

Canadian Transportation Men, Engineers, Etc. in the War.

Canadian Railway and Marine World is desirous of publishing all the information possible about the war work of Canadian transportation men, engineers, etc., and invites its readers to send in information for use in this connection. No doubt a large number of our readers receive many letters from the front, etc., extracts from which would prove of interest in these columns. We would be glad to be favored in this respect.

The Timiskaming & Northern Ontario Railwaymen's Patriotic Association, up to Sept. 30, 1917, had contributed \$64,616.96 to the Canadian Patriotic and Red Cross funds.

The Grand Trunk Railwaymen's Patriotic Association, Toronto, has contributed \$5,000 to the Canadian Patriotic and Red Cross Funds, making a contribution to date, of about \$30,000.

Canadian Officers Honored. The following were included in the honors announced in England on New Year's Day. Companions of St. Michael and St.

commanding the 2nd Signal Co. at the front.

Lieut. W. W. Cranston, Royal Engineers, who is reported as killed in action, was in the Canadian Northern Ry.'s engineering department, on the Boston Bar subdivision in British Columbia, under Division Engineer J. D. Black, as follows: From Sept. 24, 1913, until May, 17, 1914, as draftsman; from May 18, 1914, until Oct. 20, 1914, as Resident Engineer.

G. W. Curtis, formerly Industrial Agent, C. P. R., Montreal, who joined the Royal Flying Corps, Nov. 15, 1916, is now an acting flight commander in England. His commanding officer is reported to have recommended him for a first lieutenancy, and he expects to be sent to France at any time.

Capt. F. H. Moody, B.A.Sc., Jr., M. Can. Soc. C.E., formerly Mechanical Editor, Canadian Railway and Marine World, has been seconded for duty under the Ministry of Munitions (Air Board). He went overseas as a major with the 116th Battalion, C.E.F., but reverted to a captaincy

Hospital at Bromley, Kent. He is a brother of Allan Royce, Vice President, and Lt. Col. Geo. C. Royce, Secretary-Treasurer and General Manager, Toronto Suburban Ry.

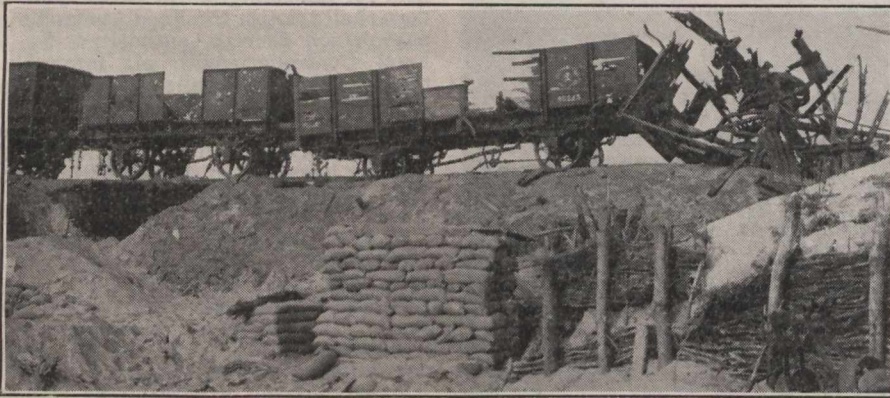
Captain Robert Shore, and Lieutenants Duncan, McCaimon and Alfred White, of the Canadian Railway Troops, have been awarded the Military Cross.

Canadian Railway Troops in the Cambrai Fighting.

Roland Hill, writing from the war correspondent's headquarters in France recently, said: "Against the furious counter-attacks which the Huns have made in the Cambrai sector, some Canadian railwaymen have played a minor, but very heroic part. In the scramble at Gouzeaucourt, when Germans actually occupied the village for a few hours, there were hand to hand combats with picks and shovels against rifles and machine guns, and for a time the Canadian shovel brigade held its own. One of the railwaymen grading a level crossing of a line on the morning of the attack, casually looked up from his work to find four Germans with rifles bearing down on his party. He gave one yell to his comrades, and, dashing for the Huns armed only with his pick, killed the first man after parrying a bayonet thrust, and was belaboring the others when his friends came up and wiped out the party. Further up the road the Canadians espied the Germans coming on in force, so the railway builders fell back in good order, the Huns hesitating, thinking they had a fighting unit to deal with—which was literally true. Most of the Canadians got safely away, although the shelling was extremely heavy. A few, who took shelter in an old German dugout, fell into the enemy's hands. But for the fine stand of the practically unarmed railway troops and a famous British fighting battalion—who were working with them, but whose rifles were stacked some distance away—the whole group would have fallen into enemy hands.

