

**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.

**Sergt. 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 dispatches 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. O. 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 wounded, and he himself slightly wounded. He carried the line through successfully, so that ammunition could be delivered to the batteries, the wounded evacuated and the working parties disposed where they were required. He has repeatedly shown great skill in his work and an utter disregard of personal danger.

**Lieut. Norman Lowden**, Railway Construction Corps, Royal Engineers, B.E.F., who has been elected an associate member of the Canadian Society of Civil Engineers, was, prior to enlisting in 1916, Assistant Engineer in the City Engineer's office, Victoria, B.C., and was for some time engaged on railway location and construction in Northern Nigeria, as Assistant Engineer of the Public Works Department there. He is at present working on gauge railway construction at the front.

**Lieut. J. Phippen**, son of F. H. Phippen, K.C., General Counsel, Canadian Northern Ry., Toronto, is home on two months leave.

**Lieut.-Col. Blair Ripley**, D.S.O., Officer Commanding 1st Canadian Overseas Railway Construction Battalion, in France, and formerly Engineer of Grade Separation, C.P.R., Toronto, has been elected a member of the Institution of Civil Engineers, of England.

**D. DeC. Ross-Ross**, Assistant Chief Engineer, H.M.C.S. Hochelaga, has been transferred from student to junior member of the Canadian Society of Civil Engineers.

**Sapper G. W. Shanks**, Canadian Railway Troops, was awarded the distinguished conduct medal recently for con-

spicuous gallantry and devotion to duty. When a train load of ammunition had been set on fire by shelling, and severe explosions were taking place, he ran to the burning train, smothered the flames with sandbags, and kept them under control until water was brought, when he completely extinguished the fire. He did this, standing on the burning train, with splendid coolness, and utter disregard of personal danger, and it was due to him that many lives were saved.

**Lieut. J. G. Scott**, R.N.V.R., whose sudden death whilst serving at a Royal Navy depot in England, was reported recently, was educated at St. Catharines, Ont., and Toronto, graduating from the School of Practical Science with honors in 1914. He was subsequently in the office of the Chief Engineer of the Welland Ship Canal for about a year, and then joined the Royal Naval Air Service and took his pilot's certificate at Eastbourne, Eng., in 1916, and transferred to the R.N.V.R.



Major J. J. Sullivan  
Canadian Railway Troops.

**Brig.-General J. W. Stewart**, of Vancouver, B.C., now in the Canadian Railway Troops, gave a dinner in London, Eng., recently while on leave, at which Lord Beaverbrook proposed the health of General Smuts, who was the guest of honor.

**J. J. Sullivan**, formerly Construction Engineer and Roadmaster, C.P.R., who enlisted with the Canadian Railway Troops as a lieutenant, and is now a major, had to leave the front and go to England some little time ago, on account of stomach trouble, and returned to Canada in February on a 10 weeks furlough. Following is an extract from a letter written to his brother, J. G. Sullivan, M. Can.Soc.C.E., Chief Engineer, Western Lines, C.P.R., by a friend at the front:—"Our work is most interesting at times, particularly when the armies are advancing and the Hun is on the run. You can scarcely imagine the situation, and yet our good fellows take up the work just as if they were working on the Canadian prairies, under ordinary conditions. It is

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 C.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. Walkem**, 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, where he was assigned to work on the railway and water pipe line for the Egypt Expeditionary Force operating in the Sinai desert. He followed up the work of that force and was promoted to captain in 1917, and has now reached the rank of lieutenant-colonel. He is in charge of railway construction with the British force in Palestine. He is a graduate of McGill University, a member of the Institution of Mechanical Engineers, Eng.; the Canadian Society of Civil Engineers, and of the American Institute of Electrical Engineers.

**Fraser River Bridge, New Westminster.** The tolls received by the British Columbia Government as tolls for traffic over the bridge across the Fraser River at New Westminster for the 9 months ended Dec. 31, 1917, were \$32,580.57. The bridge is leased for railway purposes to the Great Northern Ry., and is used also by the Canadian Northern Pacific Ry., those two companies contributing the largest amount of revenue.

**Accident Reports.**—The Board of Railway Commissioners has revised its form, schedule A, of the return required by order 7472, July 8, 1918, and has advised railway companies that the new form is to be used as soon as their existing supply of forms is exhausted.

**Naming of C.P.R. Locomotives.**—It is semi officially announced that the C.P.R. will name a number of its locomotives after locomotive men who have in the management's opinion rendered long and meritorious service.