

CANADIAN  
RAILWAY MEN  
IN  
WORLD WAR ONE.  
PERSONEL

## 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 Canadian 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.

The Timiskaming & Northern Ontario Railwaymen's Patriotic Association, up to Apr. 30, had contributed \$18,775.28 to the Red Cross Fund; \$26,208.51 to the Canadian Patriotic Fund, and had donated \$12,297.53 direct to enlisted employees.

The British Columbia Electric Ry. reports that approximately 21% of its employes have joined the military or naval forces, or have entered munition plants, and their places have been filled temporarily, until their return, or for the duration of the war. The various branches are represented as follows: Platform men 19%, shopmen 13%, electricians 20%. The last mentioned class includes substation men, who form the largest percentage of those enlisting.

**Railway Building Records.**—Following is an extract from a letter from one of the officers of No. 2 Battalion, Canadian railway troops, which is commanded by Lieut.-Col. F. F. Clarke, formerly a Canadian Northern Ry. engineer: "We hold the record for railway building in France. We had a very difficult piece to build, because it was in full view of the German lines in daylight for about 1½ miles across a valley. On Tuesday night at 6.30 it started to rain and got very foggy and we got to work, and by midnight on Wednesday we had built 12,069 feet of line and ran a train over it. When the air cleared on Thursday the Germans saw the railway track from their observation balloon and started to shell it, and after sending over about 200 shells they broke a rail, which was repaired in a few minutes. This line can only be used at night, without light or noise. We have built 22 miles of light railway and 15 miles of standard gauge, with 4 railway yards of about 3 miles of track in each. This makes about 49 miles of railway built and completed in 75 days."

### Personal Notes.

Jas. Carruthers, President, Canada Steamship Lines, Montreal, has given three aeroplanes for war purposes.

is reported to be organizing a railway construction draft for overseas service.

E. W. Beatty, K.C., Vice President and General Counsel, C.P.R., is said to have headed a syndicate of Montreal and Toronto men, who subscribed \$10,000 to send a platoon of the 48th Highlanders, Toronto, to the United States for recruiting purposes.

F. P. Gutelius, Jr., son of F. P. Gutelius, ex General Manager, Canadian Government Railways, was graduated from Lafayette College, Easton, Pa., recently, with his degree in civil engineering, in absentia, he being on active service with a Canadian battalion.

A. A. Wright, formerly Managing Director, St. Lawrence & Chicago Steam Navigation Co., Toronto, has been spend-

ing Corps, and is at Toronto for training. F. E. Camp, the older son, and formerly Inspector, C.P.R. Telegraphs, Brandon, Man., who has been in overseas service for more than a year, has been transferred to Bramshott Camp, Eng., as chief signal officer.

Frank Jones, of F. & W. Jones, grain, vessel and marine insurance brokers, Fort William, Ont., left there recently to take a commission in the Canadian Navy for the duration of the war, and is now training at Halifax, N.S. This is the second member of the firm to enlist. Edward Jones, who went overseas in Aug., 1916, is now a lieutenant in charge of a patrol boat in the Mediterranean.

Flight Sub-Lieutenant Hugh Allan, who died in France, July 6, was the only son of Sir Montagu Allan, formerly of the Allan Line Steamship Co. No details have been received. He had qualified recently in the Royal Flying Corps, and had been in France a short time. While in Montreal, the late Lieut. Allan held a commission in the 5th Royal Highlanders of Canada, of which his father was honorary colonel. Sir Montagu is at present associated with the Canadian Pensions Board in London, Lady Allan is actively engaged in war work, and Miss Allan is acting as a voluntary nurse in France. Lady Allan and two daughters were passengers on the s.s. Lusitania when she was sunk by the Germans, the two daughters being drowned, while Lady Allan was severely injured.

John Stoughton Dennis, Chief Commissioner of Colonization and Development, C.P.R., Montreal, has been loaned to General White, commanding the British-Canadian recruiting mission in the United States, to assist in obtaining British and Canadian recruits for the army and has been given charge of recruiting operations in the northwest portion of the United States, with headquarters at Chicago, whence he will carry on an active campaign to give all British and Canadian citizens of military age resident in the Western States an opportunity of joining the army. He was born at Toronto in 1856, the son of the late Lt. Col. J. S. Dennis, who was the first Surveyor-General of Canada, and subsequently the first Deputy Minister of the Interior. He was educated at the Toronto and Kingston Grammar Schools, and Upper Canada College, Toronto, and graduated from the old military school at Kingston, Ont., before the establishment of the Royal Military College there. He



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J. L. B. Smith, Roadmaster, Toronto Civic Ry., St. Clair Ave. Division, has joined the Royal Flying Corps.

Lieut. A. S. Bertram, whose death from wounds was reported July 13, was a son of Henry Bertram, of John Bertram & Sons Co., Ltd., Dundas, Ont.

Capt. S. Stibbard, who was reported recently as missing, was, prior to the war, chief clerk to Division Superintendent of Telegraphs, Grand Trunk Pacific Ry., Winnipeg.

Capt. H. J. Hall, who has died of wounds, was formerly on the staff of the Dominion Government Railway to Hudson Bay, and prior to the war held a commission in the 79th Cameron Highlanders of Winnipeg.

Lieut. F. Clarke, who has been engaged with Grant Smith & Co., railway contractors, etc., Vancouver, B.C., for some time,

Director, St. Lawrence & Chicago Steam Navigation Co., Toronto, has been spend-



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Lt. Col. F. M. McRobie, General Manager, Canadian Transfer Co., Montreal, who went overseas in March in command of the 244th, Kitchener's Own, Overseas Battalion, C.E.F., Lt. Col. J. M. MacDonnell and Capt. W. L. Lanigan, of the Railway Troops, were among some 800 C.E.F. officers and men who arrived at Halifax, N.S., July 21, from England.

Capt. John MacLeod, Prince Albert, Sask., who joined the Inland Water Transport Section, Royal Engineers, recently, has been operating on various rivers in the west for the past 20 years, and is stated to be the first man to run a steamboat on the Peace River, having navigated the s.s. Peace River there, 17 years ago.

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

**Railway and Forestry Battalion.**—London, Eng., press dispatch, Jan. 7. "In connection with the coming out process now proceeding in the Canadian forces in England and at the base two labor battalions, two railway construction battalions and two forestry battalions have already been formed from men graded for permanent base duty."

**The Engineers' Importance.**—Capt. D. M. Mathieson, M.C., of the Canadian Engineers, who returned from France in December, in lecturing in Toronto recently, referred to the tremendous importance of the Canadian Engineers' work in that country. No work of importance, he said, could be carried on without their co-operation. So much responsibility, in fact, is placed on this branch of the service that an engineer subaltern in France is on a par with an infantry colonel, as far as power goes. The sappers are called upon to direct from 50 to 100 men and approximate to the position of a railway construction foreman in this country.

**Canadians to Build Military Railways.**—Ottawa press dispatch, Jan. 12. "Canada has been given complete charge of the whole of the allied railway construction on the western front. Lt. Col. J. W. Stewart, of Vancouver, is in command of this important work. In preparation for the spring offensive, Canadians are building hundreds of miles of road in France and Flanders. In connection with this work four new companies have been authorized in western Canada, one in each of the four western provinces. The Manitoba company will be commanded by Major Lanigan, son of W. B. Lanigan, Assistant Freight Manager, C.P.R., Winnipeg. The Saskatchewan company will be commanded by Major George Robinson, M.C. Capt. Geo. Gardiner and Capt. Fitzsimons will jointly raise the Alberta company, and the British Columbia company will be recruited by Major Marsh, contractor, New Westminster.

"The two new railway construction battalions recently authorized, 256th and 257th, will look after recruiting for eastern Canada. In addition, the 143rd Bantam Battalion of British Columbia, and the 228th Overseas Battalion have been converted into railway construction corps, and will leave for overseas soon. It is understood also that a number of battalions have been created from the Canadian forces in England for this work. Altogether there probably will be 10,000 Canadians engaged soon on this important and vital operation."

**Canadian Government Railways Help.**—F. P. Gutelius, General Manager, issuing following circular, Jan. 15: "These

arrange for the recruiting of 2 crews. These men, of course, will be volunteers between the ages of 21 and 45. They will enlist as soldiers and undergo a brief period of military training, with the understanding that their employment will be the railway work above outlined, and with the further understanding that they will receive wages made up of military pay equal to their present pay, determined on the basis of 100 miles or 10 hours for each day that they are in military service; also that their seniority, Provident Fund and Insurance Association standing on these railways be maintained during their leave of absence on this most important work in which the road employees on these railways can render so great assistance to the Empire, and who will, I hope, form a body of men of which all employees on these railways will be justly proud."

**127th Battalion.**—Lie. Corp. Shadwell, of the 127th Battalion (York Rangers), writing from Camp Bordon, Hampshire, England, to the Telegram, says the battalion has made a good name for itself while training, since arriving in England on Aug. 30 last. It is no longer an infantry battalion, but a light railway engineering battalion. On Oct. 11, some 250 men were drafted to No. 1 Construction Battalion, France, and some have since been killed or wounded. After several moves the 127th reached Camp Bordon, and is now equipped with everything for transport and construction work, including 200 mules, trucks, cars, wagons and railway tools, ready to go anywhere.

**143rd Railways Construction Battalion, C.E.F.**—The 143rd Overseas Battalion, C.E.F. (Bantams), with headquarters at Victoria, B.C., was converted into a railway construction battalion on Jan. 7. It is commanded by Lt. Col. A. B. Powley, and will have a strength of about 1,000, all ranks.

The 228th Battalion, which was raised as a forestry battalion, has been changed to a railway construction one. It will be composed of about 1,000 men of all ranks. Its headquarters for the present are at Toronto, the commanding officer being Lt. Col. A. Earchman, who has already seen service at the front, and who was formerly engaged in construction on the Hudson Bay Railway. Several of his officers are engineers, and the men have been largely recruited from the railway employees and mining men of the North Bay and Sudbury district and along the National Transcontinental Railway.

The 239th Battalion Overseas Railway Construction Corps, under command of Lt. Col. J. W. Stewart, of Foley, Welch & Stewart, railway contractors, Vancouver,

are Major A. D. Watts, A.M.C.S.C.E., Toronto; Major Leslie Thompson, railway contractor; Major C. F. Harrington, M.C.S.C.E., Ottawa; Major Bob Heron, a Timiskaming lumberman, who has specialized in railway bridge building; and Adjutant W. G. Fellows, of the N.C.G.A., Quebec.

No. 1 Section, Skilled Railway Employees, is being organized to operate 300 miles of double track railway which is now completed in the northern part of France. A. H. Kendall, heretofore Master Mechanic, C.P.R., has been appointed Captain, and T. A. Ross has been appointed Captain, Paymaster and Acting Adjutant. The headquarters are at Guy St. Barracks, Montreal. The unit will be made up entirely of skilled railway employees. The staff will consist of: Captain, officer commanding; Captain, Paymaster; Adjutant; two lieutenants, one of which will have the qualification of a railway divisional superintendent, and the other the qualification of a divisional master mechanic. There are many applicants for the two lieutenancies from most reliable railway officials, and the appointments will be posted later, as the greatest care must be exercised in the choice, as competence in railway operation being the qualification required. The non-commissioned officers will be appointed after mobilization in barracks, the promotions being awarded in accordance with efficiency. The unit is to be recruited from all the Canadian railways, and it is expected that as only the most efficient will be accepted, the unit should give a good account of itself. The immediate requirements are: 96 locomotive men, 96 locomotive firemen, 54 locomotive mechanics, 4 experienced yardmasters, 16 experienced blockmen and stationmasters. A special working pay will be given in addition to the regular military pay of from 60 cents to \$1 a day. Separation allowance will also be given to those entitled to it, the minimum being \$20 a month. As this is a non-combatant unit, it is an opportunity for those to serve who wish to be engaged at their own vocation with a limited amount of military training. The uniforms will be identical with those of the infantry regiments, and the military drill order will be modified to meet only the requirements and to keep the men in good physical condition. It is expected that after this section is recruited three additional sections will be recruited, so as to make a complete battalion.

Capt. H. W. Palmer will recruit a company in St. Catharines, Ont., for one of the new railway construction battalions.

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#### Canadian Government Railways Help

F. P. Guteilus, General Manager, issued the following circular, Jan. 15: "These railways are sending 300 miles of rails and 1,200 switches to the front to be used in the construction of a railway and the necessary terminals for the handling of supplies, munitions and men between the seaboard and the war zone. This railway is being built by and under the supervision of the Canadian Railway Construction Corps, and sufficient locomotives and cars are being sent from this side to equip same. The Army Council have asked for the assistance of the Dominion Government in manning this new military road in France, and the Canadian Government Railways are asked to supply 20 full crews, each crew to be composed of 1 engineer, 1 fireman, 1 conductor and 2 brakemen. In order that each superintendent's district may be represented I am asking the officers on each district to

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**The 239th Battalion Overseas Railway Construction Corps**, under command of Lt. Col. J. W. Stewart, of Foley, Welch & Stewart, railway contractors, Vancouver, was officially reported on Dec. 28 as having arrived safely in England.

The 256th Railway Construction Battalion will be composed of about 1,000 men of all ranks. The commanding officer is Lt. Col. Walter McConnell, 43 Indian Road, Toronto. Four companies will be raised in Halifax, N.S., Montreal, Toronto and St. Catharines, Ont. The Montreal, C.E.F., which will consist of about 1,150 officers and men, has its headquarters at 405 Wellington St., Ottawa, and is being raised by Lt. Col. T. L. Martin, O'Brien & Martin, railway contractors, Renfrew, Ont. Among the other officers

of the 256th will be Capt. H. W. Palmer, W.J. Shaughnessy, only surviving son of Lord Shaughnessy, survivor to Sir Donald Mann, Vice President, Canadian Northern Ry., Adjutant-Lieut. A. J. Motyer, B.A.Sc., who has been killed in action, was a Rhodes scholar, and was formerly with Canadian Westinghouse Co.

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Capt. T. A. Hiam, formerly private secretary to Sir Donald Mann, Vice President, Canadian Northern Ry., is adjutant of the 198th Battalion (Buffs), which is now at Toronto, and has been warned for overseas service.

Capt. the Hon. W. J. Shaughnessy, only surviving son of Lord Shaughnessy, is Adjutant of the Duchess of Connaught's Own Irish Canadian Rangers of Montreal, now touring in Ireland, preparatory to going to France.

Brevet Col. G. P. Murphy, Canadian Army Service Corps, Vice President, Ottawa Transportation Co., Ottawa, Ont., who has a staff appointment in England,

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has been created a Companion of the Order of St. Michael and St. George. Major and Brevet Lt. Col. Temporary Brigadier, D. S. MacInnes, D.S.O., Royal Engineers, who has been created a Companion of the Order of St. Michael and St. George, is a brother of W. R. MacInnes, Freight Traffic Manager, C.P.R.

J. W. Kennedy, chief clerk, Vice President's office, C.P.R., Montreal, has left for overseas service. He will be attached to the staff of Lt. Col. C. W. P. Ramsey, Canadian Overseas Railway Construction Corps, as lieutenant.

Capt. R. F. Morkill, Signal Engineer, G.T.R., Montreal, who is on leave of absence for military service and is commanding the 209th Field Company, 34th Division, Royal Engineers, has been promoted to Major for services in the field.

Lieut. Guy Dunstan, attached to the 11th Border Regiment, who had been missing since July, 1916, was officially reported, early in January, to have been killed in action. He was son of Kenneth Dunstan, Manager, Bell Telephone Co., Toronto.

Lieut. H. A. Yates, son of G. W. Yates, Secretary to the Minister of Railways, who has been with the Mechanical Transport at Camp Niagara and Camp Borden, and latterly at Exhibition Camp, Toronto, has transferred to the Royal Naval Air Service and gone overseas.

Lt. Col. G. S. Cantlie, formerly General Superintendent, Car Service, C.P.R., who was given leave of absence on Jan. 8, 1915, to accompany his regiment, the 5th Regiment, Royal Highlanders of Canada, overseas, and who has been made a member of the Distinguished Service Order, is at present in Montreal, having been wounded in the arm.

Lt. Col. T. L. Martin, who is raising the

sion in the Canadian Engineers in Jan., 1916, went overseas in Feb., 1916, and to France in July, 1916, with the 10th Field Company.

Lt. Col. J. J. Creelman, of the Field Artillery, Canadian Expeditionary Force, who has been made a member of the Distinguished Service Order, and also of the Russian Order of St. George, is a son of the late A. R. Creelman, K.C., at one time General Counsel, C.P.R., and a director of that company. He is a partner in the firm of Casgrain, Mitchell, Holt, McDougall, Creelman & Stairs, advocates, barristers, etc., Montreal. He is said to be the youngest artillery brigade commander in the service, being only 35.

Sapper W. H. G. Firkins, whose next kin are at Worcester, Eng., and who was reported in the Jan. 22 casualty list from Ottawa as having been wounded, was one of the party of the 12th Field Company, Canadian Engineers, which went out on the night of Nov. 25, under Lieut. Bruce H. A. Burrows, of Toronto, to put up barbed wire at what the officer commanding subsequently wrote of as "a very important strategical point." On the way into the work Lieut. Burrows, who was going ahead of his men to reconnoitre, was killed by a high explosive shell, but none of the others was injured.

G. P. McLaren, A.M.Can.Soc.C.E., who has been transferred from No. 2 Construction Battalion to the 256th Railway Construction Battalion, with the rank of Major, was associated with railway construction work under Mackenzie, Mann & Co. in Nova Scotia, Quebec and Ontario for 17 years. On the completion of the Canadian Northern Ry. between Pembroke and Sudbury, Ont., he was appointed Division Engineer, Mackenzie, Mann & Co., North Bay, Ont., and from Sept., 1915, until the organization of No. 2 Con-

Freight Agent, G.T.R., and representative of the National Despatch-Great Eastern Line. He went overseas in June, 1916, with a draft from the 37th Regiment. After arriving in England, he was sent to the Military School at Hythe, and after passing the examinations there, was made Machine Gun Instructor of the Canadian Machine Gun School at Shorncliffe. He went to France in January, 1916, and was appointed Machine Gun Officer of the 15th Battalion, 48th Highlanders, which position he filled until June, 1916, when he was placed in charge of No. 4 Company and recommended for a captaincy. Unfortunately he was wounded by shrapnel before he was gazetted, the elbow of his left arm being shattered, as well as his left leg. His leg is improving, but his arm will be practically useless.

Major C. T. Trotter, officer commanding 12th Field Company, Canadian Engineers, now forming part of the 4th Canadian Division in France, who has been mentioned in dispatches recently by Field Marshal Sir Douglas Haig, graduated at the Royal Military College, Kingston, in 1907, with honors, and after a two years science course at McGill University, Montreal, graduated there with the degree of B.A.Sc. He was then appointed Electrical Engineer, Militia Department, Ottawa, where he joined the 4th Company, Canadian Engineers, as a lieutenant. In 1912 he was employed by Standard Clay Products, Ltd., of St. Johns, Que., of which his father, W. C. Trotter, Major (reserve of officers), Canadian Artillery, is President and General Manager, to design a sewer pipe factory for the company at New Glasgow, N.S. On the outbreak of war he volunteered and was sent to Halifax, N.S., where, as a lieutenant, he constructed some defence works. In Nov., 1914, he was appointed Captain, 4th Field Company, Canadian

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Lt. Col. T. L. Martin, who is raising the Timiskaming & Northern Ontario Ry., became Resident Engineer, and then went into contracting, his firm having had large contracts on the National Transcontinental Ry. and also on the Quebec & Saguenay Ry.

Major G. A. E. Bury, Deputy Assistant Quartermaster General of the Training Division, C.E.F., son of George Bury, Vice President, C.P.R., has transferred from Brighton to Witley Camp, Surrey, Eng.

A London, Eng., press dispatch of Dec. 29 says Major J. B. Hartstone, D.S.O., general list; Lieut. J. G. Fordham, general list, and Major C. L. Hervey, Canadian Engineer, have reported for duty with the Canadian railway troops organization.

