silent sky came "brrraap" and bellow upon bellow of aerial torpedo.

The men rushed from their tents in their night clothes. Half a mile away, the station at Lillers was ablaze. Petrol tanks were flaming into the dark in vast flashes of flame and smoke. The warehouse was on fire. "Fall in" sounded. The C.R.T. sprang into their clothes. Tools were snatched up and off they went. When they reached la gare, or the station, they saw thousands of French civilians

their delicate white hands folded meekly over their courageous hearts in death.

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Dawn broke with the work still being carried on. Carloads of ballast were shot into the cavity. As the grade was made level the new steel was laid, and the wrecking train moved up and hauled away the awful junk piles. In the meanwhile a company of C.R.T.'s had rolled all the hot shells off the track. And as they toiled at this dangerous task, protecting their hands with wet mitts and gunny sacks, they kidded one another along.

"Look out there, Bill. That blinking 9.2 is going up!"

"Aw! Quit yer kidding. I don't want a Blighty now. I'm due fer a Paris leave." And the lad would go on, rolling the hot shell down the track.

"I wonder some guy wouldn't come round with a drink of rum—Gee! I'm all in," says one.

"All you need is something to warm your cold feet," replies his pal, in spite of the obvious fact that both their boots were burning on the hot track.

"Hell! I wonder them French Pollies don't come through with a bottle of Vin Blink?" queries another.

"Close it, you dud!" says the next one.

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"You make a noise like a lamb."

By 9 a.m. the great northern road was clear. The new rails were fast and straight. The immense traffic of the Chemin de Fer du Nord rolled on towards the battle lines and tired Canadian Railway Troops sought their blankets for a game of "shut eye" till 2 p.m., when the work up under the guns would begin again.

And so the days and months went by. First it was a case of laying narrow gauge right up under the guns, with every kind of shell plopping around. Then, if they were lucky, it was standard gauge away back; which meant Y.M.C.A. concerts and lectures, sports, baseball and football, maybe some boxing, and all "the mental and moral pabulum" which has built our splendid morale.

No one has heard the history of the C.R.T. when the German advance last spring swept through the Lys salient. The Portuguese Division retreated, after four days and nights of gas shelling, when human flesh and blood could stand no more. Merville and its three all-important bridges over the canal were left undefended. Into this breach the general in command plunged three companies of the 11th C.R.T., the only available troops during those momentous hours. This was a strategic point of the utmost importance, for, if it fell, Lillers would be in danger and the whole British line from Arras to the sea threatened by a flanking and rear attack. These troops held the bridges with machine guns, bombers and riflemen till the Jocks and the Australians came up on either flank of the retreating Portuguese.

A little later, when the line was bending at La Bassée, Bethune, Locon, three battalions of the C.R.T., the third, the fifth and the seventh, were held in reserve, thus releasing Imperial battalions

over every kind of shell, "Rubber heels," "Coal boxes," "Whizzbangs" and bombs from his aircraft. The Hun was doing all in his power to delay the advance by shelling and bombing our arteries of traffic.

The first morning out the C.R.T. lined up in the square before the station, near the quivering bodies of four disemboweled horses, while members of the Veterinary Corps were busy shooting these poor "Long Faced Pals" to save their pitiful sufferings. The Red Cross were busy taking away dead and wounded Tommies. A 12-inch shell from a long-range naval gun had dropped on a ration-train of the Army Service Corps with frightful consequences. The second morning the Boche blew up a motor lorry in a Mechanical Transport park near by. The third morning he smashed a corner of a cemetery; and bricks, gravestones, shrapnel, rubble and dead bones fell among them. The sixth morning the Hun got four of their transport mules, wounded the transport cook, and killed two Imperials in horse lines quite close to the C.R.T.

Nights were made hideous by every kind of explosion common to these duels of the big guns. When these two platoons finished their job they were congratulated on parade by the general commanding the division. The morale of these troops at such a time of intense nervous strain is shown by the fact that "the clink," or guard tent, standing directly under the range of the German guns, was never dug in or sand-bagged. On the fifth morning one of the defaulters, waiting a court-martial for a few hours A.W.L., was struck by a flying brick on the ankle while busy shaving. He calmly picked up the brick, while shell pieces were rattling down all around him, walked over to the nearest dugout and said: "Look at that! I never tried to give

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A little later, when the line was bending at La Basse, Bethune, Locon, three battalions of the C.R.T., the third, the fifth and the seventh, were held in reserve, thus releasing Imperial battalions for the front lines. The fourth and the sixth fought hand to hand battles with the Hun in the Cambrai salient in Nov., 1917. The first day the sixth lost their field kitchens, their equipment and their tools. The second day they went after Fritz and took some of his field kitchens before Bourlon Wood. The scrap the sixth put up was largely instrumental in checking the German waves before Marcoing and Gouzeaucourt. And again the sixth was caught in Velu wood during the spring advance in 1917, and again they fought their way clear of the surrounding Huns.

