

It is the experience in France that the good sapper has very many opportunities for advancement, and there is more than one sapper N.C.O. who has refused a commission in other units, preferring to be an N. C. O. in the Engineers. One sapper sergeant, who was wounded in France, and who is now in Canada on leave, says he would rather be a sergeant in the Engineers than a captain in the Infantry. Civil engineers, surveyors, architects, lumbermen, draftsmen, loggers, railwaymen, trackmen, bridgemen, construction men and tradesmen of all kinds, such as plumbers, carpenters, harness makers, blacksmiths, electricians, framers, bricklayers, masons, engineers, machinists, painters, wheelwrights, gas engineers, steam engineers, fitters, plasterers, shoeing smiths, etc., are qualified for the Canadian Engineers, and by joining this unit can "carry on" their part in this great war by working at their own trade or line and by supervising "working parties" from other units. For instance, a builder or construction foreman as a sapper would supervise work of "hutting parties" in construction of huts which forms the reserve billets of Infantry.

The fact that the work of the Canadian Engineers is the conservation of Canadian lives and the reduction of casualties, makes this unit an attractive one. Then, too, the Engineer gets experience at the front which makes him a much more valuable man in his trade when the war is over. The sapper, the sapper N. C. O., and the Engineer officer are said to be the hardest work-