

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 should be glad to be favored in this respect.

Arrivals in England.—Cables announce the safe arrival in England of a number of different classes of troops, including nos. 12 and 10 reinforcing draft railway troops from Prince Edward Island and Regina, Sask., respectively; forestry and railway construction draft, Camp Borden, Ont., and railway construction draft, Ottawa.

The C. P. R. and Dominion Express staffs in Great Britain before the war numbered 213, of whom 179 were of military age, and of those 158 have joined the colors.

Railway Construction.—Sir George Perley, High Commissioner for Canada in England, and Overseas Minister of Militia, on returning to London, early in September, after visiting the Canadian Army Corps in France and Belgium, stated that the railway construction and forestry corps were doing most valuable work at the front.

PERSONAL NOTES.

Eric Bate, formerly of the Canada Steamship Lines service, is reported to have been given the Military Cross in connection with the capture of Vimy Ridge.

Lieut. E. F. Ellis, Royal Field Artillery, who has been given the Military Cross, was formerly on the C.P.R. registry department's staff in London, Eng.

Capt. W. B. Hanna, son of D. B. Hanna, Third Vice President, Canadian Northern Ry., who went to England as a lieutenant in the 92nd Highland Battalion and has been in charge of the C.E.F., stationery department, in England, has returned to Canada on sick leave, accompanied by his wife and child.

Lieut. W. G. Hazlett, formerly of the Canada Steamship Lines service, is reported to have been given the Military Cross. After being wounded in the right arm and head, he collected his men and captured an enemy machine gun.

Lieut. C. S. L. Hertzberg, A.M.Can.Soc. C.E., of the Canadian Engineers, second son of A. L. Hertzberg, Engineer, Ontario District, C.P.R., who was seriously wounded on Jan. 21 last, when he was shot in the chest, and who was given the Military Cross, has been appointed acting assistant adjutant at Spadina Military Convalescent Hospital, Toronto.

Engineer Sub-Lieutenant C. L. Pestell, whose death while on active service in the North Sea, was mentioned in our last issue, was born in England, June 17, 1888. He served his apprenticeship at the engineering works of Ruston, Proctor & Co. Lincoln, and was later engaged at the London & South Western Ry. works at Eastleigh, Eng. He subsequently came to Canada, and was engaged for some time in the G.T.R. shops at Stratford, Ont., and later transferred to C.P.R. service, eventually settling in Victoria, B.C. Soon after the outbreak of war, he returned to England and enlisted with the Army Service Corps, mechanical transport sec-

tion. He was in France until June of this year, when he transferred to the Navy.

Capt. A. C. Lewis, formerly Secretary, Toronto Harbor Commission, was slightly wounded in his right hip during the fighting at Hill 70 recently.

Quartermaster General A. D. McRae, of the Canadian Expeditionary Forces, in England, formerly of Davidson & McRae, land agents, etc., Canadian Northern Ry., has come to Canada on two months leave.

Douglas Millar, of the General Baggage Agent's office, Grand Trunk Pacific Ry., was presented by the staff with a wrist watch, on his leaving Winnipeg, for Toronto, where he has enlisted with the Royal Canadian Dragoons.

Lieut. A. E. Voysey, Chief Assistant to European Manager, C.P.R., who, as mentioned in Canadian Railway and Marine World for September, was killed in action on July 29, entered C.P.R. service as

services to his headquarters, crossing a ridge three times in daylight through heavy machine gun and rifle fire to obtain exact information as to the situation and dispositions of his battalion. He successfully accomplished his task under very difficult circumstances." He is only 21 years of age.

Canadian Railway Troops' Work at the Front.

Roland Hill, a war correspondent, wrote from the British western front, Sept. 4: "The Huns, almost up to the present battle, used to ignore the tremendous network of light railways which British and Canadian engineers have been building behind our offensive. When the big attack at Ypres commenced and thousands, perhaps millions, of shells rained over on him in one night, he began to sit up and take notice. Now every day



Light railway laid over captured ground on the British Western Front
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junior clerk in 1900, received several promotions, and in Mar., 1910, was appointed private secretary, and in Nov., 1913, Chief Assistant to European Manager at London. Although he held an exemption from military service, he volunteered, joining the Royal Horse Artillery as a private. In Dec., 1916, he was given a commission in the Royal Garrison Artillery, and three months later was at the front.

Capt. D. B. Watson, of the Middlesex Regiment (England), who was awarded the Military Cross recently was, prior to the outbreak of war, in the C.P.R. Freight Department at Charing Cross, London, and enlisted as a private. He was gazetted second lieutenant in Sept. 1914, and was mentioned in dispatches for services in the Egyptian Expeditionary Force, and promoted to acting Captain whilst in charge of a company, and latterly acted as Major whilst at battalion headquarters. The London Gazette, in recording his services, says: "When acting Adjutant he performed most valuable

and every night he pounds away with large calibre shells at everything that seems like a railway. It is the work of the Canadian railway troops, of which there are several companies in this Ypres area, to keep these lines working, and advance them as the victorious infantry gain new ground. As a consequence, these construction battalions are always under fire, yet day and night they are out in the land behind the front line, sometimes in and out around the very advanced British batteries laying new tracks or repairing old ones. Emergency gangs are always ready to be rushed to any part where Fritz has been paying impolite attention. Sometimes it is only a few yards torn up and only a few minutes work for these trained crews. But always before a few hours have passed the line is repaired and the signal has gone back to the ammunition dumps that the line is clear, and the limitless lines of little puffing engines and bogie trucks, loaded with everything explosive, are flowing steadily to the guns. Sometimes