The C.R.T. are the "handy men" of the British front. They have tackled everything from railroading to strafing the Boche, from taking up ammunition to bringing out the wounded—from laying and running the narrow gauge to shooting down enemy aircraft with their Lewis guns. (The 11th shot down a German plane in the apple orchard at Merville.)

The Railway Troops have played an important, and a most strenuous, part in the campaign now waging which, we are convinced, is going to end the war. I am writing this at a point 40 miles in advance of the positions we held two months ago—and the C.R.T. have laid steel all along that broad slice of reconquered territory! It has been perhaps the most rapid bit of railroading the world has ever seen.

To show how great the hazard has been, I want to tell of the last advance of our victorious armies before Arras and along the valley of the Scarpe, when two platoons were sent up to repair a narrow gauge line under fire. They relaid 123 shell breaks in six days. They had to live in dugouts. Each night the enemy put

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During this last great advance the 5th—in which I am a humble unit—have leap-frogged their companies along the narrow gauge and at this time of writing are actually connecting up our lines with German steel beyond Lille. You see a dozen little cars behind a petrol motor, or a Baldwin dinky locomotive rolling along chock and block with troops going up; ammunition, kits, tents, grub, then more railway material, then ballast from the slag heaps of mines. The farther the line stretches the busier it gets. Truly the veins of the War God are Canadian in structure, Canadian in skill and Canadian in spirit.

The names of some of our commanding officers are household words in France—General "Jacky" Stewart, Colonel Griffin, D.S.O., Major Purdee with his Artemus T. Ward brand of humor and his Champion Baseball Team, Major Adjutant "Bimbo" Sweeny, Major Grant, Major Harrison in charge of the 11th at Merville—these are only a few. There are hundreds unknown to fame, but deserving of the highest honors, kind-hearted, modest gentlemen from every province, doing their duty as they see it from day to day.

The keynote of the Railway Troops is efficiency. It is only by maintaining a high grade of efficiency that the work can be done, and the success this branch of the service has achieved is something that Canada may well prize.—Maclean's Magazine.

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bers of the commission and employees.

#### PERSONAL NOTES.

Lient.-Col. H. L. Bodwell, C.M.G., D.S.O., who died of pneumonia at St John, N.B., when returning from the front, recently, was born at Ingersoll, Ont., Oct. 13, 1881, and educated at the Royal Military College, Kingston, Ont. He was one of the engineers on the construction of the Grand Trunk Pacific Ry., and later was an instructor in civil engineering at the Royal Military College. In 1907 he was appointed Resident Engineer of the Canton-Hankow Ry., at Kwong Tung, China, and later returned to Canada, where he was for some time on railway construction with Foley, Welch & Stewart. On the outbreak of war he enlisted, was wounded at St. Eloi in Apr., 1916, awarded the D.S.O. in Sept., 1916, appointed Assistant Director of Light Railways in Dec., 1916, and was subsequently made a Companion of the Order of St. Michael and St. George, and also awarded the Croix de Guerre by the French Government. The official notice in the London Gazette stated that he directed, with great competence and sustained energy, and carried to a successful completion, in the minimum of time, in spite of conditions of working which were often difficult, the construction and putting into operation of a new system of 60 kilometers of railway, which greatly facilitated the supply of the French troops.

Col. J. S. Dennis, C.M.G., Chief Commissioner of Colonization and Development, C.P.R., and Canadian Commissioner with the Siberian Expedition, has, it is said, been placed in charge of the united Canadian and British Red Cross organizations for this expedition.

Major A. deCourcy Meade, M.C., who was killed in a motor accident near Drogheda, Ireland, recently, was formerly engaged on railway construction in Western Canada. He enlisted in 1914, and went to France early in 1915, and was there continuously until after the signing of the armistice.

