

tem that had been put completely out of business. This was a very tedious job as many mains in the city had to be dug out and repaired, before water could be got into tank at station.

Aulnoye, 1918—Erected new pumps and boilers, repaired bad breaks in large concrete water tank, erected three new standpipes and repaired numerous breaks in old lines.

Steam shovel work—At Fillivres the battalion operated its own steam shovel to ballast the Frevent-Hesdin line, and some 36,272 tons were taken out of a chalk pit at that point. It had on almost constant loan a steam shovel crew, with the Royal Engineers.

Reballasting and maintenance—On the Flanders front the battalion reballasted 23 miles of tracks which the Royal Engineers had built, and during the winter of 1917-1918, maintained some 49 miles of track.

Letters of Appreciation From the High Command.

On Feb. 3, 1919, General Sir Henry Rawlinson, commanding the 4th Army, sent the following letter entirely in his own hand-writing:—

“Dear Colonel Ripley:—I am sorry not to have had an opportunity of seeing the 1st Battalion Canadian Railway Troops before their departure from France, in order to thank them personally for all the excellent work they have done on the many occasions when they have served with my 4th Army. I call to mind especially their work between Maricourt and Peronne in 1916, and on from there to Epehy in the same year, during the first battle of the Somme. I remember the difficult and exacting time they had in Flanders, in 1917, when they constructed the line from Elverdinghe to Pilkem and east of it, in mud that almost defied construction. But their services during 1918 were almost vitally important, during the battles of the hundred days east of Amiens. The rapidity with which they got the line through from Villers Brettonneux to the Somme has always filled me with admiration, and it was largely owing to their industry and enterprise that my army was able to advance from the line of the river to the attack of the main Hindenburg line. When I made a special call on them to complete the construction of the railway to Roisel, they responded with a spirit for which I can never be too grateful to them, for on the completion of that line depended the supply of ammunition for the force of 1,500 guns which did the bombardment of the enemy’s main Hindenburg position. The date of the great battle of Cambrai-St. Quentin, which Marshall Foch has described as the most decisive battle of the war, depended on the results of the efforts of your men to reach Roisel. I asked them to be there by Sept. 20, they were through by Sept. 16, and we were, therefore, able to assemble sufficient shells in the gun positions to fight the general action on Sept. 29. I spoke to your men on several occasions when passing them at work on the railway, and both from personal observation, and the reports of my transportation department, their skill and perseverance seems to have been beyond praise. I thank both you and them most heartily for the splendid work they have carried out whilst serving with the British armies in France, and I wish all ranks every good fortune in years to come.”

Major-General S. D. L. Crookshank, Director General of Transportation,

wrote Feb. 6, 1919, as follows:—

“Dear Colonel Ripley:—I very much regret that I was unable to personally express to your officers, n.c.o.’s and men, my appreciation of the work of your battalion, prior to their departure for home. Your battalion, as the first construction battalion to come to France, established and maintained a very high standard of efficiency, of which the Corps Canadian Railway Troops, may well be proud and I would add that it has been a matter of great gratification to me to have been associated with you in your splendid career in France. I have had several opportunities of seeing your battalion at work, both on the Somme and on the Ypres salient, and, from my personal observation, the confidence I felt that any work assigned to your battalion would be carried out with expedition and skill, has always been most amply justified. You have never failed. The bridge work done by your battalion is especially worthy of mention, and it has been an example of what can be done, under difficult circumstances, in record time, by those who know how to do it. I hope that you will convey to all ranks my personal thanks for the magnificent work that they have done, and my best wishes for their future.”

Over \$80,000,000 Required for Canadian National Railways.

The Minister of Railways, Hon. J. D. Reid, in speaking in the House of Commons, July 5, said: “I desire to give some information as to the operation of the railways and the money that will be required in connection with them during the present fiscal year. For the Canadian Northern Ry. system the gross earnings will amount to \$94,000,000 and the working expenses, including fixed charges, to \$103,946,000, a loss of \$9,946,000. The government system’s earnings, it is estimated, will amount to \$37,321,485, and the working expenses to \$42,812,240, a total loss on the Intercolonial and Transcontinental part of the Canadian National system of \$5,490,755. That is the statement made at the beginning of the year. It is estimated that the loss on the Grand Trunk Pacific will be about \$9,000,000, and the loss on the Canadian National Ry. system as a whole, say, roughly, \$19,000,000, or a total of \$28,000,000. In reply to a question asked by a member last year, I would state that this estimate includes interest on all the Canadian Northern Ry. system. There is nothing for interest on capital in connection with the Intercolonial or National Transcontinental Ry. system.

