

Authie, a large amount of filling by train had to be done. To reduce the handling of earth, a special spreader after the pattern of the well-known Jordon spreader of American make, was built under the supervision of the Chief Engineer. The spreader was erected on a flat car, weighted, with wings of timber to spread the dirt. It saved a great deal of labor and its work was much appreciated by the visiting inspecting generals.

Sunday, June 30th, the battalion was honored by a visit from Sir R. L. Borden, P.C., C.M.G., who was Premier of Canada at that time. He was accompanied by Major-General J. W. Stewart, C.B., C.M.G., the G.O.C. of the C.R.T. A parade was called of all available officers and men to welcome the Premier, who complimented the battalion on the work it had done and conveyed a very encouraging message from the people of Canada.

On August 7th, His Majesty King George V, and staff, accompanied by the D.G.T. Brig.-Gen. Crookshank and staff, made a trip over the line from Conchil to Ligescourt. Steam shovels, ballast spreader, and some 90 teams with slushers and wheel scrapers were seen in operation by the visitors. The D.G.T. afterwards expressed by letter the appreciation of the visitors. "I have to congratulate you for the very excellent arrangements which you made for the inspection trip from Conchil to Ligescourt, which His Majesty made this afternoon," his letter stated. "The King was most interested in the works and in the construction methods which he saw and commanded me to express his appreciation and satisfaction. I take the opportunity to give my thanks to all concerned."

September 11th, the lines were inspected by the French Minister of Public Works and party, accompanied by the D.G.T. They were particularly interested in the operations between Conchil and Etaples, on the main line, where the work of quadrupling begun by the 11th and 12th C.R.T. had now fallen to the 7th. Very short notice was given the battalion in connection with these important visits as temporary grades had to be made on account of shortage of ballast in certain places. This work was, however, completed in the required time under the direction of Major E. J. Bolger, Chief Engineer, whose practical railway engineering experience in Canada was again ingeniously applied.