



*CANADA'S  
NATIONAL  
RAILWAYS  
AND  
THE WAR*



CANADA'S NATIONAL RAILWAYS  
THEIR PART IN THE WAR



WESTERN UNION  
  
TELEGRAM

THEO. N. VAIL, PRESIDENT

RECEIVED AT

J 157 D 21 RUSH

OTTAWA ONT AUG 1ST/14

GENERAL PASSENGER AGENT I.C.R., MONCTON N.B.

PLEASE ARRANGE FOR IMMEDIATE RETURN TO LOCAL HEADQUARTERS OF  
DETACHMENTS FOURTH PRINCEEDWARD ISLAND HEAVY ARTILLERY ~~XX~~  
NOW ENROUTE FROM MONCTON TO MONTREAL.

ADJUTANT GENERAL.

1920

# Canada's National Railways

Their Part in the War.



TORONTO :  
CANADIAN NATIONAL RAILWAYS

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## PREFACE

The story of the Great War (1914-1918) has already passed into the volumes of history and there are many pages dealing with Canada's part in the fray, telling mostly of her exploits in the field and the valor and courage of her soldiers, which all true Canadians feel cannot be too greatly emphasized or too highly praised. Yet we would not forget the splendid part played by "Canada-at-home" during those crucial years—of those who remained to keep the wheels of industry whirring night and day, those who planted and garnered the grain and the mighty organizations within the country, that kept the business of the nation running smoothly and efficiently while thousands and thousands of the finest of her manhood, at the call of duty, poured out of the country to the amphitheatre of the conflict.

Among these organizations within the country, there were probably none which had a greater burden thrust upon them than the Railways of Canada. For, on them fell the task of carrying men from the north, the south, the east and the west—from every nook and corner of this vast country to our Atlantic seaports that they might sail away to the Great Adventure. They were carried by thousands, week after week, and month after month, and still the call came that more be sent within as short a period of time as possible, and the steel rails, up and down, and across Canada, literally sang to the tune of war as one long heavy train after another rushed along with its precious burden of human freight and its heavy loads of munitions, steel, foodstuffs, clothing and other commodities contributed by the Dominion. With the end of hostilities, shipload after shipload of war-scarred heroes landed at the Atlantic ports. Sometimes several thousands a week came and had to be transported by rail to their homes as speedily as possible.

The task was a herculean one. It meant that each and every member of the great railway organizations had to put all his energy into the task of the hour and be ready for any call whether it came by night or day in order that the system might measure up to what the nation expected of it. It meant a hundred and one things that the general public has never realized.

And, so that the Archives of the Past may hold a permanent and tangible record of the contribution of the Railways of Canada, in the Great War, and that employes of the "National" lines may realize that their efforts during the stress and strain of the war years have not been forgotten, this little volume is presented to the public by the Canadian National Railways with the hope that it may be of special interest to "Young Canada".



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MINISTERS PROMINENT IN CANADA'S WAR CABINET

1. Sir Robert Laird Borden, Premier of Canada. 2. Major-General the Hon. Sydney Chilton Mewburn, who succeeded Sir Sam Hughes as Minister of Militia. 4. The Hon. John Dowsley Reid, M.D., Minister of Railways and Canals.



# CANADA'S NATIONAL RAILWAYS

## THEIR PART IN THE WAR

Up and down the railways of Canada, particularly along that busy stretch from Montreal to Halifax and St. John, which was the spout of the funnel through which the great volume of men and supplies poured forth, the end of the war left a long line of men, tired with effort and anxiety; men with more gray hairs than they used to have, with a little more stoop to the shoulders and a few more lines of care on their faces; men all the way from the head office to the lonely cabin of the section man, who sat back with a sigh of relief and exclaimed: "Thank God, that's the last of the troop trains."

The particular effort of Canada's national railways, though it went to further the military purpose, was mainly a civilian achievement, and, for that reason, may possibly be less certain of securing permanent record than are the great deeds of our soldiers. It has seemed desirable, therefore, that a brief history of the work done by Canadian National Railways during the war-years should be

A Great  
National  
Undertaking.



embodied in permanent form, as an historical record and for the benefit of the coming generations whose pride and interest in this great national undertaking, it is well to enlist.

Only the consciousness of an ardent and patriotic task well performed could ever adequately repay the railway men of Canada for the strenuous and anxious days and nights which they spent during the war. Indeed this work continued long after hostilities ceased because some of the hardest work which the transportation companies performed was during demobilization, with the safety and comfort of half a million men, many of them invalids, entrusted to their care.

### MOBILIZATION

**That fateful  
Sunday.**

The first intimation to the Canadian National Railways that the system might be called upon to fulfill that military function which was initially one of the main reasons for the construction of the Intercolonial Railway wholly through Canadian territory, came on that fateful Sunday, August 2nd, 1914—the memorable day when a solemn hush pervaded the whole world, while men waited to know whether for the British Empire it should be peace or war. On that day, a message was received by the Passenger Traffic Manager

at Moncton from Brigadier-General Biggar, Ottawa, asking that two trains with artillerymen and guns, on their way from Prince Edward Island to Petawawa Camp should be turned back. This was promptly arranged. Great Britain had declared war; and Canada was in it. For the five years following, the two officials representing the Department of Militia and the government railways were in constant communication.

Within a few days following the outbreak of war, the services of the road were actively engaged in the transportation of troops—probably the first troops moved in Canada during the war. A wireless message had been received at Halifax stating that Glace Bay was being bombarded by a German war-ship and asking for help. There is a mystery about that message which has never been solved. It was apparently never sent from any wireless station in Canada; and the surmise of naval men is that it came from the German wireless station in the United States, and was flashed forth in the hope that the British cruisers known to be in the vicinity of New York would be lured away to the help of Glace Bay, and thus give German ships in the United States ports a chance to get to sea. The message was a “fake”, as events proved; but men and guns were rushed

A Mysterious  
Message.



