

U.S., and is kept up to date as a piece of extra work.

A very necessary part of the control system is the telephone lines, and to each A. D. L. R. headquarters are assigned a signal officer and men whose job is to keep the wires, switchboards and instruments in working order.

The number of cars per train varies widely. In the rear area one steam locomotive may haul on fairly level track nine 10-ton cars of ammunition or 12 cars of R. E. stores. These loads must be reduced in wet weather. As for the performance of light railways in carrying troops, one British officer told me that in his army zone alone as many as 160,000 had been carried in one day. As an indication of the relative amounts of the various materials which the light railways haul, the following figures, representing a month's traffic on a certain section of line operated by U.S. troops, is of interest, although I do not know whether these figures could be considered typical, for they are now several months old: Ammunition, 4,522 tons; rations, 6,284 tons; personnel, 3,281 tons; light railway ballast, 7,277 tons; salvage, 4,144 tons; miscellaneous, 6,992; total, 32,500 tons.

I am, of course, not at liberty to state the tonnage carried by the British light railway system, the figures for which I saw, among other records, at the headquarters of the Director General of Transportation, but in lieu of something specific this observation is pertinent: During the course of my trip over a good many hundreds of miles of highway, the routes were unobstructed and I noted scores of empty motor trucks, parked and idle, along the roadsides and in adjoining fields, both by day and by night. They told a silent, though none the less convincing, story of the work the light railways have done in the relief of traffic congestion behind the British front.

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troops has been working unceasingly at the task, some units acting as pioneers in the construction of the great defence line that causes the Huns to hesitate on this sector. Little French villages, that never hoped for steel links with the larger cities, have now become, as if by the rubbing of some magic Aladdin's lamp, great junctions where trainloads of supplies come and go every part of an hour. The new lines run through the fertile fields of growing crops, and careful building has saved the Frenchman his harvest, but for the necessity strip of permanent way. There are alternate routes around towns

needed. The latest German thrust gave us the first test of the system, and divisions were shifted with a speed that must have surprised the Huns.

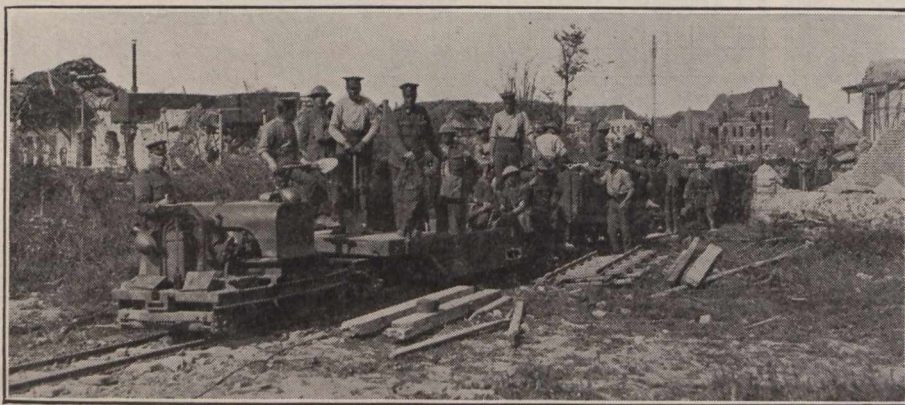
"In the same way some of the Canadian auxiliary troops have been working untiringly in the gun spurs behind the new front, off which the big howitzers pound the enemy positions. One battery from the middle west has the record of construction, 12 of these in a week and each one cleverly camouflaged from the prying eyes of Hun airmen.

"From the new railheads, many of which have been christened with Cana-



Light railway laid over captured ground on the British Western Front.

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Canadian railway troops passing through a ruined town after laying track. Canadian official photograph

Canadian Light Railway Building at the British Front.

Roland Hill wrote from the war correspondents' headquarters in France to the Militia Department, Ottawa, recently as follows:—

"Behind the new fighting line since the Huns' advance in April there has grown up a network of strategic railways, making a formidable system which more than compensates us for the loss of the lines we had to abandon and destroy in our retirement. Almost from the day the enemy crossed the Nord Canal practically every battalion of Canadian railway

which the Hun might shell, and day by day stores of carefully concealed ammunition dumps grow up which are fed by the strip of steel.

"Speaking from a strategical point of view," said a railway staff officer, "we are in a better position today than we were on the Somme. The hundreds of miles of new track have been built specially for military use and conform with the fighting front. All possibilities have been considered. Where, previously we had to rely on civilian built lines, which wound tediously round the country by indirect routes, we now have a military system which takes out supplies in the quickest and most direct way to where they are

dian names, there start fully constructed light railway systems that wind their way through little valleys, still screened from the enemy, to the fine new reserve trenches which have not yet had to be used, and perhaps never will be. You cannot run trains over a line drawn in blue pencil on an ordnance map, and the railway engineers have to build scores of miles that might be used. They must be there for an emergency.

"The construction of the new British defences—railways play a prominent part—have been marvellously complete, and have been so rapid that before the Huns could take breath for another stage of attacks on this northern section the fabric of a fortress faced them and grew into such menacing shape that he hesitated. Now if he takes another fling at the middle road to the coast he will have to pay the same great price in blood. The 'army behind the army' has done its duty and built well—even better than it destroyed in the sombre days at the end of March."

The Canadian Northern Rolling Stock Co. is reported to have obtained permission from the American Capital Issues Committee to issue \$5,000,000 of 6% equipment trust certificates. The company is a new one, incorporated for the purpose of providing rolling stock for the C.N.R. The certificates will be issued through a trust company and will be placed through a banking syndicate. The rolling stock is to be leased to the C.N.R. for an annual rental.