"These railwaymen, and with them were a number from the United States, fell back to where the new line was being formed, and that night came into the limelight again. In the meantime, approaching Gouzeaucourt from another direction, came one of the Canadian railwaymen's lorries laden down with material. The heavy shelling it ran through the driver regarded as part of the day's work. It rounded the corner into the village suddenly, and found half a dozen Huns with a machine gun, sitting at the main crossroads. The driver had no room to turn, no time to stop, so he decided to charge. Before the surprised Huns could open fire the lorry went over the gun like a juggernaut, and its crew scattered into the brick wilderness of the village. Then the truck turned on to the crossroads, lumbered back on top gear through more Huns who were collecting, and came, riddled with bullets, to safety.

"Yet another party of railwaymen and their friends of the British battalion were completely surrounded and taken prisoner. Their escort consisted of a full score of Germans under a very snappy little officer. They were hurried up the Cambrai road toward the newly-captured British line, and just as they had given up hope, part of an Imperial battalion espied them. Their captors tried to drive them towards Lavacquerie, but Scotsmen and Canadians, although unarmed, grappled with their guards until rescued by



On the Railway in No Man's Land.

From official photograph taken on British western front. Issued on behalf of the Press Bureau. Crown copyright reserved. Photograph loaned by C.P.R.

George: Col. G. S. Rennie, C.A.M.C., formerly Chief Surgeon, Dominion Power & Transmission Co., and Toronto, Hamilton & Buffalo Railway.; Col. B. R. Hepburn, M.P., Forestry Corps, formerly President, Ontario & Quebec Navigation Co. Distinguished Service Order: Lieut. Cols. Frederick Clarke, formerly Right of Way Engineer, Canadian Northern Ry.; Jas. Cornwall, Atholl Griffin, Chillion L. Hervev, M. Can. Soc. C.E., Jas. McDonald, Lawrence Martin, Walter Moodie, Kenneth Ramsey and Blair Ripley, all of the Canadian Railway Troops, Majors H. F. H. Hertzberg, M.C., and Harold Trotter, of the Canadian Engineers.

PERSONAL NOTES.

Lieutenant Alex. Allan, R.N.R., who is reported to have been lost at sea Nov. 19, 1917, was the eldest son of J. A. Allan, Glasgow, Scotland, and grandson of the late Alexander Allan, one of the founders of the Allan Line.

Lt. Col. W. P. Anderson, C.M.G., M. Can. Soc. C.E., Chief Engineer, Marine & Fisheries Department, Ottawa, who served in the Fenian raids in 1866 and 1870, and has the general service medal with two clasps, has three sons who have been made members of the Distinguished Service Order. They are Col. W. B. Anderson, of the Canadian Army Corps headquarters staff in London; Lt. Col. T. V. Anderson, who lost an arm at Vimy Ridge and who has an engineering command overseas; and Major Alex. Anderson,

on going to France and was wounded May 26, 1917, and transferred to a London hospital in June. Subsequent to his convalescence he was attached to the 2nd Reserve Battalion, C.E.F., stationed at Shorncliffe, Eng., and was appointed Adjutant, effective Dec. 12, 1917. Towards the end of the year, all Canadian casualty officers, who were engineers, were selected for service under the Air Board, to supervise the manufacture of airplane engines in various parts of the United Kingdom.

Engineer Lt.-Commander John Quine, R.N.R., who has been awarded the Distinguished Service Order, was, prior to the war, chief engineer of the Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince Albert.

Corp. D. Stanton Hudson, formerly of Perth, Ont., who was killed in action in France recently, graduated in civil engineering in Montreal in 1914. He was in the C.P.R. engineering department for a year, then in the National Transcontinental engineering department, and was still in the employ of that line when he enlisted in the Grenadier Guards at Montreal in Sept. 1915.

Major Gilbert Royce, of Toronto, of the Canadian Army Medical Corps, who was in charge of the eye, ear, nose, and throat department of No. 4 Canadian General Hospital at Salonika, for some two years, until he removed with it to Basingstoke, Eng., in Oct. 1917, has been appointed Commandant of the Canadian