Brigadier General J. W. Stewart, formerly of Foley Bros., Welch & Stewart, railway contractors, Vancouver, B.C., and who was appointed Director of Transportation in France and Flanders towards the end of the war, has been made a Companion of the Order of the Bath, in recognition of his work in connection with railways during the war.

tion in German East Africa in the early part of 1918, was born in England in 1874, and came to Canada in 1897, and was engaged in mining in Yale District, B.C., for about 8 years, and later took up railway work in the U.S. and in British Columbia. In 1907 he was Resident Engineer, Spokane, Portland & Seattle Ry., and 1910 was Resident Engineer, Kettle Valley Ry., Midway, B.C. On the outbreak of war he returned to England and received a commission in the Imperial Army.

#### Railway Finance, Meetings, Etc.

Canadian Northern Rolling Stock Co.—There has been deposited with the Secretary of State at Ottawa duplicate original of a lease dated Jan. 2, made between the company and the Canadian Northern Ry., covering certain rolling stock, there being attached to the lease an assignment to the Pennsylvania Co. for Insurance on Lives and Granting Annuities.

Elgin & Havelock Ry.—A meeting of the shareholders of the company was called to be held at Halifax, N.S., Feb. 17, to ratify an agreement for the sale of the company's railway in New Brunswick to the Dominion Government, and for the transaction of other business in connection with the winding up of the company's affairs.

Grand Trunk Pacific Ry.—An issue of G.T. Pacific Ry. bonds, guaranteed by the Dominion of Canada, was placed on the Canadian market Jan. 29. The issue, which amounts to \$5,254,632, was authorized in 1914, bearing interest at 4%, and is redeemable in 1962. The issue price was 75.37, yielding 5½%. The issue is reported to have been entirely taken up on the day of issue, 80% being taken by Canadian institutions. This is the first time the G.T.R. or the G.T. Pacific Ry. has made an offering of securities on the Canadian market.

Michigan Central Rd.—There has been deposited with the Secretary of State at Ottawa an agreement dated Dec. 31, 1918, made between John Carstensen and others, the Guarantee Trust Co. of New York, and the Michigan Central Rd., relating to the Michigan Central Rd. Equipment Trust of 1917.

North Shore Ry.—The New Brunswick courts have ordered the sale of seven

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## Canadian Transportation Men, Engineers, Etc. in the War.

The Canadian Railway Troops' operations in the field on the western front, during the British advance just prior to the armistice, were of the utmost importance in connection with the advance, and a summary of the work received by the Militia Department deals with this feature up to the signing of the armistice.

During November the Canadian Railway Troops laid 308 miles of track which was in the area evacuated by the enemy and necessary to aid in the advance, for the forwarding of food and other supplies. It was necessary in that time to repair 300 miles of grade. To perform this work there was a force of 6,788 men of the C.R.T., aided by 9,960 men attached from other units, a daily working force of 16,763 being employed on railway work under Canadian direction. In addition to this force, there were employed for maintenance duties 1,309. The care of narrow gauge lines required 1,231 men for construction and 1,358 for

and then relay ties and steel and reballast. The second method employed was to blow out every other joint on each track. In this way one end of each rail was damaged, and before it could be used again it was necessary to cut and redrill the damaged end. The third method was to place mines in the grade about 100 yards apart. These mines, which sometimes took the form of heavy trench mortar or aeroplane bombs, caused large craters in the grade and the track and ties surrounding the crater were absolutely demolished.

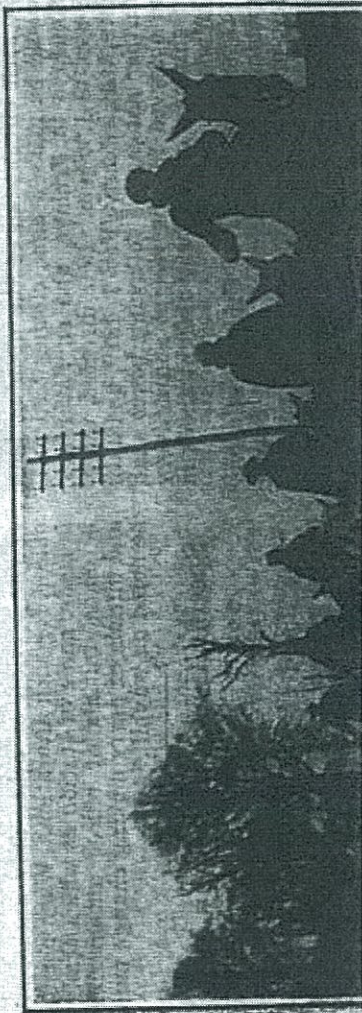
In some instances the enemy used all three methods, while in others apparently there was only time to use one method. Continual difficulty was experienced with delay-action mines. These had been placed in important places, such as road crossings, bridge abutments, culverts, etc., and the repairing of the track, clearing away the debris and rebuilding the bridges, entailed very heavy work. A considerable amount of time and expense was saved

