

HONOR ROLL.

when the call "To arms" went forth, and young Hanson, who had already had some military training and experience, first as Quartermaster Sergeant of the 71st Battalion, and later as Lieutenant of the 74th, enlisted, and went to England in June, 1917, as Lieutenant of "D" Company, 104th Battalion. There he attended different military schools, and on the conclusion of the course received a certificate of excellence in military law and strategy.

While at Hythe he witnessed a Hun air raid of which he wrote: "I counted sixteen planes myself; and some say there was a Zeppelin also; but I doubt it. I had my binoculars trained on them all the time, and the bombs were dropping around so thick and fast, I got dizzy trying to calculate where the next one would land. You could hear 'swish,' 'bang,' and knew you were safe from that one."

As a member of the Royal Flying Corps he went to France and was attached to the 55th Squadron, June 10. The day before he had his photograph taken and ordered an ivory miniature for his mother, of which he wrote: "You can see that it is finished, if I don't." He seemed to be filled with a premonition of impending fate.

On scout duty he frequently flew over the Hun lines, and the young aviator had some thrilling experiences on these occasions. Of one he wrote: "We steadily climbed until we reached 17,000 feet. The wind was westerly, but near the earth was very light. However, it must have been blowing quite hard upstairs. For when we came down through the clouds to see where we were, my pilot did not recognize the country at all. . . . Things looked rather plain at 2,000 feet and we could see several towns and villages and one large city on our left. We flew west. Suddenly I heard a sharp crump, crump, crump. The coal black "Archies" were bursting all around me. An extra loud bang seemed to go right in my very ear.

"By this time the pilot was twisting the machine and throwing her about, so that I had to hold on for dear life. We were going 110 to 120 miles per hour, and, as we neared the trenches, the Huns turned their machine guns on us. . . . I can't just describe my feelings. I suppose I was frightened. But I was also terribly interested. . . . All we had to show for it was a few machine gun bullets and shrapnel splinters through our wings and tail."

On July 13 his squadron participated in a battle which he described as terrible. Two members of the squadron went down, but the rest got some Hun fliers as compensation.

The morning of the 14th he and his pilot were ordered to "try out" a machine of the new type, which was dreaded by all the boys; and, after rising to some height, it suddenly lurched, nose-dived to the earth, and both pilot and observer were instantly killed.

Lieutenant Hanson was described by his commander as "a good officer and a stout companion." Active and adventurous, quick and decisive in action, he was a good type of the Canadian youth, who volunteered when the safety of the Empire was threatened.

He and his trusty pilot, who had so often challenged death together in the dim heights above the clouds or amid the rattle of anti-air craft guns and the bursting of shells as they swooped over the enemy's lines, lie side by side in the same grave in Souvenir Cemetery, Longuenesse, St. Omer.

Thomas J. Gorman.

BOMBARDIER THOMAS J. GORMAN was born at St. John, N. B., April 23, 1892, his parents being Elizabeth T. and the late Thomas Gorman. He received his early education in the public schools of St. John and then entered upon his collegiate course at St. Francis Xavier University, Antigonish, N. S. After remaining there for two years studying for his engineering degree, he accepted a position with the Public Works Department at Chatham as Assistant Engineer. In 1913, he entered the University of New Brunswick, and continued his engineering course until the outbreak of the war, when, with others of his class, he joined the 23rd Battery, mobilizing in Fredericton. At the Encaenia of 1915 he received his degree *in absentia*.

After brief periods of training in Canada and England, Bombardier Gorman was sent to France and was attached to the 8th Battery, Canadian Field Artillery. With this unit he served through two years of intense fighting,—Festubert, Givenchy, Ypres, Sanctuary Wood, etc. At the battle of the Somme, Bombardier Gorman was instantly killed by a shell on October 12, 1916.

His military career was very conscientious and praiseworthy, so much so, that just previous to his death, he was detailed to proceed to England to study for a commission. His comrades speak very highly of him as a man and a soldier. He is survived by his mother and one brother, G. Anglin Gorman, of St. John.