

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 \$19,656.75 to the Red Cross; \$24,534.61 to the Canadian Patriotic Fund, and \$13,765.16 direct

worth of British and German shells and hauled 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."

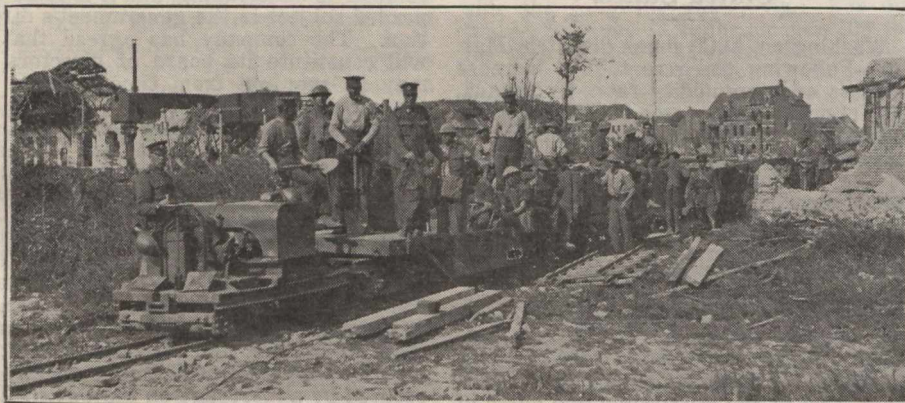
The young locomotive man mentioned in Roland Hill's dispatch is said to be Sergeant Jack Manahan of Moose Jaw, Sask., who was mentioned in a previous dispatch for gallantry under fire. He comes from Perth, Ont. His wife and family live in Moose Jaw.

The March Record.—The Militia Department issued early in March a summary of the work done by Canadian railway troops in France and Belgium in January, as follows:—"Nine miles of broad gauge track were laid and 33 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 hydrographic 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-



On the Western Battle Front.
Canadian Railway Troops passing through the ruins of a town after laying track. From Canadian official photograph loaned by C.P.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 correspondents' headquarters in France to the Militia Department at Ottawa:—"The men who drive the big locomotives of Canada's ocean-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 here at the war.

"There is the story of one of these men—in charge, too, of a built-in-Canada locomotive—whose great hospital train had just complete loading at a siding when the Huns opened deliberate fire on the casualty clearing station. They said it was a reprisal for the 'bombing of German hospitals' by British airmen (British airmen, of course, do not bomb hospitals). The track ahead had been hit, but not broken, by the shells which were ranging closer to the hospital with every shot. Without hesitation the Canadian locomotive man piloted his train safely over the damaged track to a clear line ahead and hundreds of helpless wounded were carried to safety. If the locomotive had ditched it meant certain destruction for the train.

"Another locomotive man, who had charge of a Canadian construction train at Gouzeaucourt when the Huns broke through after Cambrai, stayed with full steam up until all possible men and material had been loaded, and although the enemy were actually on the track behind him, tore down the grade to a safe siding well behind the new British line.

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

pipe and for half an hour pumped a stream into the burning mass, finally getting the fire under control. His little locomotive was pitted with shrapnel holes and his own escape was nothing short of miraculous. Several of the flying fragments tore his clothes. His example rallied other men and the fire was subdued before very great damage had been done. There was \$200,000 worth of British shells



On the Western Battle Front.
A Canadian narrow gauge track crossing a French railway near Lens. From Canadian official photograph loaned by C.P.R.

in that dump. We couldn't stand by and see that go up,' he explained afterwards. And when the dump was safe he and his companions gathered the wounded into empty dinky cars and rushed them back along the little line to the safety of a dressing station.

"If the much-advertised German offensive does come there is no branch of the service will be more ready than these little bands of railway pioneers. These seems to be no end to the traffic their lines can carry. For months they have been preparing to play a bigger part than ever on the western front and the fighting

tion, and in the Bridge Department, C.N.R.

Lieut. J. S. Galbraith, son of the late John Galbraith, Dean of Applied Science Faculty, Toronto University, who went overseas with the 123rd Battalion, and was awarded the Military Cross, returned to Toronto early in March, with a number of other convalescing officers.

Sec.-Lieut. R. G. Hall, Royal Flying Corps, accidentally killed while flying in England recently, was son of the President of the Hall Engineering Works, Montreal, and a nephew of the Minister of Marine.