Chief Engineer of the Seventh Army Corps, and in charge of the repair and reconstruction of canals in Belgium and France. He also saw service in South Africa.

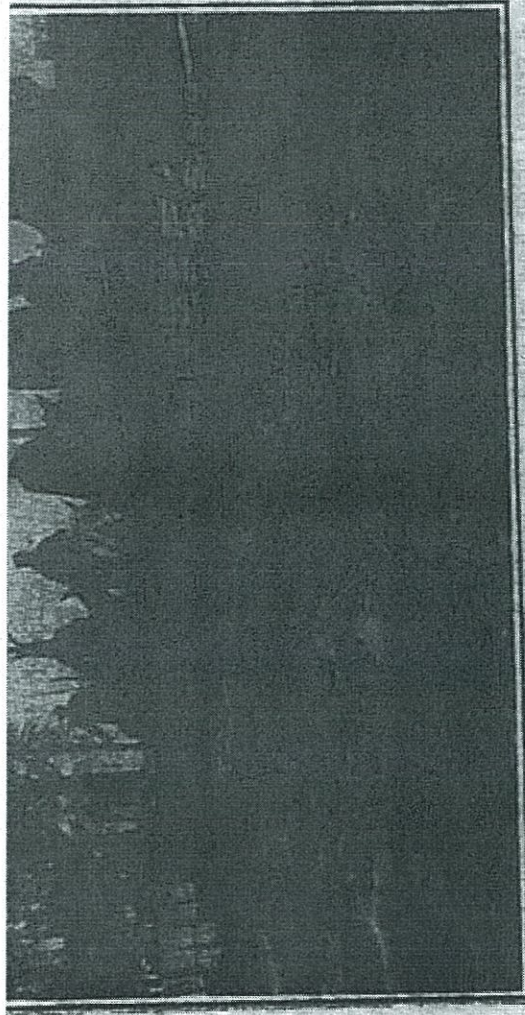
Lieut. L. H. Biggar, 42nd Battalion, C.E.F., who has been awarded the Military Cross, is son of W. H. Biggar, K.C., Vice President and General Counsel, G.T. R. and Grand Trunk Pacific Ry., Montreal. He went overseas in 1916, and was shell shocked at Passchendaele in Oct., 1917, and returned to France in Feb., 1918, as Chief Signal Officer, 42nd Battalion, and subsequently took a first class army signalling course, passing with distinction. He was a member of the party entering Mons with the advance guard, on its relief immediately prior to the signing of the armistice, and is one of the few Canadian officers who signed what is known as the Gold Book there. His brother, Capt. W. H. Biggar, is also overseas.

Corporal W. Holohan, Railway Construction Corps, has been awarded the Distinguished Conduct Medal. He and another corporal were responsible for work in connection with the mounting of 7.5 guns in an area continually subjected to heavy bombardment. He displayed great courage during an arduous time, and although slightly gassed on several occasions, remained at work with his unit, and worthily upheld the fine traditions established by the overseas troops.

Serg. A. E. Lang, Canadian Railway Troops, has been awarded the Distinguished Conduct Medal, for conspicuous gallantry and devotion to duty, in super-



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A mile tram drawing ammunition, on a light railway, behind the Canadian lines at Vimy Ridge. Canadian Official War Photograph. Copyright reserved.

maintenance. In all a force of 20,861 men were required to further the Canadian Railway Troops activities.

The report on the work for November says that at the beginning of the month, while the enemy was retiring very rapidly and was being hard pressed by our advancing troops he yet managed to carry out a very systematic demolition of railway lines and bridges. In order to cope with this, all the battalions of the C.R.T. with the exception of a few small detachments, were concentrated on standard gauge reconstruction work, for the most part in the area between Le Cateau and Turcoing.

