

for half a million men, hauled from all parts of Canada, (and latterly even from the United States), by other Canadian railroads, or recruited along its own lines.

A new demand
on the
Railways.

All of the Canadian railways were absolutely new to the work of military transport in any serious fashion. There were no precedents to guide them. The demands made on their resources were unexampled; and were often made by men with an excusable ignorance of the operating capacity of our Canadian lines. In the work of mobilization, particularly, speed was usually a vital consideration, second only to safety. And at all times all preparations had to be conducted with the greatest possible secrecy.

Real work
begun.

Although there was constant transportation of small bodies of men from one point to another from the time the war began, the real work of the railways in mobilization may be said to have begun early in the winter of 1914-15. It was some little time before the duration and magnitude of the work which the Canadian National Railways was to be called upon to do was fully realized. Then the system of giving each special train a number, was instituted. Serial number One, therefore, was given to the special train which ran from Toronto