

# WITH THE SAMMIES AT THE FRONT



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- (1) Members of field battery of the American Expeditionary Force, cleaning their boots.
- (2) German crew and submarine which surrendered to the Americans.
- (3) Salvation Army girls making doughnuts and pies for the men.
- (4) General Pershing reading a telegram at an aviation camp in France.
- (5) Stokes mortar going into action under heavy bombardment of smoke bombs.
- (6) U. S. transports and convoy at sea.
- (7) An American aviation field.
- (8) General Peter Traub and French officers at his headquarters in France.
- (9) Engines on the line in France.



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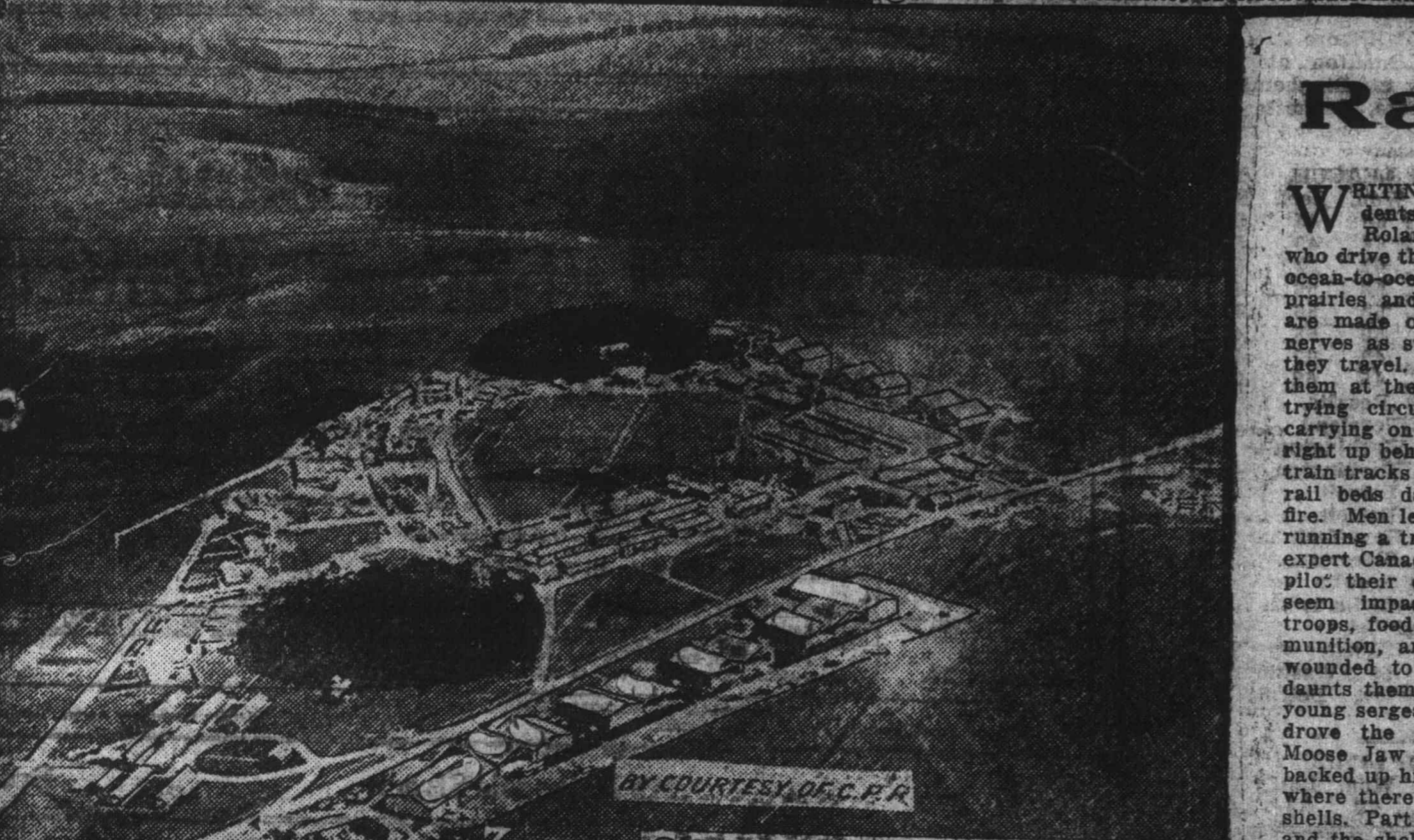
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## Railway Heroes at the War