Major A. D. Watts, who is second in command of the 257th Railway Construction Battalion, now being raised, with headquarters in Ottawa, is an honor graduate of the Royal Military College, Kingston, Ont., and an Associate Member, Canadian Society of Civil Engineers. Among other engineering work, he was engaged on the Brantford & Hamilton Ry. construction, was with the Hydro Electric Power Commission of Ontario, and was also engaged on a number of power developments.

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Lieut. C. S. L. Hertzberg, A.M.Can.Soc.C.E., of James Loudon & Hertzberg, engineers, Toronto, who is in the Canadian Engineers at the front, has been given the Military Cross, for digging trenches under heavy fire and establishing a strong point on an exposed flank. He is a son of A. L. Hertzberg, M.Can.Soc.C.E., Division Engineer, C.P.R., Toronto. His two brothers, Major H. F. H. Hertzberg, Jr. M.Can.Soc.C.E., and Lieut. O. P. Hertzberg, are also at the front. The former received a similar decoration about a year ago. The latter, who enlisted as a private, and was promoted to lieutenant, was wounded and returned home on leave last summer, being transferred subsequently to another unit.

Major W. G. Tyrrell, of the Royal Engineers, son of Dr. J. D. Tyrrell, Toronto, has been mentioned in dispatches for gallantry during the engagement which completely routed the Turkish Third Division on its march towards the Suez Canal. After graduating at the Royal Military College, Kingston, Ont., he was appointed a second lieutenant in the Royal Engineers. He was subsequently loaned to Canada, and after five years service here, returned to England in 1913. When war broke out he went to France, and after spending some months there, was given a staff appointment in England, subsequently being sent to Egypt, where he built about 100 miles of railway at a rate of over a mile a day.

Lieut. H. G. Pepall, who has returned

Montreal, graduated there with the degree of B.A.Sc. He was then appointed Electrical Engineer, Militia Department, Ottawa, where he joined the 4th Company, Canadian Engineers, as a lieutenant. In 1912 he was employed by Standard Clay Products, Ltd., of St. Johns, Que., of which his father, W. C. Trotter, Major (reserve of officers), Canadian Artillery, is President and General Manager, to design a sewer pipe factory for the company at New Glasgow, N.S. On the outbreak of war he volunteered and was sent to Halifax, N.S., where, as a lieutenant, he constructed some defence works. In Nov., 1914, he was appointed Captain, 4th Field Company, Canadian Engineers, and went to England in April, 1915, and to Flanders in Sept. 1915, with the 2nd Canadian Division. He was on the Ypres salient until July, 1916, when he was appointed a Major and given command of the 12th Field Company, Canadian Engineers, 4th Canadian Division, proceeding with them to Belgium in Aug., 1916, and afterwards being transferred with them to France. Bruce H. A. Burrow, of Toronto, who was killed in action, Nov. 25, was a lieutenant in this company. Major C. T. Trotter's brother, Major Harold L. Trotter, is in command of the 11th Field Company, Canadian Engineers, 4th Canadian Division.

**Manitoba's Railway Report.**—The railway report presented to the Manitoba Legislature, Jan. 16, by the Premier showed that the total mileage of railways in the province at Dec. 31, 1916, was 4,672.52. During 1916 the government paid to the Canadian Northern Ry., out of the proceeds in the hands of the Provincial Treasurer of certain stock issues guaranteed by the province, \$188,430 on account of the completion of the line from Grand Marais to Victoria Beach, 14.11 miles. The report also stated that interest on all the C.N.R. debenture and stock issue securities was met by the company, the province not being called upon to liquidate any portion of the guarantee C.N.R. stock and bonds for \$25,502,873.38 are guaranteed by the province.

The Brotherhood of Railroad Trainmen, Western Lines, C.P.R., elected its officers Jan. 12, for the next biennial period, as follows: Chairman, E. H. Cooke, Moose Jaw, Sask.; Vice Chairman, W. G. Baker, Moose Jaw; Secretary, Jas. McLaughlin, Calgary, Alta.

February 1917

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

The Dominion Power & Transmission Co., of Hamilton, Ont., has had 126 employees enlist for overseas service.

The C.P.R. Has Given six Red Cross cars to the Canadian Military Hospitals Commission, to be used for wounded and invalided soldiers.

Private H. Howard, of the King's Liverpool Regiment, killed in action, was engaged in the Freight Department, G.T.R., Liverpool, Eng., from July, 1914.

Corporal R. C. Murrow, who has been awarded the military medal for a deed of great gallantry, was, for four years prior to enlisting, in the Passenger Department, C.P.R., Liverpool, Eng.

Gunner John Callaghan, of Montreal, who has been wounded in the face, hands and thigh, is 30 years old and has been overseas for two years. He was employed in the Montreal Tramways Co.'s shops at Youville, Montreal, before enlistment.

Lt. Col. B. R. Hepburn, M.P., of Picton, Ont., formerly President, Ontario & Quebec Navigation Co., who is second in command of one of the Canadian forestry battalions overseas, was one of a party of members of the Canadian House of Commons which visited the British Grand Fleet recently.

Lieut. A. E. Spendlove, formerly Manager, Lake Shippers Clearance Association, Winnipeg, has returned on leave. While in charge of a machine gun section on the Somme last September, he was severely wounded, and was in a hospital for some time, during which he was given the Military Cross.

Hector K. Morrison, Jr. Can.Soc.C.E., was Resident Engineer, Canadian Northern Ry., Pembroke, Ont., and went overseas in the Canadian Engineer, from which he was transferred to the Royal Engineers Railway Corps, as lieutenant, has returned to Toronto recently, on a short leave of absence. He is a son in law of H. K. Wicksteed, M.Can.Soc.C.E., Chief Engineer of Surveys, Mackenzie, Mann & Co., Ltd.

Lt. Col. G. S. Cantlie, formerly General Superintendent of Car Service, C.P.R., who really gave up those duties in Oct., 1914, although he was not officially given leave of absence until Jan. 8, 1915, has been connected with the 5th Regiment, Royal Highlanders of Canada, for a number of years, having risen to the lieutenant-colonelcy. He sailed from Montreal June 10, 1915, with the 42nd Battalion, C.E.F., Royal Highlanders of Canada. He was slightly wounded in the arm Sept. 15, 1916, but did not have to give up duty. He is at present in Montreal on a short leave of absence.

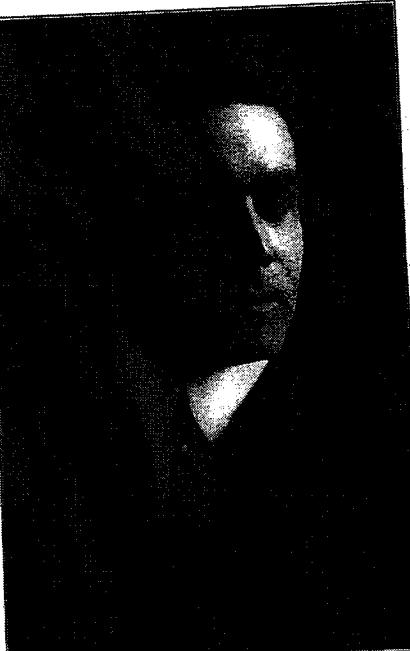
... was District Passenger

educated for the legal profession, qualifying as a solicitor in Edinburgh. He came to Canada in 1906, and on Apr. 23, 1906, entered the C.P.R. legal service at Montreal as assistant to Solicitor. He was appointed Assistant Solicitor, Jan. 1, 1912, and Solicitor, Aug. 1, 1914. In the early part of 1915, he undertook a course of military training with the McGill Battalion, and on Nov. 17, 1915, he left Montreal for Scotland, where he joined the 18th Royal Scots as a private. He continued his training until June, 1916, when he was selected for an officer's course, qualified in October, and was drafted to the Somme front early in December. He was killed Jan. 7.

Albert Henry Kendall, who was announced in our last issue as having been appointed Captain, No. 1 Section, Skilled Railway Employees, was born at Aspatria, Cumberland, Eng., Apr. 4, 1878, and

Superintendent's office, Canadian Northern Ry., Winnipeg, and at Port Arthur, Ont.; June 1, 1905, to Jan. 2, 1911, successively, secretary to General Superintendent, Central Division, C.P.R., Winnipeg; chief clerk to Superintendent, District 2, Central Division, C.P.R., Winnipeg; assistant chief clerk to General Superintendent, Central Division, C.P.R., Winnipeg; chief clerk to General Superintendent, Western Division, C.P.R., Calgary, Alta.; chief clerk to Assistant General Manager, Western Lines, C.P.R., Winnipeg; Trainmaster, C.P.R. Terminals, Calgary, Alta.; Jan. 2, 1911, to Apr. 6, 1912, Superintendent, District 1, Saskatchewan Division, C.P.R., Moose Jaw; Apr. 6, 1912, to May, 1913, Superintendent, District 4, Manitoba Division, C.P.R., Souris; May, 1913, to Feb., 1917, Superintendent, Saskatoon Division, Saskatchewan District, C.P.R., Saskatoon.

Major Edmond H. Drury, M.Can.Soc.C.E., Assistant Director General of Engineering Service, Militia Department, attached to the headquarters staff, died suddenly in his apartments at Ottawa, Feb. 1, aged 66. He was born at St. John, N.B., and graduated with honors at the Royal Military College, Kingston, Ont., specializing in civil engineering. He was on the staff of the late Jas. Ross on C.P.R. construction in the British Columbia mountains in the early eighties. He was engaged on the construction of the C.P.R. short line to St. John, N.B., and later on had charge of the first survey for a Dominion Government railway to Hudson Bay. He was also engaged on the construction of the Cuba Rd. for the late Sir William Van Horne, and subsequently. He was at one time Resident Engineer for the Mexican Light & Power Co., at Mexico City, and subsequently had charge of the Dominion Government surveys for the Hudson Bay Ry. Afterwards he became Chief Engineer for the Chilean Rd. at Antafagasta, but illness compelled him to go to England for treatment, and it is said that he never fully recovered. On the outbreak of war he offered his services to the Dominion Government and became Assistant Director General of Engineering Services.



A. H. Kendall,  
formerly Master Mechanic, Ontario District, C.P.R., Toronto, now Captain, No. 1 Section, Skilled Railway Employees.

served his apprenticeship with the Canada Atlantic Ry. at Ottawa. From June, 1901, to Mar., 1902, he was machinist, C.P.R., Revelstoke, B.C.; Mar., 1902, to Jan., 1903, Locomotive Foreman, C.P.R.,

C.P.R. Hotel Rates.—As stated in Canadian Railway and Marine World recently, the Hotel Palliser, Calgary, started operating on the European plan on Jan. 1, and the Chateau Frontenac, Quebec, will adopt the same plan on May 1. During the coming summer, Banff Springs Hotel and Chateau Lake Louise will also be operated exclusively on the European plan, the rates for rooms being

MARCH 1917

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Gerald Hiam was District Passenger Agent, C.P.R., at Fort William, Ont., until the summer of 1915, when he went into the 73rd Battalion, Montreal, as a lieutenant, and then transferred to the 198th Battalion (Buffs), Toronto, as captain. In order to get overseas quickly he reverted to lieutenant, went to England in Sept., 1916, and to France in Oct., 1916, with the 14th Battalion (Royal Montreal), in which he has now been promoted to second in command of A. Company. His brother, T. A. Hiam, formerly private secretary to Sir Donald Mann, is Captain and Adjutant of the 198th Battalion.

Lieutenant James McNaught, 2nd Battalion, 18th Royal Scots, who was killed in action recently, was born at Walkerston, Scotland, Apr. 23, 1883, and was



Railway Employees, "C. P. R.", 1878, and cheverian District, C.P.R., Saskatchewan.

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He was on the staff of the late Jas. Ross on C.P.R. construction in the British Columbia mountains in the early eighties. He was engaged on the construction of the C.P.R. short line to St. John N.B., and later on had charge of the first survey for a Dominion Government railway to Hudson Bay. He was also engaged on the construction of the Cuba Rd. for the late Sir William Van Horne, and subsequently, he was at one time Resident Engineer for the Mexican Light & Power Co., at Mexico City, and subsequently had charge of the Dominion Government surveys for the Hudson Bay Railway. Afterwards he became Chief Engineer for the Chilean Rd. at Antofagasta, but illness compelled him to go to England for treatment, and it is said that he never fully recovered. On the outbreak of war he offered his services to the Dominion Government and became Assistant Director General of Engineering Services.

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George Bury in Russia.—A London, Eng., cablegram of Feb. 12 said—Messrs. Toronto, No. 1 Section. Skilled Railway Employees.

A. H. Kendall, formerly Master Mechanic, Ontario District, C. P. R., Toronto, now Captain, No. 1 Section. Skilled Railway Employees.

Served his apprenticeship with the Canadian Atlantic Ry. at Ottawa. From June 1901 to Mar., 1902, he was machinist, C.P.R., Revelstoke, B.C.; Mar., 1902, to Jan., 1903, Locomotive Foreman, C.P.R., Revelstoke, B.C.; Jan. to Dec., 1903, General Foreman, C.P.R., Revelstoke, B.C.; Dec., 1903, to Dec., 1904, Locomotive Foreman, G.T.R., London, Ont.; Dec., 1904, to Dec., 1913, leading hand, General Erecting Foreman, Angus shops, C.P.R., Montreal; Dec., 1913, to Apr., 1915, General Foreman, C.P.R., North Bay, Ont.; Apr., 1915, to Aug., 1916, Assistant Works Manager, Locomotive Department, Angus shops, C.P.R., Montreal; Aug., 1916, to Jan., 1917, Master Mechanic, Ontario District, C.P.R., Toronto.

The Roberval-Saguenay Ry. advised the Quebec Public Utilities Commission recently that it intended suspending service unless it could show a more satisfactory reason for its discontinuance.

E. W. DuVal, who is taking an officer's training course at Regina, Sask., with a view to active service overseas, was born at Toledo, Ohio, June 5, 1885, and entered railway service, July 1, 1902, since when he has been, to June 1, 1905,

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

**The 256th Overseas Railway Construction Battalion**, which left Toronto Mar. 21, about 1,000 strong, on its way to an eastern training ground, under command of Lt. Col. W. A. McConnell, is composed largely of civil engineers, surveyors, contractors and railway construction men.

**Railway Battalions Arrive.**—It was officially announced in Ottawa, Feb. 28, that the 228th Railway Construction Battalion, St. John; the 257th Railway Construction Battalion, Toronto; Ottawa, and the Maritime Provinces; the 143rd and the Maritime Construction Battalion, Victoria, and the 218th Railway Construction Battalion, Edmonton, had arrived safely in England.

**Sections of Skilled Railway Employees**—Canadian Railway and Marine World Canadian Railway contained particulars about for February contained particulars about No. 1 Section Skilled Railway Employees, being recruited under Capt. A. H. Kendall, formerly Master Mechanic, C.P.R., Toronto. No. 2 section is now being organized under Capt. R. McMillon, formerly Superintendent, Laurentian Division, C.P.R., Montreal. Each section will consist of 3 officers and 266 other ranks, the headquarters in each case being at Montreal. They will comprise station agents, yardmasters, locomotive conductors, men, locomotive firemen, mechanics, brakemen and locomotive house mechanics. Their duties in France will be to operate military trains, conveying troops, guns, munitions, supplies, etc., to the rail heads, and it is quite possible that they will be assigned to work on one of the permanent French railways. The extra working pay allowed ranges from 60 to \$1 a day. All information can be obtained at the recruiting stations in Moncton, Quebec, Montreal, Ottawa, Toronto and Winnipeg. The companies are being filled.

men, 113; janitors and cleaners, 11; hotel, 25; agents and operators, 161; constables, 76; British Columbia coast steamships, 98; bridge and building men, 83; construction department, 32; miscellaneous, 300.

### Personal Notes.

**W. E. Wilford**, Commissary Agent, C.P.R., Calgary, Alta., has enlisted for active military service.

**Harold Brown**, formerly Dock Agent, Grand Trunk Pacific Ry., Vancouver, who left there for England on Jan. 18, has received a commission in the Royal Engineers' Inland Water Service.

**Capt. the Hon. W. J. Shaughnessy**, younger and only surviving son of Lord Shaughnessy, has been transferred from the Irish Rangers of Montreal to the Canadian Corps Staff in France.

**F. L. C. Bond**, A.M.Can.Soc. C.E. Division Engineer, Eastern Lines, G.T.R., Montreal, is major in the 256th Overseas Railway Construction Battalion, which left Toronto, Mar. 21, on its way to an eastern training ground.

**Lieut. F. G. English**, Essex Regiment, reported missing on the Somme on Nov. 14, and now reported, through the Netherland Red Cross Society, as killed, was General Agent, Freight and Express Department, G.T.R., London, Eng.

**Major D. D. Parker**, in addressing the Canadian Society of Civil Engineers, electrical section, at Montreal, Mar. 15, on the co-operation of the engineer and the infantryman in trench warfare, exhibited a working model of a front line trench.

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Major H. B. Harstone, formerly of Edmonton, Alta., having been given the D.S.O., and Corporal James Rodgers, of Winnipeg, being awarded the Military Cross.

**Lieut. C. R. Needs**, of the Aviation Service, who was killed overseas in an aeroplane, Feb. 27, was born at Bristol, Eng., Mar. 14, 1886. He entered Canadian Northern Ry. service as a draughtsman in Oct. 1910, became rod man April 1, 1911, and instrument man May 1, 1911, his work being on the Toronto-Ottawa line. On Aug. 14, 1911, he was appointed Resident Engineer on the Sudbury-Port Arthur line, leaving the service Nov. 21, 1913, when the work was completed. After the outbreak of war he was engaged for a time as inspector of munitions at Galt, Ont.

**R. McKillop**, heretofore Superintendent, Laurentian Division, C.P.R., Montreal, who has been appointed officer commanding No. 2 section, Skilled Railway Employees, with rank of captain, was born in Scotland, Dec. 26, 1884, and entered C.P.R. service, July 23, 1905, since when he was, to Feb. 9, 1915, Assistant Engineer and Chief Draughtsman, Engineering Department, Montreal; Feb. 5 to Dec. 13, 1915, Division Engineer, Eastern Division, Montreal; Dec. 13, 1915, to July, 1916, Superintendent, District 2, Atlantic Division, Woodstock, N.B.; July, 1916, to Feb. 1917, Superintendent, Laurentian Division, Quebec District, Montreal.

Brevet Lt. Col. Wm. Beaumont Anderson.

son, of the Royal Canadian Engineers, who has been appointed a member of the Distinguished Service Order, is a son of Lt. Col. W. P. Anderson, C.M.G., Reserve Lt. Col. Artillery, son of the late A. R. Creeiman, K.C., General Counsel and Director, C.P.R., Montreal, was decorated with the Distinguished Service Order, by the King, at Buckingham Palace, Mar. 5, 1897. After serving at Halifax,

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## CANADIAN RAILWAY AND MARINE WORLD.

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north of the Regina Trench, as he was going in at the head of a detachment of his men, to put up barbed wire, at what the commanding officer reported as a very important strategical point. Lt. Col. J. W. Stewart, of Foley Bros. Welch & Stewart, railway contractors, Vancouver, B.C., who went overseas in command of the 239th Battalion, Canadian Overseas Railway Construction Corp. is reported in a London cable as being "in charge practically of all the railway construction forces in the war zone." Another cable says he has made a great success of railway construction in France, where he has now been given the widest responsibilities. One job which the authorities wanted done in a hurry would require six weeks, according to an official estimate, but Stewart said if they would give him 2,000 Canadians he would do it in a week. He actually completed it in four days. An Ottawa dispatch of Mar. 27 says he has been promoted to Brigadier General.

