

PRISONERS TAKEN IN RECENT PUSH---First Portuguese



The Battle of Flanders.—Men of a midland regiment entraining after a spell in the trenches. —Photo by courtesy of C. P. R.

On the British Western Front.—Portuguese in the trenches. —Photo by courtesy of C. P. R.



On the British Western Front.—A captured 5.9 gun in a gun position near Bullecourt. —Photo by courtesy of C. P. R.

On the British Western Front.—Prisoners taken in the new push. —Photo by courtesy of C. P. R.



Soldiers during their spare time collect plants and flowers to decorate the graves of our fallen heroes. —Photo by courtesy of C. P. R.

On the British Western Front.—The Queen interested in an aeroplane. —Photo by courtesy of C. P. R.

On the British Western Front.—Smashed up German trenches on Messines Ridge, with dead. —Photo by courtesy of C. P. R.

New Railway Organization In Canada Will Make Sure That All Equipment Does A Maximum Service

EVEN the humble freight car trudging doggedly along on endless errands, carrying all manner of strange burdens at the behest of engines that never rest—is now to be made to "do his bit" his extra "bit," in helping to win the war. Along with all railroad rolling

stock and other equipment the Canadian freight car is now the subject of special attention by the Canadian Railway Association for National Defence. This Association, which was recently formed at the request of the Canadian Government, is really a joint committee of all the Canadian

railways, and is headed by the Presidents of the various roads. This body has undertaken to get at least a dollar's worth of service out of every dollar's worth of railway equipment in Canada. Unnecessary competition, the duplication of service, and the wasteful use of engines and

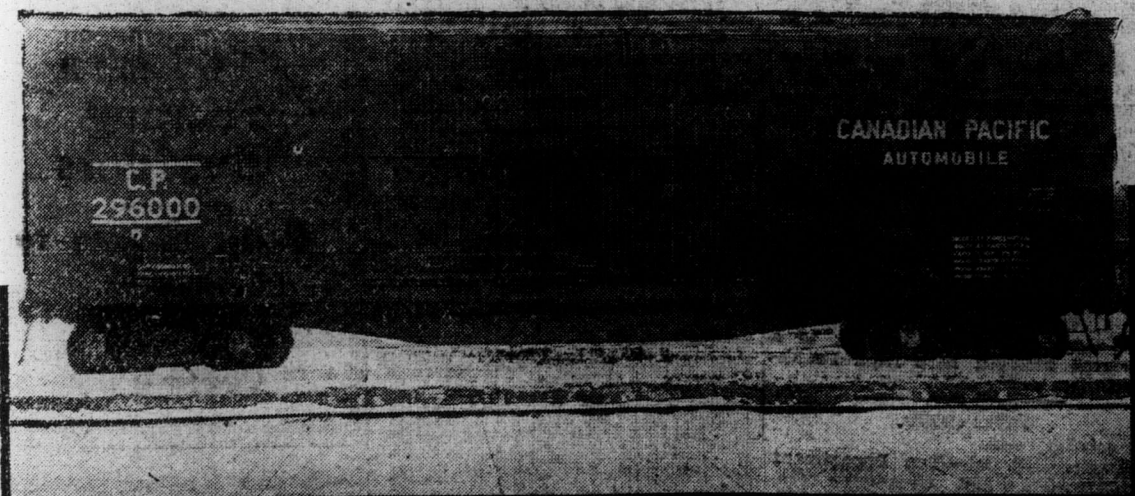
cars in other ways, are all to be done away with under this Association. One of the worst forms of waste in this country is the underloading of freight cars. Records show that only about forty-six per cent of the average carrying capacity of the average freight car is made use of by the shipping public. The waste is even more serious when it is understood that the actual capacity of a car is at least ten per cent higher than its marked capacity. The seriousness of such waste is easily appreciated when one knows that Canada has for some time been unable to get all the freight cars needed to carry even munitions. One huge order for cars for the troops in France was held up for many weeks owing to the lack of cars. New cars not only cost more than formerly—the price is practically three times the pre-war price, but the demand for new cars is greater than the supply, and Great Britain, France, and Russia have been placing orders in addition to the usual Canadian and American orders.

Now, however, in place of trying to buy enough new cars, the railways have united, among other things to induce shippers to load their cars at least to the marked capacity. Of course shippers don't always like to do this. It is convenient sometimes

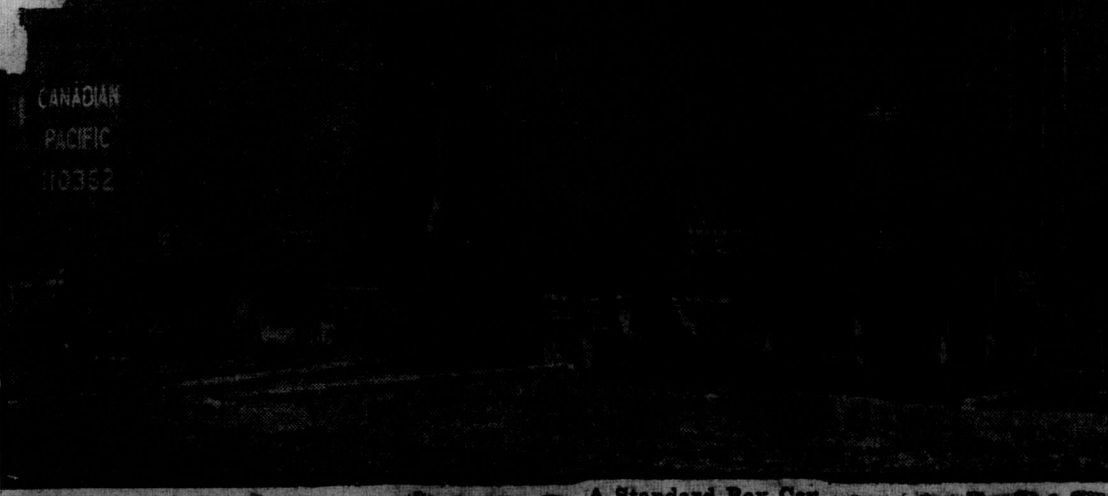
to ship just one order in a car, or to pack a car only to a certain point owing to the additional cost of labor for packing more efficiently. Such practices are being made the subject of a vigorous educational campaign. The freight car must carry a full load hereafter.

Just to show how space can be saved it has been demonstrated by some of the implement makers that fitting a cheap "deck" into a box car instead of loading on the floor only a shipment of 800 wagons can be accommodated in twelve less cars than if packed in the old way. On a ship-

ment of 3,000 riding ploughs 32 cars can be saved, and on a shipment of 1,500 binders, 2 cars. Such savings are to be effected in almost every class of shipment. The Canadian Railway Association for National Defence intends to make sure of this new economy among other things.



Automobile Car, Canadian Pacific Railway cars enlisted to do their bit in the new railway organization.



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