“Expenditure on the construction of betterments this year on the Canadian Government end will be \$11,121,600. On railway equipment, rolling stock, for the whole system, \$20,000,000. That is the Canadian Northern, the Intercolonial and National Transcontinental. On the Canadian Northern system only we estimate \$21,421,000, made up as follows: Western lines construction, \$6,975,000; western lines betterments, \$4,479,000; eastern lines construction, \$2,082,000; eastern lines betterments, \$6,885,000; and general, \$1,000,000. This means a total of \$9,057,000 for construction, and \$12,000,000 for betterments.

“The following is a summary of the moneys to be supplied to the directors to meet the expenditures enumerated: Loss, \$28,000,000; construction on Canadian

Government Rys., \$11,121,000; equipment, rolling stock, etc., \$20,000,000; Canadian National Rys. construction and betterments, \$21,421,000, or a total of \$80,542,000. These are the figures as estimated for the coming year.

“The title for the rolling stock is in the Canadian National Rys. system and the government is nominally owner of all stock. Contracts have already been given for locomotives for some \$2,350,000; freight equipment, \$8,650,300; passenger equipment, \$4,450,000; a total of some \$16,555,000 odd.”

Railway Department Estimates for 1918-1919 and 1919-1920.

In addition to the estimates of which particulars were given in Canadian Railway and Marine World for May, pg. 259, the supplementary estimates for the year ended Mar. 31, 1919, submitted to the House of Commons during the recent session, included the following items:—

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| Chargeable to capital:— | |
| Quebec and Saguenay Ry. construction, further amount required..... | \$250,000.00 |
| Chargeable to income:— | |
| Surveys and inspections, railways, further amount required..... | \$ 10,000.00 |
| Chargeable to collection of revenue:— | |
| Canadian Government Rys.—Working expenses, further amount required..... | \$6,000,000.00 |

The supplementary estimates for the year ending Mar. 31, 1920, contained the following items:—

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| Chargeable to capital:— | |
| Hudson Bay Ry., construction..... | \$300,000.00 |
| Quebec and Saguenay Ry., construction | 550,000.00 |
| To provide for the purchase, at prices not exceeding the amounts herein specified, of the following railways (the debts of each railway to the Canadian Government Rys. to be cancelled); interest on the purchase price of each to be payable, at 5% a year from the date of taking possession to the date of transfer of title: (Such of the said railways as are within the jurisdiction of the Parliament of Canada are hereby authorized to sell their respective assets and undertakings accordingly):—revote— | |
| York and Carleton Ry..... | 18,000.00 |
| St. Martins Ry..... | 65,000.00 |
| Moncton & Buctouche Ry..... | 70,000.00 |
| Elgin & Havelock Ry..... | 30,000.00 |
| Salisbury & Albert Ry..... | 75,000.00 |
| Interest estimated from date of taking possession to Mar. 31, 1920, not exceeding..... | 34,000.00 |
| To Edmonton, Dunvegan and British Columbia Ry., for subsidy on its branch line from a point on its line as located, situated near the Spirit River settlement, to and through the Grand Prairie Land District, Alta., or on its main line. To be expended on such branch line or any portion of the main line of the railway or both, under the supervision and direction of officers of the Railways Department and upon such terms and conditions as may be approved by the Governor in council..... | 258,797.16 |

A Railwayman’s Bravery—Charles Boutillier, a locomotive man of Stratford, Ont., has been awarded the Royal Canadian Humane Society’s medal, suitably engraved, for saving the life of a two-year-old child who was playing on the track near Pleasant River station, on the Lake Erie and Northern Ry., in May. Noticing that it was too late to stop the locomotive, Boutillier climbed on to the pilot, and reaching out, lifted the child to safety.

Fuel Loss—On a recent test of a consolidation locomotive having 3,000 sq. ft. evaporating surface, and a 36-unit superheater, it was found that with 7 flues plugged, there was fuel loss of nearly 3%, and this increased in a nearly constant ratio to about 25% when 18 of the flues were plugged.