Major Geo. P. MacLaren, of the 256th Railway Construction Battalion, was presented on Mar. 20 by his former associates on the Canadian Northern Ry. with an address and a pair of prism binoculars prior to leaving for overseas. The address was read by H. K. Wicksteed, M.Can.Soc. C.E., Chief Engineer of Surveys, C.N.R., and many of the old guard who worked on the railway in its construction days were represented. Major MacLaren was with the C.N.R. for many years, having started on the surveys of the Halifax & South Western Ry., one of the now tributaries, in 1903 and having been with the company continuously since that time until his enrolment for overseas service. Latterly he was District Engineer in charge of construction between Pembroke and Capreol, Ont., 220 miles. Lt. Col. W. A. McConnell, who has raised, and is commanding, the 256th Overseas Railway Construction Battalion, C.E.F., was born in Monck Tp., Ont., in 1878. At the age of 15 he started work on the construction of highways

and bridges with his father, who was a road and bridge builder. Later for a number of years he worked on railway construction as foreman of grading and track laying on the Canadian Pacific, Canadian Northern and Grand Trunk Pacific Railways. Previous to 1907 he spent some time at Toronto University, studying constructional engineering, but did not wait to graduate. Since 1907 he has been engaged in building, construction-houses, stores, and factories in Toronto. He joined the Governor General's Body Guard in 1894 and while at Toronto University was a member of the engineering corps. When war started he joined the 109th Regiment as a private. In Jan. 1916 he was appointed a provisional lieutenant. In April, 1916, he attended an officers training class and qualified. On July 10, 1916, he was appointed captain in No. 2 Construction Battalion and later second in command of that battalion. On January 17, he was appointed lieutenant colonel to organize and command the 256th Railway Construction Battalion.

# Transportation Appointments Throughout Canada.

AND OFFICE.

April 1917

will go to C.P.R.'s Contribution of Men. The C.P.R. is credited with giving more men to the British Army than any other organization in Canada. On Jan. 1, 7,117 employees of the railway had enlisted, 17 had been killed and 416 had been wounded. In April, 1916, Lord Shaughnessy died. In April, 1916, Lord Shaughnessy, the Hon. Alfred Shaughnessy, was killed in action, and his younger son, Capt. the Hon. W. Jas. M. Shaughnessy, is now overseas with the Irish Rangers from Montreal.

Naught, one of the company's sons, recently in Montreal, was killed in action recently. The company's western lines have done magnificently, 3,814 employees having enlisted, of whom 74 have been killed and 256 wounded. In the enlistments from the western lines, clerks head the list with a total of 778, Winnipeg shops are second with 362, the wipers are third with 277, firemen are fourth with 287, with 287, firemen are fourth with 277, and brakemen are fifth, having 276. The police department has given 76 constables to the army. Many of these are veterans of other wars. The majority of them passed through the South African campaign and are winners of both the King's and Queen's medals.

Following is a classification of Sur-  
lines employees who have enlisted: Resident  
engineers, 1; assistant engineers, 2; resident  
veyors, 1; locomotive men, 41; locomotive  
engineers, 3; conductors, 277; conduc-  
tive firemen, 277; wipers, 287; con-  
ductive brakemen, 275; yardmen, 82;  
tators, 28; brakemen, 275; yards, 174;  
Winnipeg shops, 362; Ogden shops, 174;  
various shops, 293; clerks, 778; checkers,  
porters, 179; foremen, 16; section  
122; porters, 179; foremen, 16; section

Canadian Society of Electrical Engineers at Montreal, Mar. 15, on the co-operation of the engineer and the infantryman in trench warfare, exhibited a working model of a front line trench.

**Lt. Col. J. J. Creelman**, of the Canadian Artillery, son of the late A. R. Creelman, K.C., General Counsel and director, C.P.R., Montreal, was decorated with the Distinguished Service Order, by the King, at Buckingham Palace, Mar. 6.

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**Lt. Col. G. D. Fearman**, Chief Accountant, Dominion Power & Transmission Company, Hamilton, Ont., who went overseas some time ago in command of a battalion, has been appointed to command the regimental depot of the first Central Ontario Battalion at Shorncliffe, Eng.

**Major Jas. McGregor**, formerly 2nd Lieutenant, Halifax Ocean Terminal, Canadian Government Railway, who went overseas with the 239th Battalion, Overseas Railway Construction Corps, C.E.F., is now in the 3rd Battalion Canadian Railway Corps, his address being Army Post Office, London, England.

**Lt. Col. F. M. McRobie**, General Manager and Secretary, Canadian Transfer Company Ltd., is in command of the 244th Kitchener's Own Overseas Battalion, C.E. which completed its training in Canada recently. Its headquarters were in Montréal, but it was recruited all over Canada, having had the same privilege in this respect as the Princess Patricia's.

**Private Leo Clarke** (Second Lt.) Cross who was awarded the Victoria Cross some time ago, and died in hospital before the award was announced, was for several years engaged in the Canadian Northern Ry. Survey Department at Toronto. The other officials of the company who have won distinction on the field are

**Brevet Lt. Col. Wm. Beaumont Anderson**,  
real.

son, of the Royal Canadian Engineers, who has been appointed a member of the Distinguished Service Order, is a son of Lt. Col. W. P. Anderson, C.M.G., Reserve of Officers, Chief Engineer, Marine and Fisheries Department, Ottawa. He was born Sept. 9, 1877, and graduated from the Royal Military College, Kingston, Ont., in 1897. After serving at Halifax, he was for some time General Staff Officer, with headquarters at Montreal. He is now A.Q.M.G., at the Canadian Corps headquarters in France. His father served in the Fenian raids in 1866 and 1870 and has the General Service Medal with two clasps.

**E. W. Du Val**, Superintendent, Saskatoon Division, Saskatchewan District, C.P.R. Saskatoon, who has been given leave of absence for overseas duty, and biographical information about whom was published in our last issue, after taking a lieutentant officer's training course at Regina, for has qualified as a lieutenant and has been appointed to take the place of Captain E. W. Du Val, who has been appointed to take command of the University Battalion to reinforce the University Battalion in France. He is now at Saskatoon, enlisting, equipping and training the drafts, and will probably go overseas in March. He has two brothers overseas, one in England after being wounded, the other in the Balkan front, having gone

on the Bulgarian L.C.M.,  
from Salonica.  
**Sapper Wm. Reece** (504,225), of Vancouver,  
C. P. R., Sapper, 12th Field Company, Canadian  
Division, Canadian Engineers, 4th Canadian Division,  
British Expeditionary Force, who was reported  
in the casualty lists of Mar. 10 as having been killed in action, was one of the party of seven who volunteered, on the night of Nov. 25, to carry out, under heavy fire, and at the imminent risk of their lives, the body of Lieut. Bruce H. A. Burrows, of Toronto, when the latter was killed by a high explosive shell, on the East Miramont Road, about 60 yards from Salonicca.

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

**Inland Water Transport.**—It is said that over 80% of the Royal Engineers' inland water transport section, the new Imperial unit authorized to be recruited in Canada, is made up of men from British Columbia.

**Signal Flags for French Railways.**—The Moncton, N.B., General Patriotic League are engaged in making flags, similar to those in use on the Canadian Government Railways, for use on military charge of Canadians. It reported that 100 dozen of these flags had been completed by April 20.

**Arrivals in England.**—It was officially announced April 8, that the following troops had arrived safely from Canada: The 286th Overseas Railway Construction Battalion, under command of Lt. Col. W. A. McConnell, and which is composed largely of civil engineers, surveyors, contractors and railway construction men; No. 2 Construction Battalion, under command of Lt. Col. Donald Sutherland, railway contractor, and an Inland Water Transport section.

**Timiskaming and Northern Ontario Ry.**—Ninety-one employees of the railway had joined the Canadian Expeditionary Forces to Oct. 31, 1916, representing 10% of those engaged in the service. The commission gave a bonus to those enlisting, the amount paid out to Oct. 31, being \$11,598.66. The commission has voted \$10,000, and the employees have subscribed \$12,064.62 to the Canadian Patriotic Fund. The employees have also contributed \$10,245.36 for Red Cross purposes.

**PERSONAL NOTES.**

W. M. Armstrong, Locomotive Foreman, Canadian Northern Ry., Port Mann, B.C., has enlisted for active military service.

Malcolm MacLeod, son of M. H. MacLeod, General Manager and Chief Engineer, Canadian Northern Ry., Winnipeg, has joined the Royal Flying Corps, at Camp Borden, Ont.

**Major G. A. E. Bury.**—Major G. A. E. Bury, Vice President, C.P.R., has been gazetted in England as Deputy Assistant and Quartermaster General, Canadian Expeditionary Force.

**Major B. M. Humble.**—Major B. M. Humble, general list, has been gazetted in England as Lieutenant Colonel, while employed as officer in charge of headquarters for Canadian railway troops.

**Acting Lt. Col. B. R. Hepburn, M.P.**

formerly President, Lake Ontario & Bay

nel in May, 1916. His casualty is a compound fracture of the thigh.

**Honorary Colonel W. I. Gear.**—Vice President, the Robert Reford Co., Ltd., shipping agents, etc., Montreal, has taken charge of recruiting for a battalion of the 1st Canadian Regiment, Grenadier Guards, which is to be raised in the Montreal district as part of the Canadian Defence Force.

**J. W. Stewart's Work.**—London, Eng., cablegram, April 8: In an article in the Weekly Dispatch dealing with transport questions in Mesopotamia, General Sir O'Moore Creagh incidentally says that the sending out to France of that wonderful Canadian hustler, Lt. Col. Stewart, was a splendid stroke.

**Major Ian M. R. Sinclair.**—of the Canadian Infantry, son of Angus Sinclair, railway contractor, Toronto, was reported April 7 to have been slightly wounded in action. This is the fourth time his name has appeared in the casualty lists. He was wounded in the battle at the Orchard in May, 1915, and again in May 1916, and subsequently was reported as suffering from shell shock.

**Col. Sir John Norton Griffiths, K.C.B., D.S.O.**—of the Norton Griffiths Construction Co., which formerly held the contract for harbor improvement work at St. John, N.B., has been decorated with the Star of Rumania, with the rank of commander, with swords, by the King of Rumania, in recognition of his services to the army in connection with the destruction of borings in the Rumanian oil fields.

A press cable from England, referring to the opening by Princess Victoria, of a recreation hut in the Canadian Forest, in Store at Terminal Elevators, Interior Terminal Elevators and at Public Elevators in the East.

### Reuben S. Richardson, Superintendent,

*MAY*

1917

	Wheat, bushels.	Oats, bushels.	Burley, bushels.	Flax, bushels.	Totals, bushels.
Port William—					
C.P.R. Consolidated Elevator Co. ....	4,146,401	2,068,815	247,471	168,736	7,063,937
Empire Elevator Co. ....	1,088,768	220,348	76,491	1,646,344	
Ovaltine Flour Mills Co. ....	1,985,013	182,326	36,639	233,46	1,988,460
Western Terminal Elevator Co. ....	1,001,631	183,906	38,699	1,324,087	
G. T. Pacific ...	3,267,323	2,193,355	32,867	561,216	1,770,621
Grain Growers' Grain Co. ....	1,293,861	606,926	141,216	83,985	1,615,976
Port William Elevator Co. ....	882,916	445,003	98,205	... 25,739	1,305,935
Eastern Terminal Elevator Co. ....	1,100,712	510,589	46,392	66,330	1,414,577
Thunder Bay Elevator Co. ....	740,170	211,561	49,084	62,443	1,667,893
Port Arthur—					
D. Horn & Co. ....	4,682,680	2,560,913	416,509	161,813	7,761,916
Dominion Government Elevator ....	3,111,493	1,147,709	28,620	161,700	666,522
Grain afloat .....	1,344,344	644,349	81,487	149,401	2,799,581
	89,246	101,331	....	....	100,576

ry Camp at Windsor, which was built by the Forestry Corps in seven days, menations Lt. Col. Penhollow as being present. He was formerly Manager of New Ontario Dock Co. and agent, G.T.R. at Sault Ste. Marie, Ont., and was given command of the 51st Regiment, Sault Ste. Marie Rifles, which he raised.

**Reuben S. Richardson, Superintendent, District 3, Transcontinental Division, Canadian Government Railways, Port William, Ont.,** has resigned to go overseas, as Lieutenant in No. 2 Section, Skilled Railway Employees. He was born at Napanee, Ont., Apr. 9, 1865 and entered transportation service in 1878, since when, in 1884, he filled various positions from messenger to freight clerk, operator, ticket clerk, switchman and baggage master, Canadian Express Co. and G.T.R., at various points; 1884 to 1887, brakeman, conductor, station agent and Soliciting Freight and Passenger Agent, Bay of Quinte Ry., at various points; 1897 to 1901, brakeman, conductor and Terminal Yardmaster, Canada Atlantic Ry., Ottawa; 1901 to 1907, General Yardmaster and acting Trainmaster, C.P.R., Smiths Falls and North Bay, Ont.; 1907 to 1911, Assistant Superintendent, Canadian Northern Ry., Montreal, Quebec and Ottawa; 1911 to 1913, Superintendent of Operating and Construction, MacDonnell and O'Brien, contractors on the National Transcontinental Ry., La Tuque, Que.; 1913 to May 1915, General Yardmaster of Terminals and Assistant Superintendent, Intercolonial Ry., Halifax, N.S.; Moncton and St. John, N.B., and from May 1915 to Mar. 27, 1917, Superintendent, District 3, Transcontinental Division, Canadian Government Railways, Fort William, Ont.

## 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 Canadian 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.

The G.T.R. Patriotic Association contributed \$2,000 to the British Red Cross Fund, for which special contributions were raised throughout the Dominion during October.

**Overseas Transport Service.**—A. H. Harris, Special Traffic Representative, C.P.R., Montreal, who has been loaned by the company, since early in the war, to direct the assembling and transportation overseas of supplies for the Canadian, British and other allied forces, is said to

to his order should be given priority over all traffic, excepting passenger. As a consequence, notwithstanding the volume of tonnage affected, transports have not been held for cargoes, nor has there been congestion at the Canadian seaboard, such as has been experienced at some U.S. ports. The actual time occupied by vessels in loading at Montreal has been under 4½ days.

The Timiskaming and Northern Ontario Railwaymen's Patriotic Association, up to July 31, contributed \$15,223.67 to the Canadian Red Cross; \$18,216.26 to the Canadian Patriotic Association, and \$12,660.91 direct to enlisted employes. The T. & N. O. R. Commission has subscribed \$5,000 and \$10,000 respectively to the Canadian Red Cross and Canadian Patriotic Associations.

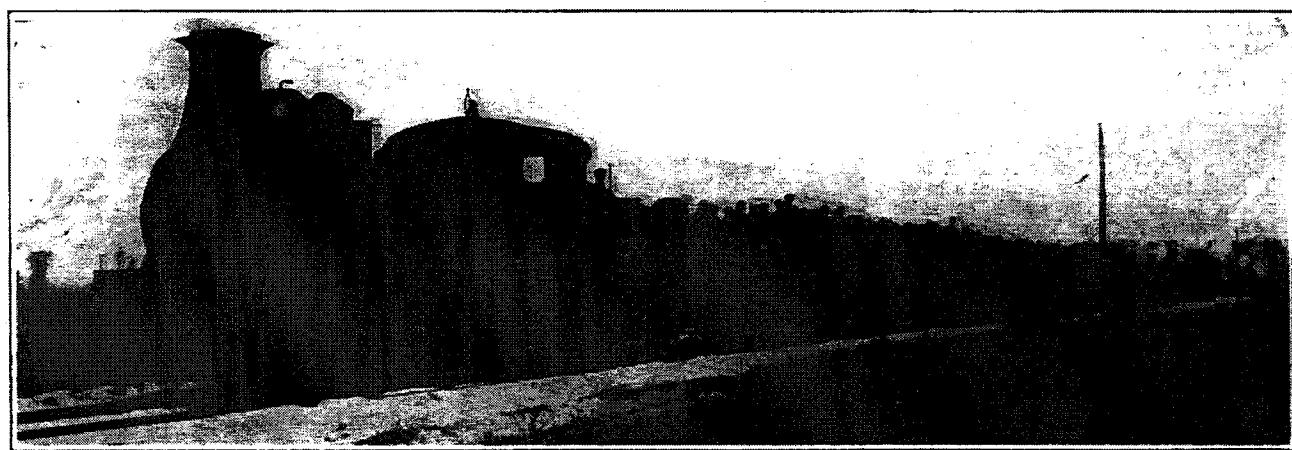
**Toronto Ry. employees** are reported to have contributed 860 men to the army, since war broke out.

his splendid coolness and personal example he so influenced his men that the work of evacuating the wounded was promptly and successfully achieved."

**Lieut. John S. Hall**, formerly of the C.P.R. Mechanical Department, who was in no. 13 Light Railway Operating Co. R.E., in France, has been transferred to the Reinforcement Depot, Tank Corps. B.E.F.

**Capt. W. B. Hanna**, son of D. B. Hanna, Third Vice President, Canadian Northern Ry., who returned from England recently to Toronto, on sick leave, has relinquished charge of the Canadian Expeditionary Force's stationery service in London.

**Sergt. N. W. Hanna**, of Toronto, who has been wounded on four different occasions, has been awarded the distinguished conduct medal for services in connection with an enemy party which was destroyed after refusing to surrender. He was formerly engaged on C.P.R. construction.



Transportation of Troops to the Front in France.

In the first years of the war, the troops reached the trenches tired out by long and weary route marches. Now things are different, having been changed by the building of military railways. Official photograph issued by Press Bureau. Crown copyright reserved. Loaned by C.P.R.

be now taking charge of four-fifths of Canada's export trade, inland and overseas. Between Aug., 1914, and Feb., 1915, War Office supplies were moved overseas in chartered vessels; between Feb., 1915, and date transports have been supplied by the Admiralty. The bunkering of transports is done on this side, under the direction and supervision of the Director, as is also the dry docking of vessels when necessary. Exclusive of officials and representatives at Vancouver, Calgary,

**PERSONAL NOTES.**  
Capt. W. H. Bennett, Quebec Regiment, C.E.F., who was reported killed, Aug. 13, was formerly on the C.P.R. staff at Montreal, enlisted in the early stages of the war as a private, and went overseas with the first contingent. His commanding officer wrote that he had taken his company over the top, and received a hit, but continued and reached the first objective, when, perceiving that an enemy machine gun in the final trench was accounting for

**Lieut. Hay Hebsen**, West Yorkshires, who was reported, Oct. 21, as killed in action, went overseas with the 2nd Canadian Contingent, and was formerly on the C.P.R. staff.

**Lieutenant Frank Quinlan**, Montreal, who was reported killed in action, Sept. 29, was a son of Hugh Quinlan, of Quinlan & Robertson, railway and general contractors, and prior to enlisting was engaged in the Canadian Government Railways shops at Transcona, Man. He went

October 1917

## 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 Canadian 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.

The C.P.R. has, according to a Montreal press dispatch, lent \$10,000,000 to the

A war correspondent, F. A. McKenzie, telegraphing to the Toronto Star from London, after a fortnight's visit to the western front, said: "One enormous improvement will be the system of railways, which is largely replacing the motor lorry service. New standard gauge lines are largely built by the Canadian corps, whose record feats are exciting great praise. One C.N.R. battalion which I visited had just completed building a bridge 140 ft long.

The purchase of munitions in Canada during this year.

"The Timiskaming & Northern Ontario Railwaymen's Patriotic Association, up to Mar. 31, had contributed \$18,278.36 to the Red Cross Society, \$26,491.42 to the Canadian Patriotic Fund, and \$11,860.25 directly to enlisted employees.

No. 2 Section, Skilled Railway Employees, which was mobilized in Montreal and arrived in England early in May, is now known as No. 13 Light Railway Co., R.E., British Expeditionary Force. They left Aldershot, Eng., June 7, for France.

**C.P.R. Employees Enlisting in the U.S.**—The C.P.R. has announced that it will allow all employees who enlist in the U.S. army or navy salary for 6 months, payable monthly, provided that they cross the ocean. On their return they will be given their former positions, or similar ones.

