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An Engineering Battalion

By ONE OF IT

A GREAT many of our Canadian battalions are commanded by men who in private life are lawyers and business men.

No. 1 Construction Battalion has for Commanding Officer a practical engineer, who carries into military business the same brain activity that he formerly used as a C.P.R. engineer. This unique battalion manages to make its own peculiar kind and amount of noise, not with bugle and drum. Most of the noise comes from the advertising car of the Battalion now a popular sight in Toronto at noonday, and more conspicuously at night, when it plies the streets, gaily illuminated, attracting attention to the patriotic decorations and imposing signs by the insistent ringing of bells. Although only established a few weeks, Canada's first Construction Battalion is making big headway—more than one-half of total strength being recruited, and with the possibility of an enlarged field for recruiting activities, the Commanding officer hopes that the new battalion may have its complement early in July. Construction men are urgently needed at the front, and as the British Government intimated this necessity to Ottawa, the Dominion with characteristic spontaneity will send her first quota at the earliest possible date, under Command of Lieut.-Col. Ripley, late Construction Engineer of Canadian Pacific Railway, who built the Lethbridge viaduct and supervised the C.P.R. North Toronto grade separation. Colonel Ripley is selecting his staff from men who have had civil engineering experience, as well as the requisite military certificates, and many readers of Canadian Courier will recognize the names of the following officers connected with No. 1 Construction Battalion: Capts. T. R. Loudon (Adjutant), Ketterson, Holland, Byrne, Lieuts. J. B. Heron, G. C. Fleming, A. E. V. Steele, F. G. Cross, F. A. R. McNair, Medhurst Saul, and O. B. Hertzberg, who recently returned from Flanders where he had the misfortune to get wounded and gassed.

The functions of the battalion will be to assist in keeping the lines of communication open, which necessitates road-making, bridge-building, railwaying and other means to facilitate the quick movement of troops. This is a supremely important work and particularly now, when a general advance by our troops on the western front is contemplated, the necessity of keeping the highways clear is of vital moment so that the quick transit of men and munitions may not suffer by delay.

We have had many exemplifications of the celerity and expedition afforded by Germany's elaborate net work of railways, and know in many instances how movements of the allied troops were hampered by lack of transportation facilities. Members of the Construction Battalion are well equipped for the work, being proficient in some department of skilled labour: Mechanics, engineers, steel structural workers, carpenters, masons, telegraph and telephone linemen, and labourers. The majority of men enlisting are of Canadian and Old Country origin. So well officered and physically equipped, the first Canadian Overseas Construction Battalion should be of valuable assistance to the Imperial Government.

Bathos of the Bounty

I'm going to tip the janitor—maybe!
I'm going to tip the grocer's boy—we'll see!
I'm going to tip the cook, of course, oh, yes!
I'm going to tip my typewriter—I guess!
I'm going to tip the waiter—well, I'll think!
I'm going to tip the candy girl—a wink!
And, if there should be others—after that—
To him or her I'm going to tip my hat!
—New York Times.



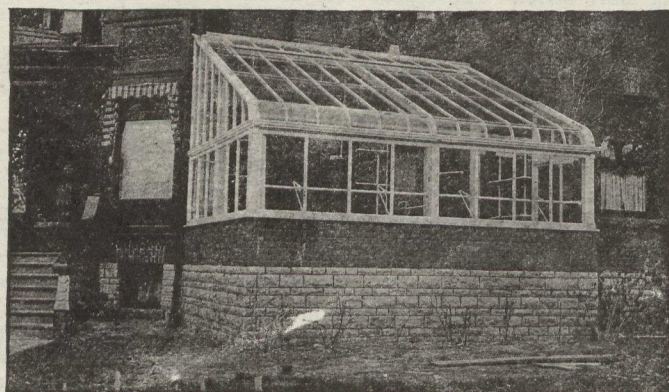
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