Dealing with the action of the enemy, the report says:—"The enemy, in his retirement, used three methods in the demolition of railways: first, by the use of a track destroyer, which tore up the rails and bunched the ties together in such a manner that to relay the track it was necessary to remove the rails from the ties, lift the ties, take out the ballast,

by salvaging material from damaged steel bridges and using it for reconstruction. Broken girders were taken out by the use of oxy-acetylene welders. Temporary abutments were placed, and trestle piers made to receive the shortened girders, the remaining part of the spans being made up of timber."

The report mentioned that all the gaps in the required standard gauge lines had been completed up to undestroyed lines in the territory recently occupied by the Germans.

#### PERSONAL NOTES.

Brig.-Gen. C. J. Armstrong, C.M.G., has been created a Companion of the Bath. He volunteered on the outbreak of war, and went over with the first contingent as colonel in command of the Canadian Engineers. He was promoted to brigadier-general and after receiving severe injuries in a railway accident which kept him in hospital 19 months, he was attached to the Imperial forces. He is now

Serg. A. E. Lang, Canadian railway Troops, has been awarded the Distinguished Conduct Medal, for conspicuous gallantry and devotion to duty, in supervising the construction of standard gauge railway in the forward area. On one occasion nine men of his platoon were killed and nine wounded. He assisted his company commander, under very heavy shell fire, in removing the wounded to a place of safety. Perfect discipline was always shown by his platoon, while under shell fire, and during bombing raids, which were very frequent.

Com. Sergt.-Major J. J. McDonald, Canadian Railway Troops, has been awarded the Distinguished Conduct Medal. While engaged on light railway work the enemy suddenly opened an intense bombardment, which wounded five of his men and cut off two trains. He first rescued the wounded and got them under cover from the shell fire, then returned and repaired the broken track, but the two tractors of the train were so badly damaged that they could not work, so he and his party pushed the trains out of the shelled area. He then went on repairing the line, getting up material, etc., under constant shelling, with the utmost perseverance and determination.

Major H. R. Phipps, Canadian Railway Troops, has been awarded the Military Cross. During an advance, he made a difficult reconnaissance of the forward railway line, and supervised the repairing of breaks in the line, under heavy shell fire. He later salvaged a tank, with a party of men, under heavy fire, and throughout the operations he set a splendid example to his company.

Lieut. E. F. Roberts, Canadian Railway Troops, has been awarded the Military Cross. While the track were repeatedly being blown up by shell fire, he, by his courage and untiring efforts, succeeded in repairing the breaks, and in evacuating a large quantity of valuable rolling stock, which the enemy was endeavoring to de-

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stroy. His skill and daring were entirely responsible for the work being completed.

Lieut. A. W. H. Smith, Canadian Railway Troops, has been awarded the Military Cross. He worked with his party for half an hour, under heavy machine gun fire, repairing a break on the line of his light railway, enabling the gas trains to reach their destinations and make the attack a complete success.

Capt. J. Balfour Thom, M.C., who returned to Canada during January, is a son of the late Jas. Thom, Manager of the Dominion and White Star Steamship Lines at Montreal. He went overseas in March, 1916, as a lieutenant in the 12th Field Co., Canadian Engineers, and served with that unit throughout.

Sergt. J. E. Walsh, Canadian Railway Troops, has been awarded the Distinguished Conduct Medal. On one occasion, when 200 ft. of light railway track was blown out by shell fire, and it was necessary to get it repaired at once, to allow ammunition trains to proceed, he volunteered to take a party to do the work, and although it was three times driven from the track by gas and high explosive shell fire, he succeeded in getting the line in running order in an incredibly short space of time.

Pte. H. C. Woodley, who was among the British prisoners released from German prison camps recently, is a son of R. H. Woodley, Travelling Passenger Agent, C.P.R., London, Eng.

United States.—Arrangements having been made with the U.S. Railroad Administration, whereby cars of Canadian ownership forwarded to the U.S. will be returned promptly to Canada, instead of being placed in "pool" service in U.S. lines, instructions embodied in the board's circular 73, June 25, 1918, and supplement 1, July 18, 1918, are cancelled. Details of revised regulations to govern the interchange of freight cars as between Canada and the U.S., and the handling of cars of each country while on the railways of the other, are being worked out and will be issued in the near future.

Unauthorized Changes in Waybills.—Investigations which have been made indicate that delays, and, at times, misrouting of cars occur as a result of unauthorized changes being made in way-

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