**Canadian railway builders.** A special war correspondent, telegraphing recently from the Canadian forces in France, said: "One of the most urgent needs after a big push, such as Vimy, is laying railway tracks to a point as near as possible to the front line. Canadian railway units have done fine work in this respect, and

**H. L. Chipman**, formerly Manager, Plant Line, Halifax, N.S., who has been on military duty almost since the war started, retired from the company's management at the end of 1916. He was Lt. Col., 66th Princess Louise Fusiliers, and is now in command of Wellington Barracks, Halifax.

Lieut. Hugh A. Crombie, who received a severe shell wound in the thigh in France, June 15, is son of David Crombie, General Superintendent, Canadian Northern Ry., Toronto. He went overseas with the Canadian Engineers, and subsequently transferred to a forestry battalion.

I visited here just now and found a section of line and a bridge 140 ft. long. They started Friday and finished Tuesday, then went at a line beyond, 12,069 ft. long. It was begun Tuesday and finished Wednesday night, the men working solely at night time on account of the ~~danger~~ fire. The gallantry and ingenuity

of these railway pioneers is amazing. They push rails right up to the enemy front. Their leader, Col. J. W. Stewart, maintains his old Western characteristics, saying little and keeping himself in the background, avoiding display, but organizing perfectly."

PERSONAL NOTES.

Jas. Irwin, station agent, London & Port Stanley Ry.; Port Stanley, Ont., has enlisted in the 63rd Battery, C.E.F., at

*George, in 1915, went overseas last year with the Railway Construction Battalion, under Lt. Col. J. W. Stewart, with the rank of lieutenant, has been killed in action in France. He was engaged on the Grand Trunk Pacific Ry. construction for a time and was stationed at Prince George. He was a cousin of John Redmond, the Irish Nationalist.*

**Lieut. T. E. Ryder, Manager, St. John, N.B., branch, Canadian Fairbanks Morse Co., Ltd.**, who is on leave of absence from military duty was an officer in the St. John Battery previous to the war. When war broke out he enlisted for active service and was attached to the Ammunition Column Heavy Battery. He has been mentioned in dispatches, awarded the

Capt. Redmond E. H. Hamilton, of Douglas Lake, B.C., who went overseas about a year ago in the 239th Battalion Overseas Railway Construction Corps, under Lt. Col. J. W. Stewart, is reported dead. He was engaged on construction work on the Grand Trunk Pacific and Pacific

Great Eastern Railways and lived in Prince George, B.C., for some time. Major C. F. Hanington, M.Can.Soc.C.E., who is in the 7th Battalion, Canadian Railway Troops, British Expeditionary Force, was engaged on Canadian North-

Capt. H. E. Redmond Hamilton, of Vancouver, who went overseas last year with the Canadian Pacific Ry. location and construction in British Columbia, and on its completion received an appointment in the Public Works Department, Ottawa, which he held up to the time of joining the C.E.F.

the Railway Construction Battalion, under Lt. Col. J. W. Stewart, with the rank of lieutenant, has been killed in action in France. He was engaged on the Grand Trunk Pacific Ry. construction for a time and was stationed at Prince George, B.C., cousin of John Redmond.

George, he was a cousin of John Regismond, the Irish Nationalist.

Lieut. T. E. Ryder, Manager, St. John, N.B., branch, Canadian Fairbanks Morse Co., Ltd., who is on leave of absence from military duty was an officer in the St. John Battery previous to the war. When war broke out he enlisted for active service and was attached to the Ammunition Column Heavy Battery. He has been mentioned in dispatches, awarded three

the last letter Lieut. Burrows wrote before his death, to his father, on Nov. 17, 1916, he said: "Thom and I have built ourselves a very nice dugout, about 11 x 15 inside, with a good open fireplace, and now live in comfort, with hot water in the morning for shaving." Lieut. Thom could only have returned to France from leave a short time when he was wounded, as he was in England at the end of May, staying with his mother in Folkstone, and paid a brief visit to the late Lieut. Burrows' uncle, A. J. Burrows, of Kennington, Kent, on May 28.

**Major W. P. Wilgar**, who has been given the Distinguished Service Order, was born at Cobourg, Ont., Mar. 9, 1878, and entered railway service in 1899, since when he was, during the summer vacations to 1903, chain man, G.T.R., Cobourg, Ont., transit man, Kingston and Pembroke Ry., Kingston, Ont.; locating engineer, Bay of Quinte Ry., Deseronto, Ont.; and Resident Engineer, same road, Tweed, Ont.; he graduated from the School of Mining, Kingston, Ont., in 1893, with the degree of B.Sc., and from 1903 to 1904, was locating engineer, Central Ontario Ry., Trenton, Ont.; 1904 to 1905, in charge of exploration party in connection with the location of the National Transcontinental Ry.; 1905 to 1906, locating engineer, N. T. R., District C.; 1906 to 1908, locating engineer, N. T. R., District E.; 1908 to 1911 Division Engineer, N.T.R., District E.; 1911 to 1914, Assistant District Engineer, N.T.R., Districts C., D., and E.; Oct. 1914 to 1915, Professor of Civil Engineering, Queen's University, Kingston, Ont. He went overseas early in 1916, and is in command of the 19th Field Company, Canadian Engineers.

**Brigadier General Herbert C. Nanton**, C.B., R.E., has been gazetted in England as Chief Engineer attached to headquarters, with the rank of Major General while so employed. He is a brother of Sir Augustus Nanton, of Winnipeg, who is one of the C.P.R. directors and Vice President, Winnipeg Electric Ry. He was born in Toronto in 1863, graduated from the Royal Military College, Kingston, Ont., in 1883, and started his professional career as an engineer on C.P.R. location in the Rocky Mountains in 1884. H. S. Holt, now Sir Herbert Holt, being a member of the same party. He saw service in the Canadian Northwest Rebellion in 1885, the Lushai Expedition in

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able monthly, provided that they cross the ocean. On their return they will be given their former positions, or similar ones.

**Canadian Railway Builders.** A special war correspondent, telegraphing recently from the Canadian forces in France, said: "One of the most urgent needs after a big push, such as Vimy, is laying railway tracks to a point as near as possible to the front line. Canadian railway units have done fine work in this respect, and completed laying 22 miles of track in five days recently."

**G.T.R. Employees and the War.** From the commencement of the war to the end of April, 3,342 G.T.R. employees had enlisted. Of these, 178 had been killed and 300 wounded. Two employees were awarded the Victoria Cross, four received the Distinguished Conduct Medal, two received Military Crosses and six, military medals. In addition, three employees were mentioned in dispatches. The company has contributed \$120,000 to the patriotic fund, and had paid to employees enlisting \$810,000 to the end of February. These amounts are in addition to those contributed to patriotic funds by employees.

**The Timiskaming & Northern Ontario Ry. News Patriotic Association** had up to April 30 subscribed as follows:—Canadian Red Cross, \$18,775.28; Canadian Patriotic Association, \$26,208.51; Canadian donation enlisted employees, \$12,297.59; total, \$57,281.38. In addition to the above, many personal subscriptions for considerable sums have been made by members of the commission and employees and the entire Toronto office staff are active members of the 50,000 Club for the duration of the war. Special arrangements have been made by the Commiss-

England. Capt. M. N. McPhee, of the Canadian Infantry, who was killed in action in France recently, lived in Edmonton, Alta., for several years. He was employed as a civil engineer on the Grand Trunk Pacific Ry.

**Major W. P. Wilgar,** B.A.Sc., M.C. Soc.C.E., of the 4th Canadian Divisional Engineers, has been mentioned in Field Marshall Sir Douglas Haig's recent dispatches from the Canadian Expeditionary Force's headquarters in France.

**George McLaren Brown,** Reserve of Officers, Canadian Militia, and European Manager, C.P.R., has been appointed Assistant Director (unpaid) at the War Office in London, with the rank of Lieutenant-Colonel while so employed.

**Lt. Col. G. D. Fearman,** Chief Accountant, Dominion Power & Transmission Co., who went overseas in command of the 120th Battalion, C.E.F., has returned to Hamilton, Ont., and has reverted to the command of the 13th Royal Regiment there.

**Robt. Vaux,** Quartermaster-Sergeant, B. Company, Royal Highlanders of Canada, wrote his brother, G. W. Vaux, General Agent, Passenger Department, Union Pacific Rd., Chicago, recently, from France, that he was the only original non-commissioned officer left in the company.

**D. Robertson,** formerly Storekeeper, Grand Trunk Pacific Ry., Edmonton, Alta., having been honorably discharged from military duty on account of injuries received at the front in France, and not being able to return to duty, has been appointed acting Storekeeper, G.T.P.R., Transcona, Man.

for a time and was stationed at Prince George. He was a cousin of John Redmond, the Irish Nationalist.

**Lieut. T. E. Ryder,** Manager, St. John, N.B., branch, Canadian Fairbanks Morse Co., Ltd., who is on leave of absence for military duty was an officer in the St. John Battery previous to the war. When war broke out he enlisted for active service and was attached to the Ammunition Column Heavy Battery. He has been mentioned in dispatches, awarded the Military Cross, and has been promoted to Captain.

**Capt. F. H. Moody,** B.A.Sc., Jr.Can.Soc.C.E., who was reported wounded, May 26, was for three years prior to the war, Mechanical Editor, Canadian Railway and Marine World. He was in the Queen's Own Rifles, Toronto, for several years, rising to lieutenant, and went overseas as major in command of a company in an Ontario infantry battalion. He reverted to the rank of captain in order to get to France. His injuries from gunshot consist of a fractured left forearm and some flesh wounds. On June 14, we were officially advised that he was in the 4th London General Hospital. He hopes to be back on duty about the end of July.

**Lieut. J. B. Thom,** of the Canadian Engineers, British Expeditionary Force, who was reported on June 24 as having been wounded, is a son of the late Jas. Thom, Manager of the White Star Dominion Line Steamships at Montreal for many years. He left Ottawa for overseas Mar. 9, 1916, and was in the same company as Lieut. Bruce H. A. Burrows, of Toronto, who was killed in action Nov. 25, 1916. They went first to the Ypres salient and afterwards to the Somme. In

July 1917

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

Canadian Railway and Marine World

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The Timiskaming & Northern Ontario Railways' Patriotic Association, up to Sept. 30, 1917, had contributed \$64,616.96 to the Canadian Patriotic and Red Cross funds.

The Grand Trunk Railwaymen's Patriotic Association, Toronto, has contributed \$5,000 to the Canadian Patriotic and Red Cross Funds, making a contribution to date, of about \$30,000.

Canadian Officers Honored. The following were included in the honors announced in England on New Year's Day. Companions of St. Michael and St.

commanding the 2nd Signal Co. at the front.

Lieut. W. W. Cranston, Royal Engineers, who is reported as killed in action, was in the Canadian Northern Ry.'s engineering department, on the Boston Bar subdivision in British Columbia, under Division Engineer J. D. Black, as follows: From Sept. 24, 1913, until May 17, 1914, as draftsman from May 18, 1914, until Oct. 20, 1914, as Resident Engineer.

G. W. Curtis, formerly Industrial Agent, C. P. R., Montreal, who joined the Royal Flying Corps, Nov. 16, 1916, is now an acting flight commander in England. His commanding officer is reported to have recommended him for a first lieutenancy, and he expects to be sent to France at any time.

Capt. F. H. Moody, B.A.Sc., Jr.M.Can. Soc., C.E., formerly Mechanical Editor, Canadian Railway and Marine World, has been seconded for duty under the Ministry of Munitions (Air Board). He went overseas as a major with the 118th Battalion, C.E.F., but reverted to a captaincy

Hospital at Bromley, Kent. He is a brother of Allan Royce, Vice President, and Lt. Col. Geo. C. Royce, Secretary-Treasurer and General Manager, Toronto Suburban Ry.

Captain Robert Shore, and Lieutenants Duncan, McCalmont and Alfred White, of the Canadian Railway Troops, have been awarded the Military Cross.

Canadian Railway Troops in the Cambrai Fighting.

Roland Hill, writing from the war correspondent's headquarters in France recently, said: "Against the furious counter-attacks which the Huns have made in the Cambrai sector, some Canadian railwaymen have played a minor, but very heroic part. In the scramble at Gouzeaucourt, when Germans actually occupied the village for a few hours there were hand-to-hand combats with picks and shovels against rifles and machine guns, and for a time the Canadian shovel brigade held its own. One of the railwaymen grading a level crossing of a line looked up from his work to find four Germans with rifles bearing down on his party. He gave one yell to his comrades, and, dashing for the Huns armed only with his pick, killed the first man after parrying a bayonet thrust, and was felling the others when his friends came up and wiped out the party. Farther up the road the Canadians espied the Germans coming on in force, so the railway builders fell back in good order, the Huns hesitating, thinking they had a fighting unit to deal with—which was literally true. Most of the Canadians got safely away, although the shelling was extremely heavy. A few, who took shelter in an old German dugout, fell into the

Jan 4 1918



looked up from his work to find four Germans with rifles bearing down on his party. He gave one yell to his comrades, and, dashing for the Huns armed only with his pistol, killed the first man after parrying a bayonet thrust, and was beholding the others when his friends came up and wiped out the party. Further up the road the Canadians espied the Germans coming on in force, so the railway builders fell back in good order, the Huns hesitating, thinking they had a fighting unit to deal with—which was literally true. Most of the Canadians got safely away, although the shelling was extremely heavy. A few, who took shelter in an old German dugout, fell into the enemy's hands. But for the fine stand of the practically unarmed railway troops and a famous British fighting battalion—who were working with them, but whose rifles were stacked some distance away—the whole group would have fallen into enemy hands.

"These railwaymen, and with them were a number from the United States, fell back to where the new line was being formed, and that night came into the lime-light again. In the meantime, approaching Gouzeaucourt from another direction, came one of the Canadian railwaymen's lorries laden down with material. The heavy shelling it ran through the driver regarded as part of the day's work. It rounded the corner into the village suddenly, and found half a dozen Huns with a machine gun, sitting at the main crossroads. The driver had no room to turn, no time to stop, so he decided to charge. Before the surprised Huns could open fire the lorry went over the gun like a juggernaut, and its crew scattered into the brick wilderness of the village. Then the truck turned on to the crossroads, lumbered back on top gear through more Huns who were collecting, and came, riddled with bullets, to safety.

"Yet another party of railwaymen and their friends of the British Battalion were completely surrounded and taken prisoner. Their escort consisted of a full score of Germans under a very snappy little officer. They were hurried up the Cambrai road toward the newly-captured British line, and just as they had given up hope, part of an Imperial battalion answered them. Their captors tried to drive them towards Lavaquerie, but Scotsmen and Canadians, although unarmed, grasped with their guards until rescued by



On the Railway in No Man's Land.  
From official photograph taken on British western front, issued on behalf of the Press Bureau.  
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Photograph loaned by C.P.R.

**George; Col. G. S. Rennie, C.A.M.C., formerly Chief Surgeon, Dominion Power & Transmission Co., and Toronto, Hamilton & Buffalo Railway;** Col. B. R. Hepburn, M.P., Forestry Corps, formerly President, Ontario & Quebec Navigation Co., Distinguished Service Order; Lieut. Cols. Frederick Clarke, formerly Right of Way Engineer, Canadian Northern Ry.; Jas. Cornwall, Atholl Griffin, Chillion L. Hervey, M.Can.Soc.C.E., Jas. McDonald, Lawrence Martin, Walter Moodie, Kenneth Ramsey and Blair Ripley, all of the Canadian Railway Troops; Majors H. F. Hertzberg, M.C., and Harold Trotter, of the Canadian Engineers.

#### PERSONAL NOTES.

**Lieutenant Alex. Allan, R.N.R.,** who is reported to have been lost at sea Nov. 19, 1917, was the eldest son of J. A. Allan, Glasgow, Scotland, and grandson of the late Alexander Allan, one of the founders of the Allan Line.

**Lt. Col. W. P. Anderson, C.M.G., M.C., Soc.C.E., Chief Engineer, Marine & Fisheries Department, Ottawa, who served in the Fenian raids in 1866 and 1870, and has the general service medal with two clasps, has three sons who have been made members of the Distinguished Service Order. They are Col. W. B. Anderson, of the Canadian Army Corps headquarters, staff in London; Lt. Col. T. V. Anderson, who lost an arm at Vimy Ridge and who has an engineering command overseas; and Major Alex. Anderson, appointed Commandant of the Canadian**

on going to France and was wounded May 26, 1917, and transferred to a London hospital in June. Subsequent to his convalescence he was attached to the 2nd Reserve Battalion, C.E.F., stationed at Shorncliffe, Eng., and was appointed Adjutant, effective Dec. 12, 1917. Towards the end of the year, all Canadian casualty officers, who were engineers, were selected for service under the Air Board, to supervise the manufacture of airplane engines in various parts of the United Kingdom.

**Engineer Lt.-Commander John Quine, R.N.R.,** who has been awarded the Distinguished Service Order, was, prior to the war, chief engineer of the Grand Trunk Pacific Coast Steamship Co., s.s. Prince Albert.

**Corp. D. Stanton Hudson,** formerly of Perth, Ont., who was killed in action in France recently, graduated in civil engineering in Montreal in 1914. He was in the C.P.R. engineering department for a year, then in the National Transcontinental engineering department, and was still in the employ of that line when he enlisted in the Grenadier Guards at Montreal in Sept. 1916.

**Major Gilbert Royce,** of Toronto, of the Canadian Army Medical Corps, who was in charge of the eye, ear, nose, and throat department of No. 4 Canadian General Hospital at Salonika, for some two years, until he removed with it to Badagaskar, Eng., in Oct. 1917, has been appointed Commandant of the Canadian

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the Canadian Railway Troops, have been  
awarded the Military Cross.

Canadian Railway Troops in the Cambrai  
Fighting.

Roland Hill, writing from the war correspondent's headquarters in France recently, said: "Against the furious counter-attacks which the Huns have made in the Cambrai sector, some Canadian railwaymen have played a minor, but very heroic part. In the scramble at Gouzeancourt, when Germans actually occupied the village for a few hours, there were hand to hand combats with picks and shovels against rifles and machine guns, and for a time the Canadian shovel brigade held its own. One of the railwaymen grading a level crossing of a line on the morning of the attack, casually looked up from his work to find four Germans with rifles bearing down on his party. He gave one yell to his comrades, and, dashing for the Huns armed only with his pick, killed the first man after parrying a bayonet thrust, and was belaboring the others when his friends came up and wiped out the party. Further up the road the Canadians espied the Germans coming on in force, so the railway builders fell back in good order, the Huns hesitating, thinking they had a fighting unit to deal with—which was literally true. Most of the Canadians got safely away, although the shelling was extremely heavy. A few, who took shelter in an old German dugout, fell into the enemy's hands. But for the fine stand of the practically unarmed railway troops and a famous British fighting battalion—who were working with them, but whose rifles were stacked some distance away—the whole group would have fallen into enemy hands.

These railwaymen, and with them were a number from the United States, fell back to where the new line was being formed, and that night came into the limelight again. In the meantime, approaching Gouzeancourt from another direction, came one of the Canadian railwaymen's lorries laden down with material. The heavy shelling it ran through the driver regarded as part of the day's work. It rounded the corner into the village suddenly, and found half a dozen Huns with a machine gun, sitting at the main crossroads. The driver had no room to turn, no time to stop, so he decided to charge. Before the surprised Huns could open fire the lorry went over the gun like a juggernaut, and its crew scattered into the brick wilderness of the vil-

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ken for 46 hours. The report states that during last December Savaria units of Canadian railway troops were employed in the northern sector of the British front. A great deal of the work undertaken was in a country very bad; broken up with shell holes which were full of water. Units were also engaged on the light railway line, which were built immediately subsequent to the Cambrai offensive. During these operations they were subjected to unusual heavy shelling and several encampments had to be abandoned. The work done on these railways caused two warm approvals of the army commander.

In the Ypres area two battalions were engaged in standard gauge work and new creosote bridge was completed. Some Standard gauge works were also done in the Cambrai region, and it was necessary during these operations to fill one shell crater 30 ft. deep by 30 ft. in diameter. Heavy shelling in the Ypres area made some of the railway work very difficult.

