

ADVENTURES OF CAP COOK AND HIS ADVENTURERS ON THE RICHELIEU.

"Cast off!" bawled the Cap from the bridge. "Aye, Aye, Sir," replied the deck-hand as he cast off the heavy hawsers. The propeller churned the water and the big ship slipped gracefully from her moorings. When in the stream the Cap called out, "Full speed ahead", "Course Sou' Sou' East." Soon the boat started to cut the water and she was headed up the Richelieu for parts unknown.

On board there were many notable characters; Cap Cook in command, Jimmy Boyd, Jimmy Barr, Alex Watling, R.S.M. Estey, C.S.M. Dailly, C.S.M. Lear and Jack Badger. The last mentioned acted as lookout on the fo'c'stle head. The first mentioned were gentlemen of leisure.

After travelling a few miles the lookout reported that he thought he saw a periscope on the Star-board bow. Volunteers were called to go and investigate and were promised \$1.00 for the deed. Without hesitation Alex Watling jumped overboard with full kit and swam around for a time and came back for the promised reward. Soon Badger and Dailly were overboard looking around for some more big pike to catch on Jimmy Boyd's line. None could be found as Jimmy caught the only big one.

When they arrived at Fort Lennox the party went ashore to look over the old fort. They stayed for a while and came back to the boat for the return journey. On the way Dailly accidentally fell over and the Cap rung the engine off. He was safely rescued. When the Cap tried to start the engine it refused to percolate and help was signalled for. Assistance finally came and the disabled boat was towed.

Nothing exciting happened on the way home outside of the engine breaking down excepting that Jimmy Boyd mistook the reflection of an arc light for a plank and when he tried to walk it he found that it wouldn't bear his weight. Luckily the water wasn't very deep. Another witness swears that it was "a moonbeam" that Jimmy tried to walk!

The trip was proclaimed a huge success by all on board. Some hard hearted individual suggested that Cap Cook's engine would make a fine anchor.

e. w. j.

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CANADIAN RAILWAY TROOPS CO.

Editor

"Knots and Lashings".

Dear Sir,—

Having run across the following in the press of the 15th inst. (Star) I forward same to you, believing it will prove of interest to the men in our Company, the C. R. T., and ask you to be kind enough to print same in our popular paper so all may know the important part played by the C. R. T. in this great war.

Respectfully,
Pte. Charles T. Curtis.

Following is the excerpt taken from the Star, August 15th, entitled "Work of Railway Troops".

"Our Railway Troops are largely composed of men from Canada who have been engaged in railway construction work. They are under the command of General Stewart, who is one of the best railway builders on this continent. Their record in railway building and operation is unique. I heard Sir Douglas Haig pay a most ungrudging tribute to the fine work of General Stewart and his railway troops. Exposed to danger from German fire, these men constructed and operated heavy and light railways right up to the firing line.

Three fourths of the railway construction troops on the British front are Canadians and Canada through her Railway Construction Corps is rendering a great and indispensable service to the forces of the Allies operating on the Western Front. At Cambrai, and again on the German offensive in March and April, some of our railway units dropped their tools and took their places in the line to help save a critical situation, and they are now all being trained for such emergencies."

CONVERSATION OVERHEARD IN TENT LINES.

Two of Scotia's Sons, practicing on their national instrument, without the Bag, and perspiring profusely.

Corpl. to Sergt.:—"You look kind'a worried this evening."

Sergt.:—"Kind'a worried! Blimey im near carizey."

Corpl.:—"That's their own music, and you should appreciate it."

Sergt.:—"Appreciate nothing, it's neither a screech nor a owl. Music not! Blooming orful nise. I 'ope their bally wind pipe bsusts."



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