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HISTORY OF MILITARY ENGINEER.

The Military Engineer is first heard of in the annals of English history when William the Conqueror landed and made England his own. In the roll of Battle Abbey appears the name of Richard Engaine, who came over with William, and some authorities uphold that his name proves him to have been one of that monarch's engineers; and it is recorded beyond dispute that his chief engineer was one Waldwins, known as "Ingeniator".

At the time of the Norman conquest the science of Military Engineering first dawned in England; in those early days bishops and monks accompanied armies as engineers.

Edward III was impressed with the wisdom of employing trained artificers with his armies, and maintained a corps of engineers, called "Trench Masters", during his French expedition in 1346. Successive monarchs developed this plan, and the engineer filled an important position in English armies until 1692, when the memorable train for Flanders was formed, and an establishment of engineer officers permanently fixed. Although this establishment has fluctuated in numbers it has never since been removed.

This corps however was only a civil one and it was not until April 1787, that a Royal Warrant was issued authorising the establishment of a permanent force of non-commissioned officers and men, making it a military corps, ranking next to the Royal Artillery and styled Royal Engineers. The Corps at that time consisted of six companies each of one hundred men. Prior to the present war the Corps consisted of 1000 officers and 9000 warrant officers, non-commissioned officers and men, in eighty units consisting of Field, Fortress, Railway Survey, Telegraph, Depot Companies and Field troops.

The establishment of a permanent corps of Canadian Engineers was first authorised by special order dated 23rd October 1903, and by General Order dated 16th February 1904, His Majesty was graciously pleased to approve of the extension to the permanent corps of Canadian Engineers the title "Royal". By General Order No. 17, 1904, His Majesty granted permission to the corps to adopt as a badge the Royal Cipher surmounted by the Imperial crown and surrounded by a wreath of maple leaves bearing the title "Royal Canadian Engineers".

THE WATER SUPPLY OF
JERUSALEM.

Mr. W. T. Massey, the War Correspondent, writing in the daily Press, gives an interesting account of the work of the Royal Engineers in connection with the Water Supply of Jerusalem from which we extract the following:—

One of the biggest blots upon

the Turkish government of the city was the total failure to provide an adequate water supply. What they could not, or would not, do in their rule of 400 years His Majesty's Royal Engineers accomplished in a little more than two months. The picturesque water-carrier is passing into the limbo of forgotten things. The germs that infested his leathern water-bags will no longer

endanger the lives of the citizens, and the deadly perils which lurk in cistern water have been to a large extent removed.

For its water Jerusalem used to rely mainly upon the winter rainfall to fill its cisterns. Practically every house has its underground reservoir. But many had fallen into disrepair, and most of them required thorough cleaning. To supplement the cistern supply the Mosque of Omar reservoir halved with Bethlehem the water which flowed from near Solomon's Pool down an aqueduct constructed by Roman engineers under Herod before the Saviour was born. This was not nearly sufficient, nor was it so constant a supply as that provided by our Army engineers. They went farther afield. They found a group of springheads in an absolutely clean gathering ground on the hills yielding some 14,000 gallons an hour, and this water, which was running to waste, is lifted to the top of a hill from which it flows by gravity through a long pipe line into Jerusalem. Supplies run direct to the hospitals, and at stand-pipes all over the city, the inhabitants take as much as they desire. The water consumption of the people has become 10 times what it was last year.

The scheme does not stop at putting up standpipes for those who will fetch the water. The water level of the cisterns is low, and as they are getting emptied, the authorities arrange for refilling them on the one condition that they are first thoroughly cleaned out and put in order. A householder has merely to apply to the Military Governor for water, and a sanitary officer inspects the cistern, orders it to be cleansed and sees that it is done, the department of public health grants a certificate that the cistern is clean, and the engineers run a pipe to it and it is filled, no matter what its capacity may be. Two cisterns were recently replenished with between 60,000 and 70,000 gallons of water from the hills.

The installation of the supply was a triumph for the Royal Engineers. A preliminary investigation and survey of the ground was made on February 14th, and a scheme was submitted four days later. Owing to the shortage of transport and abnormally bad weather, work could not be commenced till April 12th. Many miles of pipe line had to be laid and a powerful pumping plant erected, but water was being delivered to the people of Jerusalem on June 18th. There has not been a stoppage or a hitch.

IS IT RIGHT?

Had the military authorities at St. Johns even partly realised the importance of his advent, there is little doubt but a grand reception at the Hotel de Windsor would have been arranged and a guard of honour paraded to welcome the Maharaja of Barbadosio. At least the band would have had the honour of playing him down the streets to the strains of 'Johnny get your gun' and other appropriate music.

Not many hours had passed, however, before it was evident to the most discerning sapper on the sanitary fatigue that a great and wondrous being had fallen among us unheralded; and we marvel yet why those in authority at the barracks did not 'fall on the neck' of this most high and glorious of all our race. Lest the casual observer accuse the garrison of neglect and discourtesy, be it clearly understood that this prince of the blood was travelling incog; and it was not until his grand reception of the Brazilian prince ('Nigger Toe' by name) that St. Johns realized the gravity of the situation.

Imagine, if you can, dear reader, anything more sublimely reserved than this Maharajah with his millions to squander; conjure in your minds—we defy you to—anything more beautiful than the choice of a sapper's uniform to gull the humble and innocent of St. Johns.

At his call, "A dance!"—the couples were slithering around to the music of the two piece orchestra he so lavishly collected ten cents a head for. 'My birthday!' quoth he, and all was merriment.

All good things however come to an end. The Maharajah, still travelling incognito and favouring the sapper's tunic as a disguise to the "bitter end", departed from our lives, and rumour has it that the transformation, from sapper to officer is to be consummated in the characteristic modest manner so peculiar to the mighty Maharajah.

Montreal is to see this transmigration—a supper by a sapper, a lunch by an officer—but St. Johns is to greet the full fledged butterfly on its meteoric flight to New York with gala confetti.

St. Johns will lose what Halifax presently is to gain, and it is not outside the wildest conjecture that that stricken city will honour the arrival of this near royal soldier in a suitable manner. (Halifax press please arrange.—Ed.)

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