The Dominion Express Co.'s Good Cheer Club of Winnipeg is continuing its task of sending a monthly parcel of good and useful things to each of the company's employees who are serving in France, and monthly cheques to those who may be in England. Before the employee leaves Canada, the club presents him with a silver wrist watch. The club's officers at present are W. A. McDonald, President; A. H. Hooey, Vice-President; A. Henderson, Secretary; Miss S. F. Fraser, Treasurer; A. E. Merchant, Purchaser.

The Timiskaming & Northern Ontario Railway's Patriotic Association, up to Oct. 31, 1915, contributed \$16,754.18 to the Canadian Red Cross; \$10,957.18 to the Canadian Patriotic Fund, and \$1,666.16 direct to enlisted employees.

#### PERSONAL NOTES.

H. P. Barker, formerly timekeeper at British Columbia Electric Ry., at New Westminster, B.C., is spending a furlough in Ireland, after being in the overseas forces for two years. He is reported to have been on board two vessels that were torpedoed, and to have had several close calls on land.

Capt. W. M. Eastman, who has had two years' service in France, and was formerly Dominion Government Engineer, Fort Arthur, Ont., is reported to have been appointed Assistant Engineer, British Columbia Public Works Department, Victoria.

Capt. J. S. Gathraith, R.A.S.C., S.C.A., S.C.E., of the Canadian Engineers, and of the late John Galtraith, formerly Major of Applied Service Faculty, Toronto University, was given the Military Cross by the King at Buckingham Palace recently. Capt. Hanson, foreman steel car shops, Canadian Government Railways, Vancouver, has enlisted in the Railway Construction Corps, for service overseas.

Sir Arthur Harris, Director of Overseas Transport, Montreal, who was created a Knight Commander of the Order of the British Empire recently for services in Canada in connection with ocean transport during the war, was presented to the King, Feb. 13.

Lt.-Col. T. C. Irving, D.S.O., of Toronto, commanding 4th Canadian Infantry Engineers, who was killed in his regiment at the front by a shell on Oct. 29, 1915, left an estate of \$428, which goes to his wife.

Brig.-Gen. A. D. McRae, of Waterloo, of Davidson & McRae, formerly commissioners, Canadian Northern Ry., who was with the rank of colonel, in charge of transport and supplies for the Canadian overseas forces at London, general, is reported as having been given an appointment in the Imperial service.

E. Pope, Superintendent, Dominion Government Telegraphs, Quebec, Quebec, had three sons in the Canadian Expeditionary Force, all of whom were killed in action during 1915.

Capt. Maurice Pope, awarded the Military Cross recently for gallantry in action, was formerly in C.F.R. service at Montreal.

Col. G. S. Remond, C.M.G., of the Canadian Army Medical Corps, formerly Chief Surgeon, Dominion Power & Transmission Co., and Toronto, Hamilton & Buffalo Ry., Hamilton, Ont., and Lt.-Col. B.

adopted by railway contractors.

Report and recommendation of the board's Technical Experts, convened in by its Chief Operating Officer, and upon reading the submissions filed, it is ordered that general order No. 78 (order 14116), July 14, 1915, be modified as follows:

Rule 6. Flues to be removed.—All flues of boilers in service, except as otherwise provided, shall be removed at least once in every four years, and a thorough examination shall be made of the entire exterior of the boiler. After flues are taken out, the inside of the boiler must have the scale removed and be thoroughly cleaned.

Rule 11. LAGGING to be removed.—The date for the removal of lagging for the purpose of inspecting the exterior of locomotive boilers, as provided by rule 11, except where indications of leaks exist, shall be advanced until Dec. 1918.

Rule 16 and 17.—Each time a hydrostatic test is applied, the hammer test shall be applied by rules 16 and 17 while the boiler is under hydrostatic pressure not less than the allowed working pressure and proper notation of such test made on form 1.

Rule 18. Method of testing flexible staybolts with caps.—All flexible staybolts having caps over the outer ends shall have the caps removed at least once every two years, and also whenever the board's inspector or the railway company's inspector considers the removal desirable. In order thoroughly to inspect the staybolts, the fire box sheets should be examined carefully at least once a month, to detect any bulging or indications of broken staybolts.

The modifications herein provided for shall remain in effect until Dec. 1918.

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The Canadian Society of Civil Engineers is applying to the Dominion Parliament for an act to amend its charter by changing the name of the society to "The Engineering Institute of Canada," and by reconstituting, wherever necessary, the word "Society," in the charter, by the word "Institute."

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

Canada Steamship Lines, Ltd., honor roll shows 5 employees to have been killed in action, 9 to have been wounded and 111 as being on active service.

**Grand Trunk Pacific Ry. Employees.** A press report states that 759 G.T.P.R. employees enlisted for military service, of these 87 have been reported killed or died from wounds, 10 are prisoners and 77 have been discharged from various causes.

The Timiskaming & Northern Ontario Railwaymen's Patriotic Association, up to Nov. 30, 1917, had contributed \$19,666.75 to the Red Cross, \$24,534.61 to the Canadian Patriotic Fund, and \$18,785.16 direct

worth of British and German shells and bailed them back to the rear on their now famous light railways. Late one afternoon one large dump caught fire through spontaneous combustion, or perhaps a defective shell, and in the first explosion half a score of men were wounded. A young Canadian locomotive man, a sergeant, who in peaceful days used to drive the C.P.R. Imperial Limited from Moose Jaw to the west, in spite of the bursting ammunition, backed his little locomotive into the middle of the dump where the fire was blazing most fiercely. He connected a hose with his main steam

troops declare with confidence that they will.

The young locomotive man mentioned in Roland Hill's dispatch is said to be Sergeant Jack Macmanan of Moose Jaw, Sask., who was mentioned in a previous dispatch for gallantry under fire. He comes from Perth, Ont. His wife and family live in Moose Jaw.

**The March Record.**—The Militia Department issued early in March a summary of the work done by Canadian rail-

way troops in France and Belgium in January, as follows:—"Nine miles of broad gauge track were laid and 38 miles of narrow gauge. The average number of miles of broad gauge track maintained during the month was 49, and of the narrow gauge, 141 miles. The men were employed in locating, grading, ballasting, and laying lines. About 6,100 Canadians were engaged on the narrow gauge and 1,100 on broad gauge lines."

### PERSONAL NOTES.

Lieut. F. P. V. Cowley, who has been transferred from junior to associate member of the Canadian Society of Civil Engineers, was prior to enlistment with the Canadian Expeditionary Forces, in the City Engineer's Department, Victoria, B.C., and was at one time a rodman on District F, National Transcontinental Ry., and later, assistant hydrographical surveyor on the Pacific Coast under the Marine Department.

Lieut. L. I. Easton, 14th Field Company, Canadian Engineers, C.E.F., who has been transferred from student to junior member, Canadian Society of Civil Engineers, was prior to enlistment Resident Engineer, Hudson Bay Ry., and prior to that was engaged as instrument man on harbor survey at Port Nelson, Man., and had also served with the Canadian Northern Ry. and Grand Trunk Pacific Ry., on preliminary location and construc-



Canadian Railway Troops passing through the ruins of a town after laying track. From Canadian official photograph taken by C.F.R.

to employees of the railway who have enlisted. The commission operating the railway has, in addition to the foregoing, contributed \$20,000 to the funds named.

### Canadian Railway Troops Work.

Roland Hill has sent the following from the war corresponding headquarters to France to the Militia Department at Ottawa.—"The men who drive the big locomotives of Canada's oceans-to-ocean trains across the prairies and through the mountains are made of stern stuff and have nerves as steady as the steel roads they travel. You meet many of them

19/B

R. J. Green, Jr., S. Goldsmith, son of the late John Goldsmith, son of the late George Goldsmith, Dean of Applied Sciences Faculty, Toronto University, who went overseas with the 123rd Battalion, and was awarded the Military Cross, returned to Toronto early in March, 1919, and was granted a leave of absence by his employer, the Royal Canadian Rubber Company, to help out in the war effort. He is now back at his old job as manager of the Canadian Rubber Company, and is helping out of the Minister of War's office.

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"There is the story of one of these men -in charge, too, of a building-in-Canada hotel just opposite Reading at a building when the Huns opened fire on us during the early days of the bombing of Canterbury, and when they came to bomb Canterbury again. They said it was a particularly dangerous stay, for the bombs had fallen in the shells which were raining down on us, by the hospital with every sort of armament, of course, do not bomb hospitals (British) than hospitals by the hospital with every sort of armament, of course, do not bomb hospitals (British) without hesitation the Canadian soldiers who had charge of a Canadian concentration train through another locomotive man, who had the train.

"Another locomotive man, who had started it meant certain destruction for himself to safety. If the locomotive had runagades of helplessness wounded were carried to a clearer line ahead and managed his track to a train safely over the five man plotted his train safely over the stream up which all possible men and material had been loaded, and although the engine were actually on the track behind him, tore down the grade to a safe siding where they could the new British line.

"The Canadian railway troops in their spare time have been assisting the hard-worked service corps. After Passchendaele they collected thousands of pounds

Roland Hill has seen the following from the war correspondents headquarters in Canada:—The men who drive the big guns across the prairies and through the mountains are made of stern stuff and have nerves as steady as the steel roads they travel. You meet many of them here at the war base at the railway stations of Canada's ocean-to-ocean railway. The men who drive the big guns across the prairies and through the mountains are made of stern stuff and have nerves as steady as the steel roads they travel.

pipe and four half an hour pumping a stream into the burning mass, hardly get- ting the fire under control. His little steam engine was pitifully thin shrimped holes and his own escape was nothing short of miraculously. Seven feet of the burning debris had other man and the fire was subdued before very great damage had been done.

*diary official photograph*

1100 on broad Gauge line, were engaged on the narrow gauge and

## CANADIAN RAILWAY AND MARINE WORLD.

**Flight-Lieut. Ross Harrison,** who was recently reported to have been killed in a flying accident at Fort Worth, Texas, was at one time an inspector on construction on the Canadian Northern Ontario Ry., and later engaged on munitions work with the Canadian Locomotive Co., Kingston, Ont.

Sgt. A. Hunter of the Canadian Railway Troops, was awarded the Distinguished Conduct Medal recently for conspicuous gallantry and devotion to duty. While repairing a light railway line, his party was almost wiped out by heavy shell fire. He removed the wounded, collected another party and returned and repaired the line under heavy fire. He set a splendid example and showed an utter disregard of danger.

Capt. R. H. Jarvis of the Royal Flying Corps, who was accidentally killed in England, recently had seen considerable service in France, having been mentioned in despatches six times, and received the Military Cross in Nov., 1917. He had been in service at different times with the Grand Trunk Pacific Ry., Canadian Northern Ry., and the Toronto Harbor Commission.

K. E. McLeod, City Ticket Agent, Canadian Northern Ry., Victoria, B.C., has enlisted for military service overseas.

Brig.-General A. D. McRae, who has been appointed Director of Organization under the recently formed Ministry of Information in Great Britain, and who was formerly a partner of the firm of Davidson & McRae, Land Agents, Canadian Northern Ry., has been granted a certificate of naturalization by the Dominion Government. He was born in the U.S.

Sergt. Q. Murphy, Canadian Railway Troops, who has been awarded the Distinguished Conduct Medal for conspicuous gallantry and devotion to duty, took over the work on a light railway under very heavy shell fire when the officer was

surprising what men will and can do when they make up their minds. There is no one I can speak more highly of than your own brother; he really surprises me, as he is full of energy. Angus was evacuated to England some time ago and was operated on for kidney trouble; he is now in Scotland convalescing. I hardly think that he will be fit to return here any more. Immediately he left, I promoted Jerry to the rank of major and put him in charge of Angus' company. He did splendidly, but owing to the constant strain under shell fire, he broke down later and was evacuated to England about three weeks ago. I called to see him on several occasions and pointed out to him that he was trying to do too much, and told him to let the younger men keep more in the advanced areas, but you know what Jerry is, he wanted to be always at the front, and between shell shock and a general nervous condition, he broke down completely. In his collapse I have no hesitation in saying that Col. Macdonald lost one of his most efficient officers. We hope that with a few months rest he will be fit again, but I am afraid that his age is against him, as this is not an old man's game. I know that I am older than Jerry, but my job is easy, in comparison to the fellows that are constantly under the strain, as I go and come when I like. Barber is another man that has done nobly; I cannot find words that would half tell you of the splendid work he is doing.

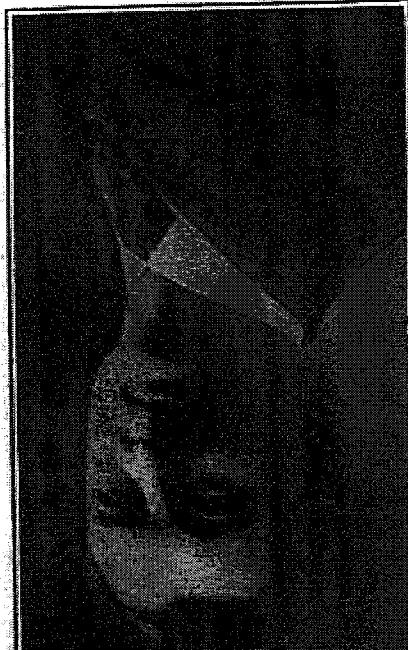
Lieut. J. G. Troup, M.C., who was recently reported to have been admitted to one of the stationary hospitals in France, was, prior to the war, in G.P.R. service, having been stationed at various places between the Atlantic and Pacific coasts, the latter portion of his service being in the Superintendent's office at Winnipeg. G. E. Walken, formerly Managing Director, Vancouver Machinery Depot, Vancouver, B.C., received his commission as a Lieutenant in the Royal Engineers, July, 1916, and was ordered to Egypt.

*April 1918*



Jean J. G. Tronc, MC, who was appointed to  
Jointly responsible to have been admitted to  
one of the stationary hospitals in France,  
was prior to the war, in C.R. Service,  
between the Adelante and Parisic corps,  
the latter portion of his service being in  
the Superintendents office at Wimereux.  
C. E. Walker, formerly Managing  
Director, Vinaocover, H.C., received his commission  
as a Lieutenant in the Royal Engineers  
July, 1916, and was ordered to Egypt  
where he was assigned to work on the  
Suez Canal and water pipe line for the Egyptian  
Expeditionary Force, operating in the  
Sharsheer Desert. He followed the work  
in 1917, and has now promoted to Captain  
of that force and was promoted to Captain  
in 1918, and has now promoted to Captain  
of the Royal Engineers.

I know that I am older than Jerry,  
I am a graduate. I think my job is ready, in comparison to the  
others there are considerably more opportunities, as I go and come when I like.  
Gardener is another man that has done  
nothing; I cannot find words that would best  
tell you of the splendid work he is doing.



સાધુબદ્ધ કરીને

Sept., Norman Lawden, Rallaway Com-  
missioner Corps, Royal Engineers, B.E.F.  
who has been elected an associate member  
of the Canadian Society of Civil En-  
gineers, was recently awarded the Dis-  
tinguished Service Medal for conspicu-  
ous gallantry and devotion to duty, took  
very heavy shell fire when the enemy was  
wounded and he himself slightly wound-  
ed. He carried the wounded across  
the river, so that ammunition could be deliv-  
ered and an other disregard of personal dan-  
ger. The British government has re-  
warded him for his courageous  
efforts to save the lives of his men.

Sept., Major J. Phippen, D.S.O., Officer  
Commanding 1st Canadian Overseas Rail-  
way Construction Battalion, in Prince-  
ton, C.P.R., Toronto, has been elected a  
member of the Institution of Civil En-  
gineers, M.C.S., Honorary Member of Grade  
Member of the Canadian Society of Civil En-  
gineers, G.W. Shand, Canadian Rail-  
way Telegraphs, was awarded the dis-  
tinguished service medal recently for con-  
tinuous and zealous service to junior mem-  
bers of the Canadian Society of Civil En-  
gineers.

British General A. D. McRae, who has been appointed Director of Ordnance under the recent reformed Ministry of Munitions, has been granted a leave of absence of six months by the War Office. He was born in the Island of Northern Ireland and a former member of the Arm of Engineers. McRae, like his father, has been granted a pension of £100 per annum.

## 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 Canadian 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.

The Timiskaming & Northern Ontario Railways' Patriotic Association to Jan. 31, contributed \$21,709.72 to the Red Cross; \$25,672.28 to the Canadian Patriotic Association, all from employees; and in addition, \$11,565.16 to the Red Cross; \$13,328.35 to the Canadian Patriotic Association, and \$13,765.16 to enlisted employees, from the Commission.

### Canadian Railway Troops in Action.

The following is a dispatch from Roland Hill, at the war correspondent's headquarters in France, to the Dominion Government, which was given out at Ottawa, May 6:

"In the defence of Marcecaeve, and the Nesle-Arniens railway line, one battalion of Canadian Railway Troops, from York County, Ont., went into the battle line and fought with the gallant first Division, German advance, for five days. From May 27, in spite of the fact that they had long marches and hard work in saving their construction equipment from the Huns in the Ham neighborhood, this battalion fought with the gallant first Division. Although they had many men who were trained in machine gun work, they were not, of course, equipped for the armament when they started for the support line. The Colonel forged in Villers-Bretonneux and discovered a sympathetic Canadian who was quartermaster for an Imperial unit. Sixteen machine guns and two lorries filled with ammunition were obtained from him. Then the Canadians swung down the main road and into position, singing lustily, cheering up the tired British troops whom they joined.

"The spell in the line is best told in one of their Major's own words: 'All through our retirement the feeling of the men was keen to do something better than merely save equipment. We wanted to do something to help to stop the German advance, and now the opportunity had come. I never saw a happier crowd on their way to the trenches. After outfitting with machine guns we took up our position in a small wood about a quarter of a mile northwest of Marcecaeve about five in the morning. Things were fairly

there was very heavy fighting to the north. "In the morning the enemy was active. By preparing for an attack in the direction of Marcecaeve. He came out on the roads freely and began digging positions, and we let him—for a little while. When he was in sufficient strength, we opened up on him with every gun and rifle we had. We killed scores of Hun, and he gave up his idea of attacking, thinking we were in greater force than we were. All that day the boys had fine sport with the machine guns. That night was again quiet, except where Fritz put up flares and we played him with bullets.

"In the morning the Germans attacked in dense masses, and in spite of the fight the Gloucesters and Warwicks on our right put up they were forced back. The Boche followed up, and for over an hour all our machine guns poured into them, doing great execution. We fired all the ammunition we had and all we could carry up. It was a great day's sport, and we soon as he finished his work on the right he turned his guns on us. A young Toronto captain and some volunteers with machine guns held the trenches whilst we retired again. But Fritz had had enough for the day, and never molested us that night. He seemed to be very nervous of the chances of a possible counter-attack. It was easy fighting then until we were relieved.

"Our transport men were splendid all through, and each night, and sometimes, when possible, in the day time, they ran their lorries up the roads close to our trenches and delivered hot meals to the men. "That is the modest account of what this York County battalion did."

### PERSONAL NOTES.

G. McL. Brown, European Manager, C. P.R., London, Eng., who has been acting as Assistant Director of Movements, has been appointed Assistant Director General of Movements and Railways at the War Office, with the rank of colonel. Flight-Lieut. Gordon Burchard, an in-

and allied companies. He joined the Army Service Corps in Toronto, in Jan. 1914, as Lieutenant, and later transferred to the Mechanical Transport Corp. and served for some time at Ottawa as an assistant instructor. In order to get overseas more quickly, he joined the Royal Flying Corps and went to England in Nov. 1916, and to France after completing his flying course. He was subsequently sent to the far east, where he has since served with the Egyptian forces. In January, he succeeded for five enemy planes in two weeks.

Major Chas. Flint, of the 4th Battalion, Canadian Railway Troops, who has been awarded the Croix de Guerre, is a R.A.S.C. of Toronto, formerly a member of the C.P.R. engineering service at Winnipeg.