WRITING from war correspondents' headquarters in France, Roland Hill says: "The men who drive the big engines of Canadian ocean-to-ocean trains across the prairies and through the mountains are made of stern stuff, and have nerves as steady as the steel rods they travel. You may meet many of them at the war. Under the most trying circumstances these men are carrying on the most difficult work right up behind the fighting lines. The train tracks are often broken and the rail beds damaged by enemy shell fire. Men less skilled would not risk running a train over them. It takes expert Canadian engine drivers to pilot their cargoes along lines that seem impossible. They bring up troops, food supplies, guns and ammunition, and they bring back the wounded to the hospitals. Nothing daunts them. Roland Hill tells of a young sergeant who in days of peace drove the Imperial Limited, from Moose Jaw to the West; this man backed up his engine to a shell dump where there were \$200,000 worth of shells. Part of this dump was on fire and the shells were bursting around the brave sergeant. He coolly connected a hose with his main steam pipe and for half an hour pumped steam into the burning mass, and finally overcame the fire. His engine was bored with shrapnel holes. The flying fragments tore his clothes, and his escape was miraculous. His gallantry during the fire, rallied others to his assistance. Many of these were wounded; he utilized his damaged engine to bring them to an adjacent hospital.

Private James Peter Robertson, of Medicine Hat, Alberta, was one of the C. P. R. engineers to win the Victoria Cross, the most coveted distinction in the army. A letter, despatched says: "Number 55345, Private James Robertson, late infantry, collected at Macleod, displayed the utmost bravery and outstanding devotion to duty in an attack when his platoon was held up by uncut wire and a machine gun was causing many losses. Private Robertson dashed to an opening on the flank, rushed the machine gun, and after a desperate struggle with the crew, killed four men and turned the gun on the remainder, who, overcome by the ferocity of his onslaught, were sent running towards their own lines. His gallant work enabled the platoon to advance, and he captured the enemy's machine gun, and then, carrying it to the front, fired it into the enemy's position, inflicting serious damage. He was subsequently helping at a Lewis machine gun, and went away to get ammunition. While absent the gunner was killed. O'Rourke got another gunner who aimed a bomb, then O'Rourke received a bomb, killed a German with it, took a lot of bombs from the German and hung them over the German lines.

Private O'Rourke was in the thick of the fight for twenty-eight months without receiving a serious wound. Some months ago he won his Victoria Cross. He was a sweeper-bearer, working without halt going into No Man's Land and bringing in the wounded, and after a desperate struggle with the crew, killed four men and turned the gun on the remainder, who, overcome by the ferocity of his onslaught, were sent running towards their own lines. His gallant work enabled the platoon to advance, and he captured the enemy's machine gun, and then, carrying it to the front, fired it into the enemy's position, inflicting serious damage. He was subsequently helping at a Lewis machine gun, and went away to get ammunition. While absent the gunner was killed. O'Rourke got another gunner who aimed a bomb, then O'Rourke received a bomb, killed a German with it, took a lot of bombs from the German and hung them over the German lines.

Private Michael James O'Rourke, of New Westminster, British Columbia, was assisting in the boring of Rogers Pass tunnel, where the C. P. R. passes through the Rocky Mountains, when the war began. At Moose Jaw, he won the military medal after being a short time at the war. On this occasion, he spent three hours in a sap bombing Germans, and when his supply of bombs ran out the day in a shell hole sniping the enemy. He was subsequently helping at a Lewis machine gun, and went away to get ammunition. While absent the gunner was killed. O'Rourke got another gunner who aimed a bomb, then O'Rourke received a bomb, killed a German with it, took a lot of bombs from the German and hung them over the German lines.

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bling ahead of him, who was being fired on by the enemy. Regardless of his own safety O'Rourke guided that man into safety. On another occasion he went out fifty feet in front of the British barrage where he was exposed to very heavy shell and struck eight times during the removal to the rear.

No Man's Land O'Rourke dragged no fewer than six wounded into the shelter of a trench. Throughout the entire operations the area in which he worked was subjected to incessant fire of all kinds, but this hero was all the time absolutely reckless regarding his own safety, and though almost exhausted stuck to his task unflinchingly.

Corporal E. E. Reese, formerly an employee of the Canadian Pacific

Canada's great railway, is another to win the military medal. He pumped a number 18 howitzer gun that had been left in a dangerous position and was liable to be put out of action by the enemy. The gun was taken back four miles under a terrific shower of shrapnel which lasted for four hours and was removed to the rear.

Lieutenant A. A. Coulin of the 22nd Battalion was awarded the military cross for splendid work in rescuing the wounded under heavy shell fire during the battle of Passchendaele. Previous to enlistment he was employed in the passenger department of the C. P. R.

There are only a few instances of the heroism displayed by the soldiers recruited from the service of Canada's great railway.

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