Sgt. J. Gouding of the Canadian Railway Troops, has been awarded the Distinguished Conduct Medal. On one occasion, although he and his party were three times shelled off the work, by his courage and skill he compelled it under heavy fire, thereby enabling a navy gun to be put into the required position.

Capt. F. Harcourt, who is reported to have been appointed Assistant Commandant of Labor Units in France, was formerly Harbor Engineer at Port Arthur, Ont.

Major D. Hillman, of Canada, has been gazetted as a Lieutenant-colonel while employed as a railway construction engineer at the front.

Lieut. W. Johnston, Royal Naval Air Service, who was reported recently to have been killed whilst engaged in bombing the German warship Goeben in the Dardanelles, had, before enlisting, completed his final year at McGill University, under one of the C.P.R. engineering schools.

Major T. R. London, A.M.Can.Soc.C.E., lecturer of Faculty of Applied Science, University of Toronto, and one of the partners in James, London & Herzberg, civil engineers, Toronto, has returned to Canada from France, on leave. He was invalided to England in January, and had been mentioned in dispatches. He joined the 1st Railway Construction Battalion as a lieutenant, and was promoted to captain, and to major, while in France.

General D. S. Maclellan, whose death by accident in France, was reported May 24, was brother of W. R. Maclellan, Freight Traffic Manager, C.P.R., Montreal, and a son of the late Senator Maclellan, who was a C.P.R. director for many years. No details of the accident have been given, but from the latest information, he was acting as Inspector of Mines

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were up, " " started for the support line. The Colonel forged in Villers-Bretonneux and discovered a sympathetic Canadian who was quartermaster for an Imperial unit. Sixteen machine guns and two lorries filled with ammunition were obtained from him. Then the Canadians swung down the main road and into position, singing lustily, cheering up the tired British troops whom they joined.

"The spell in the line is best told in one of their Major's own words: 'All through our retirement the feeling of the men was keen to do something better than merely save equipment. We wanted to do something to help to stop the German advance, and now the opportunity had come. I never saw a happier crowd on their way to the trenches. After outfitting with machine guns we took up our position in support in a small wood about a quarter of a mile northwest of Marcelcave about five in the morning. Things were fairly quiet until 10 when a counter-attack by the 61st Division took place. About 1,200 men took part, and went doggedly at the Huns, but they were worn out by days and nights of continuous fighting, and the attack petered out just after 11 o'clock. The enemy immediately attacked again and captured Warfusée, on the left, and got a footing in Marcelcave, on our right. "We were then left in an advanced position in the wood and Hun guns began a terrific shelling of the place. No reserves could be spared, and as the holding of the wood began to be costly, we established scattered machine gun posts in it and our main body fell back to support

us that night. He seemed to be very nervous of the chances of a possible counter-attack. It was easy fighting then until we were relieved.

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Flight-Lieut. Gordon Purchard, an Instructor in the Royal Air Force, was killed at Camp Borden, Ont., May 23, owing to a cadet who he had taken on having painted at the wheel, allowing the plane to crash to the ground. Before enlisting, he was on the Pullman Co.'s staff at Toronto.

Lieut. A. J. Cameron of the Canadian Railway Troops, has been awarded the Military Cross, for conspicuous gallantry and devotion to duty when in charge of a party repairing damage to a light railway by shell fire. When a dugout was hit, and the occupants buried, he called for volunteers, went through the enemy

position in the wood and Hun guns began a terrific shelling of the place. No reserves could be spared, and as the holding of the wood began to be costly, we established scattered machine gun posts in it and our main body fell back to support

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JUNE

1918

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

**Canadian Railways and Marine World** is desirous of publishing all the information possible about the war work of Canadian 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., etc., in these columns, which would prove of interest to us. We should be glad to be favored in this respect.

**Canadian Railway Troops Work.** A London, Eng., railroadman says: "Canadian Railways troops working under machine gun fire, within 600 ft. of the Hun lines, have removed nearly 20 miles of standard rail and track which is being used for a new railway line. In the fresh zone, Australians and Canadians worked together in reconstructing this. The Australian trains carried on successive roads while each it possible for the Canadians to lay way. Troops worked at this line which previously had been for some time held by the front of the German pickets, owing to the British line having been forced back. Each night the Canadians quietly landed off hundreds of rails, the Australians machine striking out against the Hun machine gun nest. The Canadian Railways Troops were in the heavy fighting in the northern sector, and gained special mention in French orders.

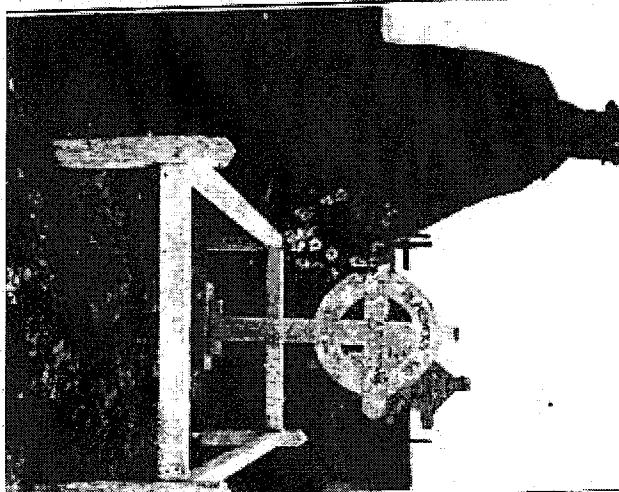
One of the most noted French generals issued the following order—I wish to express my appreciation and admiration of the splendid way in which ammunition was brought to our guns, and the rapidity with which the rail lines were repaired and new ones constructed.

### PERSONAL NOTES.

**Lieut. F. X. Amoss, Canadian Railway Troops**, who was awarded the Military Cross recently, was in charge of a party engaged on railway work, which suffered severe casualties during an enemy bombardment. After bringing his wounded men back to a place of safety, he found that one man was missing. He went back through intense shell fire, found the man, who was unable to move, and conveyed him to safety. His good judgment and cool behavior saved many casualties.

Wm. M. Armstrong, formerly Laromar-

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gnsished Service Order. He completed two bridges in 10 hours, under heavy shelling and bombing, and superintended the withdrawal of large quantities of rail, wagons, material across a river, shoveling sand and dash in a most difficult situation. F. D. Burpee, Superintendent, Canadian Electric Ry., who was granted extended leave of absence, for military service, and was sent overseas towards the end of May, by the Canadian Parliament, subsequently returned to his post, having been promoted to No. 3 Company, R.C.M.P. Major Anson, promoted to No. 3 Company, R.C.M.P., in order to get to France, and was sent overseas towards the end of May, by the Canadian Parliament, subsequently returned to his post, having been promoted to acting captain. Capt. Michael Chapman, M.A., reported recently as killed in action in France, was at one time President of Canadian and Walker Ltd., electrical engineers, Toronto, and prior to that was in China, Canada, Germany, Italy, etc.

F. E. Jackson, formerly Chief Dispatcher, Canadian Government Railways, Graham, Ont., is serving in France with the Canadian Railway Construction Corps. Lieut. H. Kennedy, of the Canadian Railways, was awarded the Military Cross recently for conspicuous gallantry and devotion to duty, in repairing a railway track in spite of very heavy barrage, which broke the track afresh in many places. The work took six hours to complete, during which he was twice broken up by shells and partially buried. Lt.-Col. W. B. Kingsmill of Saunders, Torrane and Kingsmill, Toronto, soldier, reported wounded recently, is a son of Mrs. Michigan Central Rd., who went overseas in command of the 123rd Battalion from Toronto, has been given the Distinguished Service Order.

Lt.-Col. D. E. MacIntyre, D.S.O., M.C., reported wounded recently, is a son of the late Mr. F. MacIntyre, railway contractor, and prior to enlisting was in the service, engaged on construction on western lines. He went overseas with a Saskatchewan regiment in 1915, and was awarded the Distinguished Service Order in March, 1916, and the Military Cross in Nov., 1916. He was in command of a party, who, in the earlier stages of the war, went out on a wire cutting expedition with blackened faces, which is mentioned as one of the earliest uses of camouflage in the war.

Capt. Clarence Marpole, who left Canada with the 23rd Railway Construction Corps in 1915, and was later transferred to the 3rd Canadian Railway Transport in France, returned to British Columbia early in June on a short furlough.

Lt.-Col. L. T. Martin, D.S.O., who was mentioned in dispatches recently, commands the 7th Canadian Railway Troops. Prior to the war, he was in with railway

in the northern sector, and genera spare no mention in French orders.

One of the most noted French officers issued the following order:—*"I wish to express my appreciation and admiration of the splendid way in which ammunition was brought to our guns, and the rapidity with which the old lines were repaired, and new ones constructed."*

#### PERSONAL NOTES.

Lieut. F. X. Amato, Canadian Railway Troops, who was awarded the Military Cross recently, was in charge of a party engaged on railway work, which suffered severe casualties during an enemy bombardment. After bringing his wounded men back to a place of safety, he found that one man was missing. He went back through intense shell fire, found the man, who was unable to move, and conveyed him to safety. His good judgement and cool behaviour saved many casualties.

Wm. M. Armstrong, formerly Locomotive Fireman, Canadian Northern Ry., Edmonton, Alta., and later at Port Mann, B.C., who enlisted with the Canadian R.A.F.C., who enlisted with the Canadian R.A.F.C.,

Lieut. J. Bourke, Canadian Railway Troops, who was decorated with the Military Cross, recently, was engaged on urgent railway construction, and so encouraged his men by his splendid example, that the work was completed under heavy shell fire. On one occasion, during a heavy bombardment, after ordering his men back to a safer place, he found that two men were missing, and at once went back through intense shell fire, found the men, who were suffering from shock, and brought them to safety, showing great coolness and resource.

D. M. Brown, at present on active service overseas, and who has been elected an associate member of the Engineering Institute of Canada, was, from 1906 to 1913, in Grand Trunk Pacific Ry. service, and from 1913 to 1916 with the Edmonton, Dunvegan & British Columbia Ry. Major Maurice Burbank, Canadian Railway Troops, has been given the Distin-

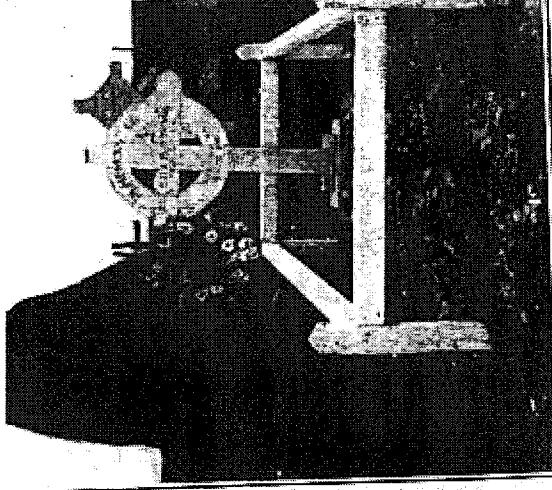
trictor, and prior to enlisting was in C.P.R. service, being engaged on construction on western lines. He went overseas with a Saskatchewan regiment in 1915, and was awarded the Distinguished Service Order in Mar., 1916, and the Military Cross in Nov., 1916. He was in command of a party, who, in the earlier stages of the war, went out on a wire cutting expedition with blackened faces, which is mentioned as one of the earliest uses of camouflage in the war.

Capt. Clarence Marples, who left Canada with the 23rd Railway Construction Corps in 1915, and was later transferred to the 3rd Canadian Railway Transport in France, returned to British Columbia early in June on a short furlough.

Lt.-Col. L. T. Martin, D.S.O., who was mentioned in dispatches recently, commands the 7th Canadian Railway Troops. Prior to the war he was in with railway construction work, as a partner in O'Brien and Martin, and is a director of Great Lakes Dredging Co., Thunder Bay Contracting Co., Port Arthur, Ont., and Keely's Construction Co., Montreal. He was born at Arnprior, Ont., June 17, 1884, and in 1901 was instrument man on the Timiskaming and Northern Ontario Ry., North Bay, Ont., 1906, Resident Engineer, same road, Englehart, Ont.; 1906 to 1911 contracting on the National Transcontinental Ry.

Lt.-Col. E. McDonald, General Baggage Agent Canadian Government Railways and Grand Trunk Pacific Ry., Winnipeg, has enlisted for overseas military service. Lt.-Col. C. H. Mitchell, C.M.G., D.S.O., of Toronto, who has won great distinction in the intelligence branch on the western front, and who was appointed to the British staff on the Italian front towards the end of 1917, has been made a Companion of the Bath, for services in Italy.

Lieut. Bernard Moberty, of the Canadian Railway Construction Corps, and son of Frank Moberty, M.C.S.C.E., Bayrie, Ont., is reported missing since Mar. 25. Major Leslie Mower, Canadian Rail-



Lieut. H. S. Richardson, British Ex-Resident Forces (formerly Superintendent, Canadian Government Railways, Fort William, Ont.), placing a wreath on the grave of Lieut. H. A. Horrocks, 12th Field Company, Canadian Engineers in Pajuwaon, Military Cemetery, Athene, France, Nov. 25, 1917, on the first anniversary of the latter's death.

Norman P. Dalziel, formerly Assistant Controller, Canadian Northern Ry., who has been with the Imperial Munitions Board at Ottawa, since early in the war, has been made an officer of the Order of the British Empire.

D. N. Gill, hitherto Purchasing Agent, Ottawa Electric Ry., Ottawa, Ont., is training at Niagara camp, Ont., preparatory to going overseas to join the Canadian Railway Troops.

Lieut.-Col. J. A. Hutchinson, who has been appointed Consulting Surgeon, Canadian Army Medical Corps, in London, Eng., is Chief Medical Officer of the G.T. Ry. He has been overseas since 1916, and was, for some time, attached to No. 1 Canadian General Hospital at Etaples, France, as Consulting Surgeon. In the same year he was appointed acting Com-

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

**Timiskaming & Northern Ontario Railwaysmen's Patriotic Association**—Up to Mar. 31, \$8,367.45 had been contributed to the Red Cross and Patriotic funds, exclusive of contributions by members of the commission.

### PERSONAL NOTES.

**Lieut. H. D. Brydone-Jack**, Vancouver, B.C., who has been awarded the Military Cross, was formerly on survey work on C.P.R. western lines.

**Lieut. A. G. Bonar**, Canadian Railway Troops, has been awarded the Military Cross. When the enemy had penetrated the line, he rallied his men and led them forward again to the original line, which, despite the intense shell and machine gun fire, the company maintained, although both its flanks were exposed. When the order to withdraw had been given, he assisted in carrying away a wounded non-commissioned officer under extremely heavy fire. His marked courage and gallantry, and his untiring devotion to duty, contributed greatly in holding up the enemy's advance.

**E. W. Camp**, son of W. J. Camp, Assistant Manager of Telegraphs, C.P.R., Montreal, has been given a commission as Second Lieutenant in the Canadian Engineers, and assigned to overseas service. Lieut. F. P. Camp, another son, is an instructor in Engineers' camp in England.

**Lt.-Col. F. F. Clarke**, commanding the Canadian Railway Troops, who, prior to entering the army, was Chief Surveyor, Canadian Northern Ry., at Toronto, is referred to in a London, Eng., cablegram of July 27, as follows:—"Singular testimony as to how Canadian railway troops can fight as well as build railways is given in a story regarding the conferment of a bar to the Distinguished Service Order, possessed by Lt.-Col. Frederick Fieldhouse Clarke, of Toronto. In an attack lasting four days, he organized 16 Lewis guns from his battalion, making all arrangements for munitions to be brought on his own lorries. This unit was entirely self-contained. It is officially stated that "The promptitude and acuity with which they responded to the call for volunteers, and the splendid manner in which the defence was organized, and the coolness and enthusiasm displayed by all ranks, were largely due to the courage and inspiring example of the fine leader-

Katchewan District, C.P.R., Saskatoon. He took an officer's training course at Regina, early in 1917, and recruited a company of reinforcements for the P.P.C.L.I., and subsequently went overseas with them.

**Capt. J. E. Finlay**, Canadian Railway Troops, has been awarded the Military Cross. He organized and carried out an urgent piece of work under most difficult conditions, working for two days and nights without rest until it was completed. On the following morning, when the enemy was advancing, he showed great coolness in evacuating all his men under heavy shell fire.

**Major Chas. Philp, R.A.Sc., 4th Battalion, Canadian Railway Troops**, formerly Resident Engineer, C.P.R., Edmonton, Alta., who has received two promotions, has been awarded the Croix de Guerre for gallant and distinguished service.

**Capt. R. D. Gabraith**, Canadian Railway Troops, has been awarded the Military Cross. On finding that the troops of other units on his right flank had withdrawn, he brought his company out in good order to a support trench, 50 yards in the rear. Going forward himself with a machine gun to his old position, he inflicted very heavy casualties on the enemy. Having expended all the available ammunition, he withdrew his men again to a comparatively sheltered position, where he reorganized and reinforced his company with men of other units, and moved it forward to his first position, and maintained it until relieved. His personal example, great courage, and devotion to duty, had a most inspiring effect on all ranks.

**Acting Lieut.-Col. H. F. H. Hertzberg, D.S.O., M.C.**, has been gazetted as Temporary Lieutenant-Colonel. He is a son of A. L. Hertzberg, Engineer, Ontario District, C.P.R., Toronto.

**Major James Hesketh** of the Canadian Railway Troops, was decorated with the Distinguished Service Order and the Military Cross, at an investiture at Buckingham Palace, July 9.

**Lieut. A. W. Holt**, Canadian Railway Troops, has been awarded the Military Cross. During an enemy attack, he was detailed with a small party to keep forward light railways open for traffic. He kept the lines in operation under heavy shell fire until he was almost surrounded.

**Capt. Clarence M. Marple**, whose return on leave in June, was mentioned in our last issue, died at Vancouver, B.C., July 16, aged 38, following an operation for the removal of an abscess. He left Canada in 1915, with the 239th Railway Construction Corps and was later transferred to the 3rd Canadian Railway Troops, in France. Prior to going overseas, he was in business in Vancouver, a son of R. Marpole, General Executive Assistant, C.P.R., Vancouver, B.C.

**Col. G. P. Murphy**, of the Canadian Army Service Corps, and President, Ottawa Transportation Co., has been made a Commander of the Order of St. Michael and St. George.

**Lieut. R. S. Richardson**, 13th Light Railway Operating Co., R.F.E., formerly Canadian Government Superintendent, Railways, Fort William, Ont., writing from France early in June, said: "We have moved several times recently and have been acting in different capacities of our arrival in France. We are delighted. We are tracking once more and will soon be operating again. I am confident that once the U.S. troops get going in full swing with us the situation will change very rapidly. June 6 was the anniversary of our arrival in France. We celebrated the day by service in the morning and by base ball, a tug of war and a tent pegging exhibition by the Fort Garry Horse in the afternoon. Their officers and men being our guests. We had about 500 Canadians in the field."

**Major William Sharp**, Canadian Rail-way Troops, received the Military Cross at an investiture by the King, July 9.

**W. L. Stone**, formerly agent, C.P.R. Telegraphs, Edmonton, Alta., has been appointed to Y.M.C.A. work under the U.S. Army, and went overseas early in July.

**J. C. K. Stuart**, formerly on the Mount Royal Tunnel & Terminal Co.'s engineering staff at Montreal, has received a commission in the Royal Engineers.

**E. D. Toye**, formerly Division Storekeeper, Canadian Northern Ry., Trenton, Ont., who went overseas toward the end of 1916, as Quartermaster-Sergeant, No. 1 Construction Battalion, has been gazetted a Lieutenant in the Royal Engineers.

July  
1918

to entering the Canadian Northern Ry., at Toronto, is referred to in a London, Eng., cablegram of July 27, as follows:—"Singular testimony as to how Canadian railway troops can fight as well as build railways is given in a story regarding the conferment of a bar to the Distinguished Service Order, possessed by Lt.-Col. Frederick Fieldhouse Clarke, of Toronto. In an attack lasting four days, he organized 16 Lewis guns from his battalion, making all arrangements for munitions to be brought on his own lorries. This unit was entirely self-contained. It is officially stated that 'The promptitude and alacrity with which they responded to the call for volunteers, and the splendid manner in which the defence was organized, and the coolness and enthusiasm displayed by all ranks, were largely due to the courage and inspiring example of the fine leadership of the commanding officer.'

Lieut. E. W. DuVal, who has been reported as killed in action, was born at Toledo, Ohio, June 5, 1885, and entered railway service, July 1, 1902, since when he has been, to June 1, 1905, in Superintendent's office, Canadian Northern Ry., Winnipeg, and at Port Arthur, Ont.; June 1, 1905, to Jan. 2, 1911, successively, secretary to General Superintendent, Central Division, C.P.R., Winnipeg; chief clerk to Superintendent, District 2, Central Division, C.P.R., Winnipeg; assistant chief clerk to General Superintendent, Central Division, C.P.R., Winnipeg; chief clerk to General Superintendent, Western Division, C.P.R., Calgary, Alta.; chief clerk to Assistant General Manager, and, later, to General Manager, Western Lines, C.P.R., Winnipeg; Trainmaster, C.P.R. Terminals, Calgary, Alta.; Jan. 2, 1911, to Apr. 6, 1912, Superintendent, District 1, Saskatchewan Division, C.P.R., Moose Jaw; Apr. 6, 1912, to May, 1913, Superintendent, District 4, Manitoba Division, C.P.R., St. Boniface; May, 1913, to Feb., 1917,

maintained it until relieved, this performance, great courage, and devotion to duty had a most inspiring effect on all ranks.

Acting Lieut.-Col. H. F. H. Hertzberg, D.S.O., M.C., has been gazetted as Temporary Lieutenant-Colonel. He is a son of A. L. Hertzberg, Engineer, Ontario District, C.P.R., Toronto.

Major James Heesketh of the Canadian Railway Troops, was decorated with the Distinguished Service Order and the Military Cross, at an investiture at Buckingham Palace, July 9.

Lieut. A. W. Bott, Canadian Railway Troops, has been awarded the Military Cross. During an enemy attack, he was detailed with a small party to keep forward light railways open for traffic. He kept the lines in operation under heavy shell fire until he was almost surrounded, and then skilfully withdrew his men without casualties. By his coolness and determination he saved a large quantity of ammunition and valuable material.

Lieut. C. E. Knox, who was mentioned in dispatches by Field Marshall Sir Douglas Haig recently, is a son of R. R. Knox, Traffic Superintendent, Winnipeg Electric Ry. He left Canada with the 101st Battalion, and is now with the 16th Canadian Scottish, and has been in France for two years. Prior to entering military service he was chief clerk to his father in W.E.R. service.

Lieutenant L. Lanigan, of the Royal Air Force, reported killed in an airplane accident in England, July 12, was son of W. B. Lanigan, Assistant Freight Traffic Manager, C.P.R., Winnipeg.

Major T. A. Loudon, B.A.Sc., formerly of the Engineering Faculty, Toronto University, and of James, Loudon & Hertzberg, engineers, Toronto, has returned from the front, having been invalided in January. He was mentioned in dis-

afternoon, their officers and men being our guests. We had about 500 Canadians in the field."

Major William Sharp, Canadian Railway Troops, received the Military Cross at an investiture by the King, July 9.

W. L. Stone, formerly agent, C.P.R. Telegraphs, Edmonton, Alta., has been appointed to Y.M.C.A. work under the U.S. Army, and went overseas early in July.

J. C. K. Stuart, formerly on the Mount Royal Tunnel & Terminal Co.'s engineering staff at Montreal, has received a commission in the Royal Engineers.

E. D. Toye, formerly Division Storekeeper, Canadian Northern Ry., Trenton, Ont., who went overseas toward the end of 1916, as Quartermaster-Sergeant, No. 1 Construction Battalion, has been gazetted as a temporary lieutenant in the Canadian Militia, whilst serving with the Canadian Expeditionary Force, dating from Nov. 30, 1916.

Company Q.M.S. J. Watson, Canadian Railway Troops, has been awarded the distinguished conduct medal. During a withdrawal he succeeded in removing all the stores and equipment of his company, under an intense bombardment. On the following day, when rations were urgently needed, he went to a ration dump which was under heavy shell fire, and obtained the necessary supplies. On another occasion, he volunteered to remain behind and endeavor to save stores and equipment under heavy fire. He showed splendid coolness and resource.

W. Russell Way, B.Sc., son of W. B. Way, Superintendent, District 2, Transcontinental Division, Canadian Government Railways, Cochrane, Ont., has been given a commission as lieutenant in the Canadian Engineers, and is attached to the Canadian Engineers' training depot at St. John's, Que.

JULY 1918

## 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 Canadian transportation men, engineers, etc., and invites its readers to send in information 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.

**Canadian Railway Troops' Work.**—The Roman Catholic Bishop of London, Ont. (M. P. Fallon), who has been visiting the British western front, is reported to have said, in an interview in London, Eng.:—"In the matter of transportation Canada has secured a decided triumph. This is particularly the case with regard to her railways and her system of tramways. In rapid and effective construction, our railway troops are unequalled, and to them is due very much of the credit for the rapid and constant provision of all the supplies needed by the men in the trenches."

**Track Making at the Front.**—The Toronto *Globe* says:—"The Canadian railway men have done great work at the front, but it is the Germans who are making tracks just now."

The Timiskaming & Northern Ontario Railway men's Patriotic Association had contributed \$84,436.86 to the Canadian Red Cross and Canadian Patriotic Fund, up to Apr. 30.

ver Pilotage Authority is on leave in Vancouver, having been in the Royal Navy since the outbreak of war.

Brigadier General A. C. Joly de Lotbiniere, C.I.E., has been gazetted Chief Engineer in the Imperial Army. He was born at Quebec, Que., and educated at L'Annoxville, Que., and at the Royal Military College, Kingston, Ont.

Capt. C. S. L. Hertzberg, A.M.E.I.C., who was invalided from the front some

hydro electric power installation on the River Shelaum in Kashmir, which supplied power for the operation of the Abbottabad Srinagar R.Y. for dredging the River Shalaum in Kashmir and for industrial purposes in Kashmir and the Punjab.

Capt. C. S. L. Hertzberg, A.M.E.I.C.,

who was invalided from the front some



In a locomotive yard on the British Western Front in France. Crown copyright reserved. Photograph loaned by C.P.R. British official photograph.



September  
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Lieut. W. L. Lanigan, Royal Air Force, whose death in an airplane accident in England was announced in our last issue. He was son of A. L. Hertzberg, M.E.I.C., Engineer, Ontario District, C.P.R., Toronto.

months ago, and has since held positions at the Spadina Military Hospital and the District Depot, Toronto, and has been transferred to the Canadian Engineers' office at Toronto. Military headquarters is a son of A. L. Hertzberg, M.E.I.C., Engineer, Ontario District, C.P.R., Toronto.

Lieut. W. L. Lanigan, Royal Air Force,

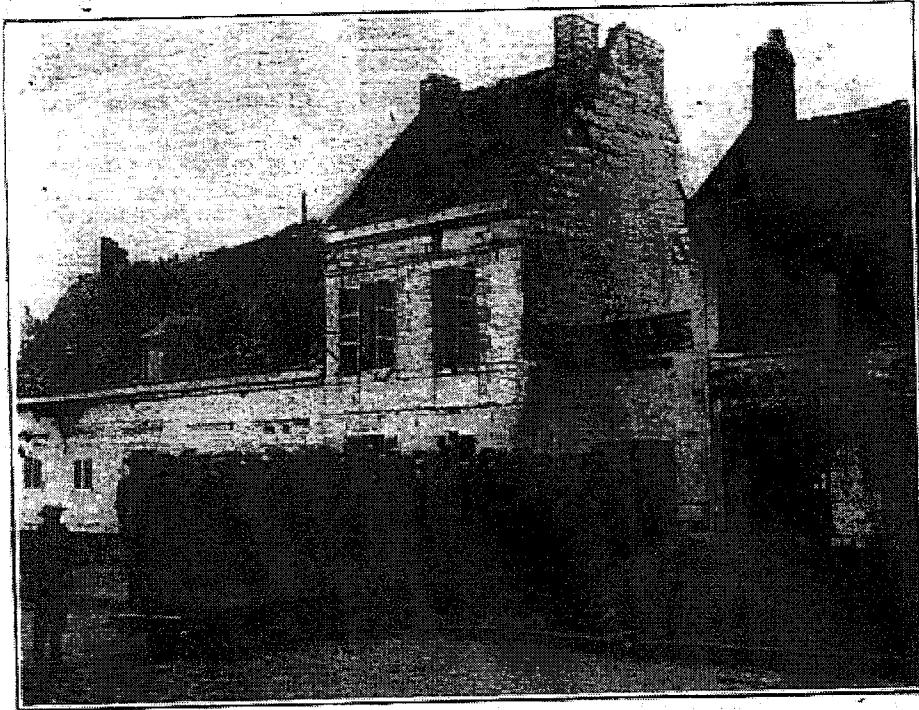
whose death in an airplane accident in

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He was son of A. L. Hertzberg, M.E.I.C.,

Tailwaymen's Patriotic Association had contributed \$89,438.86 to the Canadian Red Cross and Canadian Patriotic Fund up to Apr. 30.

In a locomotive yard on the British Western Front in France. British official photograph. Crown copyright reserved. Photograph loaned by C.P.R.



A short cut to the front line on the British Western Front in France. A light railway running through a house. British official photograph. Crown copyright reserved. Photograph loaned by C.P.R.

#### PERSONAL NOTES.

Lieut.-Col. T. V. Anderson, D.S.O., who has been gazetted commandant of the Engineers' Training Corps, Seaforth, Eng., with the title of Assistant Director of Signals, is a son of Col. W. P. Anderson, C.M.G., Chief Engineer, Dominion Marine Department.

Capt. F. W. Evans, R.N.R., a former commander of one of the Canadian Pacific Ocean Services' steamships on the Pacific Ocean, and also a member of the Vancouver

military College, Kingston, Ont., graduating in 1883, and receiving a commission in the Royal Engineers in 1886. Prior to the present war, his service has been chiefly in India, where he proposed and carried out the first large hydro electric transmission power scheme in the East, viz., the Cauvery Falls transmission to the Kolar goldfields in Mysore, which was, for some time, the longest power transmission line in the world. He was also engaged on the construction of the large

months ago, and has since held positions at the Spadina Military Hospital and the District Depot, Toronto, and has been transferred to the Canadian Engineers' office at Toronto. Military headquarters, is a son of A. L. Hertzberg, M.E.I.C., Engineer, Ontario District, C.P.R., Toronto.

Lieut. W. L. Lanigan, Royal Air Force, whose death in an airplane accident in England was announced in our last issue, was son of W. B. Lanigan, Assistant Freight Traffic Manager, C.P.R., Winnipeg. The funeral took place July 16, and was attended by A. V. Clark, Secretary to European Manager, C.P.R., London, Eng.

Lieut. Robt. Luxton, Canadian Railway Troops, has been awarded the Military Cross. While on a battery being subjected to heavy enemy fire, he observed an enemy shell hit one of the dugouts near the battery. He and two sappers thereupon volunteered their services and went out and dressed the wounds of one man, whom this officer got away to the dressing station on a lorry. After working tirelessly for half an hour, he succeeded in extricating two noncommissioned officers and two men belonging to the battery, who had been buried beneath the debris. Though this splendid and gallant work of rescue was carried out under a heavy and harassing fire, the rescuers acted throughout with an utter disregard of their personal safety, and their conduct was worthy of the highest praise.

Capt. Malcolm A. McKechnie, No. 6 Field Ambulance, reported killed in action, Aug. 8, was formerly a physician for the Canadian Northern Ry., and went overseas from Winnipeg with the Cameron Highlanders.

Lieut. T. C. Martin, R.A.F., who was reported missing on Aug. 10, is son of G. C. Martin, General Traffic Manager, Toronto, Hamilton & Buffalo Ry., Hamilton, Ont.

September 1918

## 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 Canadian 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.

**Canadian Railway Troops.**—General orders have been issued giving authority for the organization as a unit of the Canadian Expeditionary Force, part of the active militia, of the Corps of Canadian Railway Troops, and such unit is placed on active service from the date of its organization, June 5, 1916. The estab-

lion, since when he has seen considerable service in France, has been given an Imperial commission in the Sennar Highlanders.

Lieut. H. N. Darling, Toronto, Canadian Railway Troops, has been awarded the Military Cross. The pipe line supplying the water tanks from which the locomotives were filled was broken by shell fire. He returned with a noncommissioned officer and several men, under very heavy shell fire, and repaired the pipe line, thus enabling the locomotives to get away before the enemy's arrival. Throughout subsequent operations he displayed the greatest coolness and courage, and set a splendid example to all ranks.

Lieut.-Col. J. S. Dennis, Chief Commissioner of Colonization and Development,

Cross. On the leading tractor of a train, comprising two other tractors and 11 empty cars, becoming derailed, and thus preventing the salvage of the rest of the train, he immediately organized a party and proceeded to the point of derailment through a very heavy gas barrage, but owing to lack of appliances he could not re-rail the tractor. Having, however, cut the track on each side of the tractor and made a loop round it, he was able to get the rest of the train to proceed, although later its passage was again obstructed by a wrecked train, the damaged cars of which were cleared away successfully. By his ingenuity and gallant conduct he undoubtedly saved the tractors and the cars.

Capt. J. G. McCull, who was awarded

the Military Cross recently, was formerly

in Canadian Northern Ry. service at Edi-

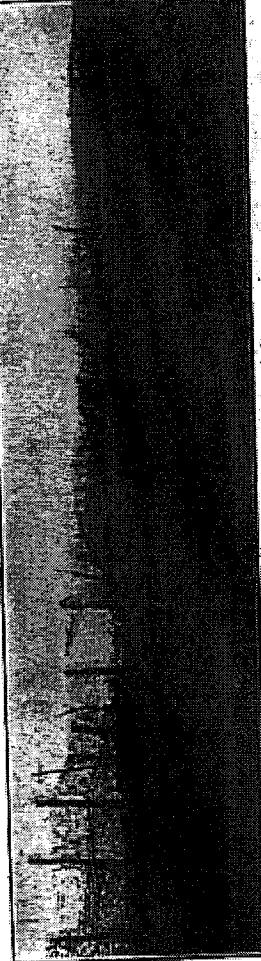
monton, Alta.

Sergt. A. E. Moore, who, prior to enlisting in the Canadian Expeditionary Force, was engaged in the Canadian Northern Ry. shops at Winnipeg, is reported to have been wounded in action for the second time.

Lieut. C. E. Peers, reported killed in action recently, was formerly Assistant Engineer, Sault Ste. Marie Canal. He left Canada on overseas service in 1916.

Lieut.-Col. S. L. Penhorwood, of the Forestry Services, was a guest of the King and Queen at Windsor, Eng., Sept. 22. He was formerly Manager, New Ontario Dock Co., Sault Ste. Marie, Ont., and prior to the war, was officer commanding the 61st Sault Ste. Marie Rifles. After the outbreak of war, he was selected to organize the Northern Battalion from the Algoma, Nipissing and Timiskaming Districts.

Lieut. E. V. Power, reported killed in



A Canadian light railway train passing through countryside near Lees. From Canadian official photo. Copyright reserved.

C.P.R. Montreal, who is announced to have been made a Companion of the Order of St. Michael and St. George, in connection with war mission work, which he carried out in the western states recently, is also announced to have been specially employed and attached to the staff of the Canadian Expeditionary Force in Siberia.

Establishment in Canada of the depot, which was heretofore known as the Railway Construction Depot, Military District No. 2, and which was originally organized as a forestry depot, will be as laid down for a depot battalion with a strength of a headquarters and four companies. Authority has been granted for the disbandment of the Canadian Railway Construction Corps, created Mar. 5, 1915, and organized July 1, 1915.

The Timiskaming & Northern Ontario Patriotic Association, up

October  
1918



Northern Ry. shops as "number one" reported to have been wounded in action for the second time.

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Lieut. E. V. Power, reported killed in

A Canadian light railway train passing through cannister near Laota. From Canadian official photograph. Copyright reserved.

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The Canadian Minister of Militia, Major General Morley, addressing a Canadian tramway corps near the western front. From Canadian official photograph. Copyright reserved.

Lieut. C. W. W. Field, who joined the U.S. Army in May, 1917, and who has been killed in action, was formerly City Central Railway Construction Corps, Canadian Railway Construction Corps, now residing in California.

Lieut. G. I. Price, St. John, N.B., Canadian Railway Construction Corps, has been awarded the Military Cross. While acting as liaison officer with four pieces of railway mounted artillery throughout his working efforts and skill all pieces were removed without loss or damage. The shell fire, and was repaired as required.

Lieut. W. J. Riley, Victoria, B.C., Canadian Railway Troops, who had previously been given the military medal, has been awarded the Military Cross for conspicuous gallantry and devotion to duty in all his efforts to keep the line open and the supply of ammunition ensured.

Lieut. M. Helyer, Canadian Railway Troops, has been awarded the Military Cross, and in saving a locomotive which

lithium in Canada of the depot, which was heretofore known as the Railway Construction Depot, Military District No. 2, and which was originally organized as a forestry depot, will be as laid down for a depot battalion with a strength of a headquarters and four companies. Authority has been granted for the disbandment of the Canadian Railway Construction Corps, created Mar. 6, 1916, and organized July 1, 1915.

The Timiskaming & Northern Ontario Railways' Patriotic Association, up to the last report had contributed \$90,619.58 to the Canadian Red Cross and Canadian Patriotic Funds.

#### PERSONAL NOTES.

Lieut. R. J. Bachthus, 29th Vancouver Battalion, who has been reported killed in action, was formerly assistant to Freight Agent, Grand Trunk Pacific Ry. Victoria, B.C., and afterwards purser on the G.T.P. Coast Steamship Co. s.s. Prince Rupert.

Capt. S. M. Bosworth, mentioned in dispatches recently, is son of G. M. Bosworth, Chairman, Canadian Pacific Ocean Services Ltd., Montreal.

Lieut. J. Boyd, Montreal, Canadian Overseas Railway Construction Corps, has been awarded the Military Cross for conspicuous gallantry and devotion to duty, in maintaining track until all guns and rolling stock had been removed. Under heavy fire, and being cut off, he took his party across country and back to his company. Later, when in charge of a demolition party, he destroyed all structures and track, sometimes when the enemy was close on him. He was wounded, but completed his duties before reporting for medical attention.

Private J. R. Bryant, who was reported recently as wounded in action, was formerly in the Stores Department, Canadian Northern Ry., Saskatoon, Sask.

W. J. Christie, formerly Travelling Auditor, Grand Trunk Pacific Ry., Edmonton, Alta., who went overseas as a sergeant in the 202nd (Sportsmen's) Battal-

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would have fallen into enemy hands. A number of breaks had to be repaired, and one part of the journey the locomotive had to be taken over an 8 in. break in the rails. In spite of heavy machine gun and rifle fire, he was successful and the locomotive was then used to haul a trainload of material. He showed great courage under very trying conditions.

Lieut. Edward Slattery, holder of the distinguished conduct medal, and the military medal with two bars, who was killed in action, Aug. 30, was, before enlisting, engaged as a car cleaner in the C.P.R. Glen Yard, Montreal. He enlisted as a private, and received the military medal for bravery in July, 1917, two bars being added for his work during the Vimy Ridge encounters. The distinguished conduct medal was awarded in Aug., 1917, and he was promoted to lieutenant on the field, in April, 1918.

Lieut. E. G. Stevenson, St. John, N.B., Canadian Railway Troops, has been awarded the Military Cross for conspicuous gallantry and devotion to duty in an attempt to save two 12 in. railway howitzers. The track behind the guns had been broken and the breaks had to be repaired. This was accomplished under heavy shell fire, and the guns pushed for half a mile by hand. It was only when the shelling and machine gun fire became intense, and the infantry had to take up another position behind the guns, that the attempt had to be abandoned.

Brigadier-General J. W. Stewart, of Foley, Welch & Stewart, railway contractors, who has been associated throughout the war with the work of the Canadian Railway Troops, is mentioned as likely to be appointed Director of the whole transportation system in France and Flanders. In speaking of him recently, the Dominion Minister of Militia paid special tribute to the work for which he is responsible.

Private J. H. Summerbell, reported recently as wounded in action, was formerly in the Engineering Department, Canadian Northern Ry., Toronto.

Lieut. C. W. Switzer, Montreal, Canadian Overseas Railway Construction Corps, seconded to Railway Construction Engineers, has been awarded the Military Cross. He received an order for the demolition of structures with a time limit,

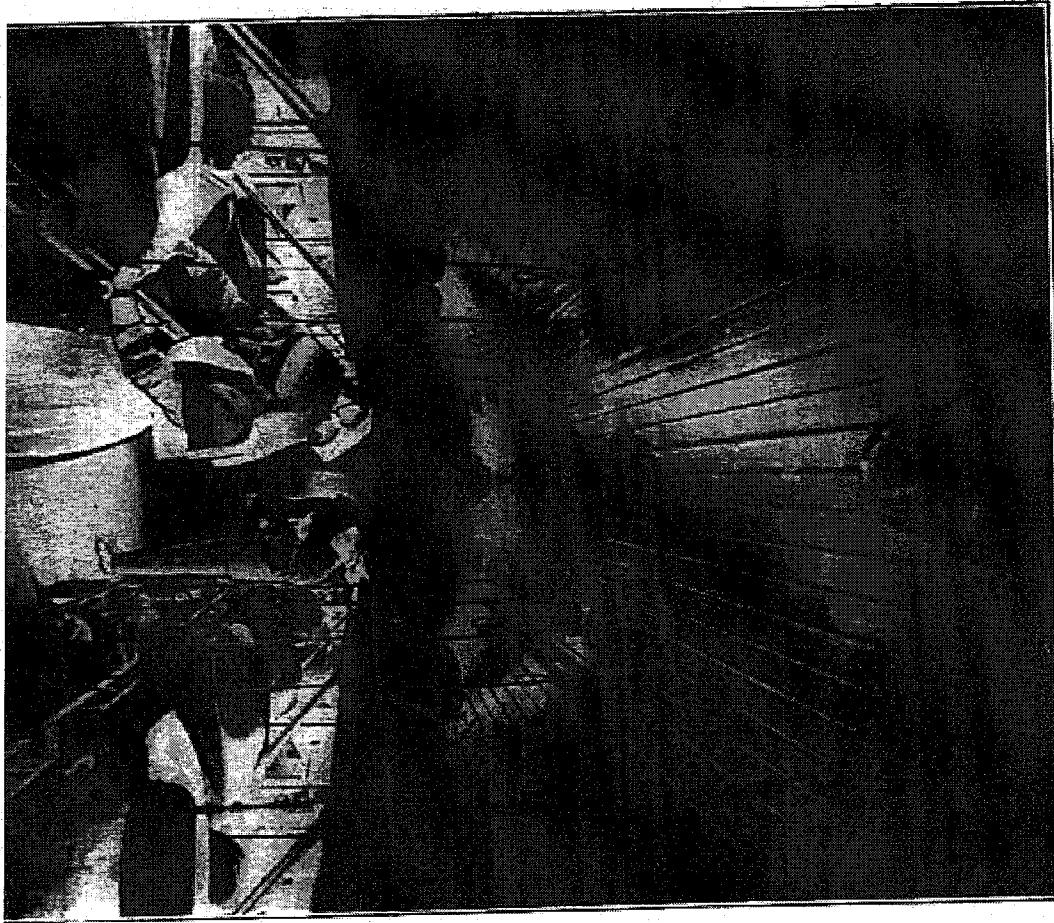
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## Canadian Transportation Men, Engineers, Etc. in the War.



Demobilization of Railway Troops.—The first step in regard to demobilization and the placing of soldiers back in civilian employment is reported to have been taken by the Militia Department. An order has been sent to every military district requesting the authorities to furnish information at once as to the number of men now attached to railway battalions.

High tribute to the railway workers at the front. He said that if ever heroes deserved to be sung of it was the railway men. The latter were equal in heroism to any other body who served in the war. They built their lines right up to the front. They distained danger. The engineers did things in the way of construction, which for speed and daring had

acceptance of hardship—all this was very fine, indeed.

The Timiskaming & Northern Ontario Railways' Patriotic Association, to July 31, had contributed \$12,443 to the Red Cross Society and the Canadian Patriotic Association.

### PERSONAL NOTES.

Sergeant L. Creighton, reported admitted to the General Hospital, Boulogne, France, Oct. 12, with gunshot wound in the knee, and K. Creighton, reported wounded, Oct. 10, are sons of H. Creighton, Superintendent, Grand Trunk Press Co., St. John, N.B.

Lieutenant J. S. Flanagan, recently reported killed in action in France, entered C.F.R. service in the Passenger Department, London, Eng., in 1912. He enlisted in Dec. 1914, and was given a commission in the 3rd County of London Regiment, Nov., 1915.

Private R. C. Morland, King's Liverpool Regiment, recently killed in action at Hindescourt, France, was 26 years old. He entered C.P.R. service in Liverpool, Eng., Apr. 15, 1907, and enlisted Feb. 1915. He was mentioned in despatches three times, and awarded the Military Medal.

Brigadier-General J. W. Stewart, D.S.O., formerly of Foley Bros., Welch & Stewart, railway contractors, Vancouver, B.C., who it was announced recently had been appointed to control the railway operations in France, has an apprenticeship friend in A. B. Cook, who has also been associated with railway bonding in Canada and elsewhere. While not, however, in all detail, the following statement indicates the manner of the man, whose work has received considerable praise from the authorities:—"Let me tell you of the case of Jack Stewart of Canada. He came out from the old country 30 years ago and worked for \$1 a day driving a team on a Canadian railroad. He got on in the world and in time amassed a fortune as a private. He got to France and where he saw the engineers of the French and British armies at work, it gave him the itch. There was too much red tape. It took a month to have a thing started let alone completed. To build a little bridge a bunch of European engineers would take weeks. Stewart asked leave to take

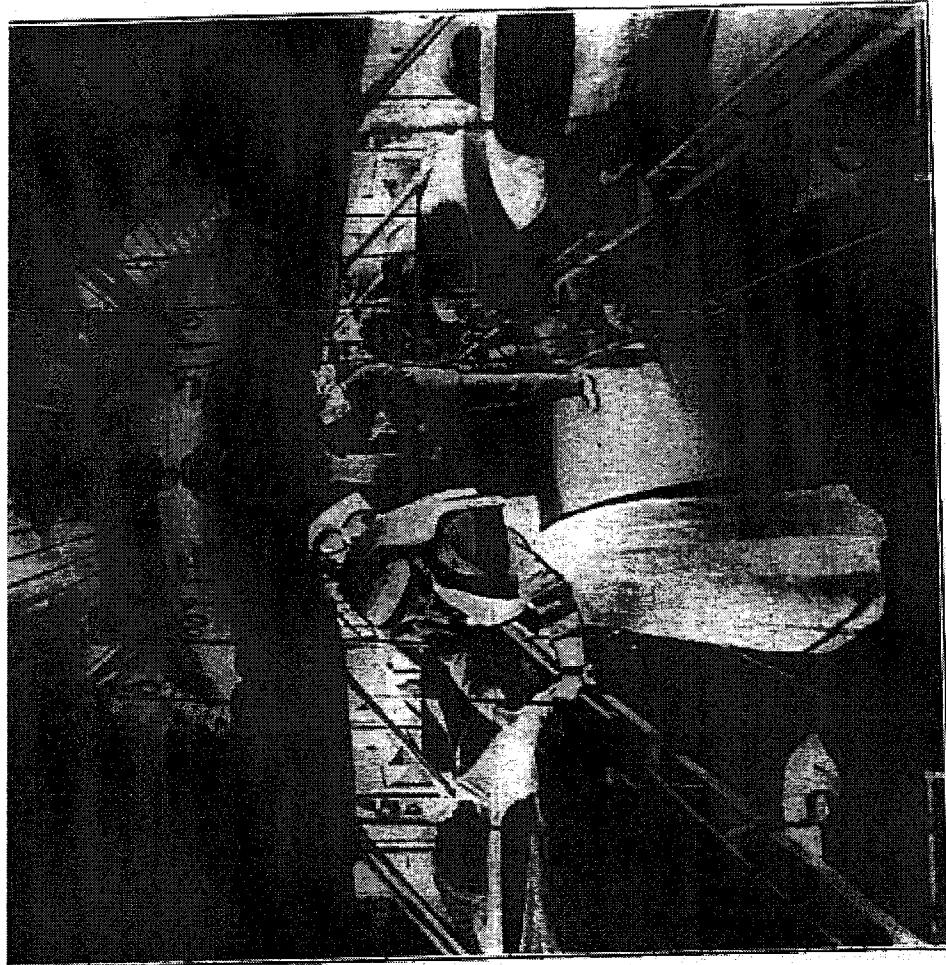
December  
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1910, five times, and awarded the Military

Medal.

Brigadier-General J. W. Stewart, D.S.O., formerly of Foley Bros., Welch & Stewart, railway contractors, Vancouver, B.C., who it was announced recently had been appointed to control the railway operations in France, has an appreciative friend in A. B. Cook, who has also been associated with railway building in Canada and elsewhere. While not accurate in all detail, the following statement indicates the manner of the man, whose work has received considerable praise from the authorities.—"Let me tell you of the case of Jack Stewart of Canada. He came out from the old country 30 years ago and worked for \$1 a day driving a team on a Canadian railroad. He got on in the world and in time amassed a fortune. The war broke out and Stewart enlisted as a private. He got to France and when he saw the engineers of the French and British armies at work, it gave him the itch. There was too much red ink. In took a month to have a thing started, let alone completed. To build a 50' bridge a bunch of European engineers would take weeks. Stewart asked leave to take a hand in some of the transport work. In time he gained this privilege and when a bit of a bridge was to be built, three weeks was the time given some British engineers. 'I'll do it in two days,' said Stewart, a volunteer. Stewart volunteered 1,400 Canadians, volunteers. They gave him his way and he built the bridge in a day and a half." He built the systems of light railways up to the front line. Before he went in, the Englishmen hauled wagons and guns by hand or by horses in the way their fathers did.

Stewart networked the front lines with light railways. He went in the hills of Canada and gathered together 4,000 rough-neck railway men, brungmen, axe-men and mule skinners, and they gave him full charge of the building of railways for all the allied armies. The allied forces never went ahead a hundred yards without being followed by a hundred yards over which Stewart made it possible to keep the front line supplied constantly with men, guns and food. This was what baffled the Germans more than anything else. They couldn't understand it, and never will understand it. The people of



Interior of a ward on a British ambulance train in France. Photograph taken by C.P.R.

British military experience. The who have actual railway experience. The military authorities understand thus of military authorities understand thus of their to mean that the railway troops will be demobilized first. The method adopted to reduce the strength of units locally will be to board all men and discharge those in the lower categories. In this changing the men of low categories preference will be shown towards the married men and the older men.

The Railway Troops Service.—Rev. J. H. Beatty, of the Canadian chaplain service, preaching in Montreal recently, paid a

visit to the front lines, the engineers in charge undertook. At the request of the fighting command, duties which it could not be supposed would ever be carried out—that is, the laying down of strategic railways on the instant, as it were. There would be a sudden need for this railway; and the engineers would do the impossible, and finish the job on time. The network of railways, right up to the lines, was something wonderful, and the endurance, the cheerful-ness of the men, their initiative, their

three times, and awarded the Military Medal.

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## 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 Canadian 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 would be glad to be favored in this respect.

I will only give the briefest of sum-  
maries based on the war diary of the  
Vimy Tramway Company for April—the Vimy  
show. In the first week, preparing for  
the advance on one section alone, 733  
trucks covered 2,260 miles and hauled a  
total tonnage of 4,154. Five petrol trac-  
tors and 400 mules were used, 4 and 5 on  
a train. It was a period of continuous  
construction, mules being employed over  
the new rail sections. Time and again  
the line was torn by shell fire and the re-  
pair work was carried on.

**Canadian Pacific Ry., Ontario** shipped \$500 to the Toronto and York County Patriotic Association, being their 24th contribution, and making the total paid to the fund \$21,225.

**Canadian Pacific Ocean Services** Ltd.—Employees.—Up to Oct. 31, 1917, some 420 of the company's employees had joined the army or the navy. One, Lieut. R. N. Smart of the s.s. Monmouth, has been awarded the V.C., the D.S.O. and a bar to the latter. The Distinguished Service Order has been conferred on Engineer-Commander J. Carmichael, chief officer of the s.s. Princess Margaret; Comman- der E. Outram of the s.s. Alsatian; Sec- ond Engineer J. Quine of the Pacific ser- vice; and Engineer-Commander R. Wil- son of the s.s. Alsatian. The Distinguised Service Cross has been awarded to Lieut. H. J. Ferguson, first officer of the

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Lieutenant Mearns has been awarded  
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received the Distinguished Conduct Med-  
al. A Russian decoration has been  
awarded to Engineer E. Gordon, of the  
Pacific service.

**Canadian Railway Troops.**—The importance of the work being done by troops in France is indicated by a brief report through the Militia Department on Dec. 21, which states that part of their work consists in extending light railway systems to enable ammunition to be carried up to new gun positions. When a advance of any distance is made, necessitating a change of gun positions, the railways have to be extended according to the light railway lines are frequently broken by hostile shell fire and

For forestry: Millwrights, sawmills, sawyers, setters, bog-mayers, dredgers, engineers, and engineers. No. 3 Section Skilled Railway Employees, recruited with headquarters at the Engineer Training Depot, St. Johns, Que. For the present the Railway Construction Depot is in Toronto, the Forestry Depot at Brockville, Ont., and the Engineers Depot at St. Johns, Que.

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Capt. Michael Chapman, British Grenadiers, who has been reported wounded was formerly of Chapman & Walker Contractors, etc., Toronto.

Capt. W. P. Hains, of the Canadian Pioneers, S.S. Manitoba, has been promoted to the rank of Captain. Services, etc.,

by means of his steel shrapnel helmet, as the heroic incident is recorded in the bald words of the war diary. Such in a sketchy form is the work of the tramways company, a fine service, the development of a decision reached by the Canadian Engineers in the salient in 1916, when it was decided to build tramways, and it was found that such an organization was necessary."

Recruiting for Railway Construction Corps, Engineers, etc.—A change has been made in the organization of the railway corps, the former units for

**PERSONAL NOTES.**

H. H. Adams, formerly General Manager, Toronto, Hamilton & Buffalo Ry.; Hamilton, Ont., is in France in command of a battalion of U. S. engineers. He was born at Detroit, Mich., Aug. 13, 1876, and entered railway service in July, 1899, as rodman and draftsman, Michigan Central Railroad. After service in various capacities in the Engineering Department, he was appointed Assistant Chief Engineer, March 1902; secretary to the General Superintendent, Nov. 1902; Assistant Superintendent, Canadian Division, Jan. 1904; General Superintendent, Toronto, Hamilton & Buffalo Ry., Oct. 1909; General Manager, same road, Oct. 1910, resigning May 6, 1912, to become President Kansas City Terminal Ry., Kansas City, Mo.

The new rail sections. Time and again the line was torn by shell fire and repaired. On the night of April 9, the first attack, the tramways were preparing to advance with the infantry. Advance they did, laying their new track behind our attack. In 16 days, 4,600 metres of new track was laid in one section. During the battle operations this section alone supplied 80% of the field ammunition for one division, delivered to the batteries at a maximum rate of 1,200 rounds a day. The same section supplied 95% of trench mortar bombs and grenades for the same division. The tramways altogether hauled 234 trucks of water in the month, 1,463 ammunition, 212 rations, 829 steel, 78 ballast, 67 salvage and 77 trucks other material, making the total tonnage for the 30 days, 11,308. During the fighting

special trains of two y-ton trucks, holding 13 stretcher cases evacuated wounded from advanced dressing stations. In 4 days, 1,250 stretcher and 510 sitting cases were handled, 50 special trains being employed. Every day of the whole month the Tramway Company suffered casualties, sometimes heavy ones. But the work never ceased. The spirit of all was the spirit of one of their number, a private. He put out a fire in a truck of ammunition by drawing up to a shell hole and throwing water on to the truck.

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**James Carruthers' Airplanes.**—The British War Office is stated to have decided that the four battle planes presented by James Carruthers, President, Canada Steamship Lines, Ltd., Montreal, will be named Montreal, Toronto, Winnipeg, and Edmonton, respectively.

**The Light Railway Company's Work.**—The Canadian Press Correspondent cabled from the Canadian front in Flanders, Dec. 24.—"Some day the full history will be written of the light railways at the front, and figures will be given to show what they saved in animal power in time, and in man power. German trucks of a 1916 pattern form not a little of the rolling stock. For the pre-

mortal bombs and grenades now used division. The tramways altogether hauled 234 trucks of water in the month, 1,463 ammunition, 212 rations, 829 steel, 73 ballast, 67 salvage and 77 trucks other material, making the total tonnage for the 30 days, 11,308. During the fighting special trains of two 9-ton trucks, holding 13 stretcher cases evacuated wounded from advanced dressing stations. In 4 days, 1,260 stretcher and 510 sitting cases were handled, 50 special trains being employed. Every day of the whole month the Tramway Company suffered casualties, sometimes heavy ones. But the work never ceased. The spirit of all was the spirit of one of their number, a private. He put out a fire in a truck of ammunition by drawing up to a shell hole and throwing water on to the truck by means of his steel shrapnel helmet, as the heroic incident is recorded in the bald words of the war diary. Such in a sketchy form is the work of the tramways company, a fine service, the development of a decision reached by the Canadian Engineers in the salient in 1916, when it was decided to build tramways, and it was found that such an organization was necessary."

**Recruiting for Railway Construction Corps.**—A change has been made in the organization of the railway construction and forestry units for overseas service, which has resulted in these services coming under the direct control of the Royal Canadian Engineers and officer administering the engineers and officer commanding the engineers. Lt. Col. Clyde Caldwell, has taken over the administration of the railway construction, skilled railway employees and forestry units men are required as under:

For skilled railway employees, men who are proficient in their trades. They will receive military training in Canada, and be sent overseas monthly. For engineer drafts, Carpenters, bricklayers, plumbers, tinsmiths and tunnelers are required. Men who have worked on municipal works, sewer excavations, etc., would be enlisted as tunnellers. For railway construction drafts, men can be enlisted in Category B, except unmarried men between the ages of 20 and 34.

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Capt. W. P. Hains, of the Canadian Pacific Ocean Services, s.s. Minota, has been awarded the Distinguished Service Conduct medal for going to the assistance of a U. S. vessel which was under attack by a German submarine. Capt. C. S. Hall, of Montreal, nephew of Grant Hall, Vice President and General Manager, Western Lines, C.P.R., was reported in Canadian Railway and Marine World for December as wounded and missing. He should have been referred to as Lt. John S. Hall, of the Reinforcement Depot, Tank Corps, B.E.F., has been slightly wounded and is in hospital.

Capt. L. G. Johnson, who was awarded the Distinguished Service Order recently in recognition of services in connection with submarines in the Atlantic, was formerly in Canada Steamship Lines' service. Major A. E. Lewis, formerly Secretary, Toronto Harbor Commission, now of the 216th Battalion, has returned to Toronto on leave, in consequence of having been wounded in the hip.

Lt. Col. D. S. MacInnes, of the Royal Engineers, who has received the C.M.G. and the French Legion of Honor this year, and who has been mentioned in Sir Douglas Haig's recent dispatches, is a son of the late Senator MacInnes, who was a C.N.R. director and is a brother of W. R. MacInnes, freight Traffic Manager, C.P.R.

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Construction Depot at Brockville, Ont., and Forestry Depot at St. Johns, Que.

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