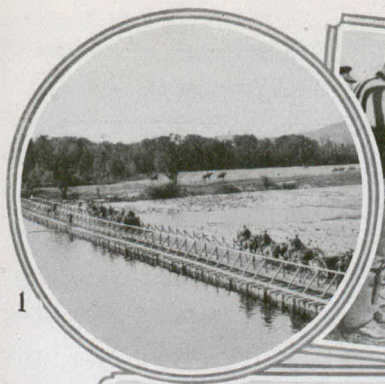
Troops to  
Valcartier.

over the Canadian Government Railways to the Strait of Canso and to Sydney.

In those early days many precautionary measures were taken by the Railways in the way of armed patrols, etc., which it was found unnecessary to continue, although it was subsequently discovered that plots to wreck important Canadian Railway structures existed. Fortunately these were not successfully carried out. At the outset, however, there was a scramble for rifles for Bridge Watchmen, and a considerable expense was incurred on this account.

Very soon began that general movement of troops from East and West towards Valcartier, in preparation for the sending of the first expeditionary force to France. After the despatch of the first contingent from Gaspé, the work of embarkation was concentrated at Halifax and St. John, mainly at the former port. The Canadian Pacific Railway was not available for this work at that time. The road runs through the State of Maine; and the United States was still a neutral. The passage of troops or munitions through its territory would have been technically an act of war. So, for the first two and a half years of the war, troops from all parts of Canada were handled exclusively by the Canadian Government Rail-





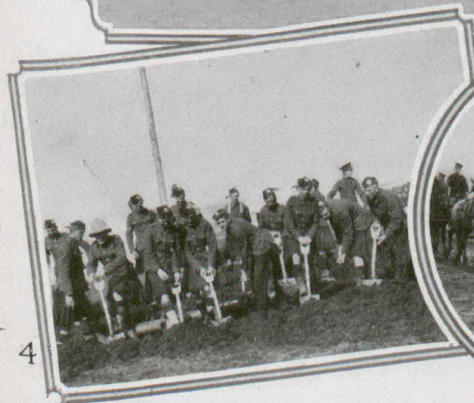
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#### SCENES AT VALCARTIER CAMP.

1.—An Artillery Pontoon. 2.—Practising Rifle Shooting. 3.—One of the Heavy Artillery Guns. 4.—Fatigue Duty. 5.—Artillery on the March.

ways, on the last long leg of their railway journey to the port of embarkation at Halifax.

The old  
International.

The troops brought from the west were delivered to the Intercolonial Railway—as it then was—at Montreal. After the United States entered the war, the line of the Canadian Pacific Railway to the seaboard became available but its services were never called upon extensively east of Montreal. The Quebec Bridge, and the Transcontinental Railway between Quebec and Moncton, played an important part, as providing an alternate route, or second track, between the points named.

The Canadian Government Railways from Montreal to Halifax and St. John, now included in the Canadian National Railways System, have been compared to the spout of a great funnel, through which poured a vast and, as it appeared to those in charge, a never ending stream of men and supplies. Some years ago, a great Canadian railway man pointed out that one of the defects of our transportation system was that, as he put it, “the hopper was too large for the spout” hence when traffic was poured into the hopper in great volume, there was liable to be congestion. The Canadian Government Railways section of the Canadian National System served as the outlet





The Great Quebec Bridge which was completed during the war and which played an important part in the transport of troops. This bridge is the connecting link between the lines of the Canadian National Railways North and South of the River St. Lawrence.



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

to Halifax on February 5th, 1915. It carried nurses and military engineers. There were sixty first-class and one hundred and twenty-six second class passengers on board.

Thereafter, specials, were forwarded incessantly. By the end of that month of February, twelve trains, carrying 4,195 troops had been moved from Montreal to Halifax. During the remainder of the year 1915, one hundred and thirteen special trains with 44,000 troops were operated; and this was only a mere foretaste of what was to come in the succeeding three or four years. In 1916, 455 trains carrying 195,524 soldiers were moved to Halifax. In 1917 there were 309 special trains and 117,136 soldiers carried. In 1918, 294 specials with 102,847 troops. The United States had then entered the war and some American troops were being rushed through Canada. The movement generally was at its height. In one month eighty-two special trains with 33,754 men were moved from Montreal to Halifax. On one day of this month, (April 26th), fourteen thousand men were carried.

The total number of soldiers moved during mobilization was 462,379, on 1,191 special trains, while on the regular trains, 351,619 military passengers were carried—a total of 813,998.



**Big troop  
movement.**

When a big troop train movement was to take place, notification was sent, some days in advance, to the Passenger Traffic Manager at Moncton, and latterly at Toronto, who was requested to furnish the Militia Department with a schedule covering the required movement. All railways concerned were notified of the number of troops to be moved, and the approximate date when the transport would sail—but not the name of the ship. A secret code-word was used for both the port of departure and the transport: thus Halifax was “Uncalm”; Montreal “Untrap”; St. John “Undeclined”; and Quebec “Uncurrent”. The steamer “Lapland” became the “Beta twenty”; the “Saxonia” the “Gamma twenty-five” and so on. Other weird code-words like “Petaurist”, “Phantastic” figured in the messages constantly flashing between Ottawa, Moncton, Quebec and other points concerned. When the schedule for the movement was complete, it went to General Biggar at Ottawa for his “O.K.”; and as soon as that was received the wheels began to turn.

The movement was facilitated by the fact that early in the war, the Government issued instructions to the telegraph and telephone companies that messages regarding the movement of troops must be given precedence.

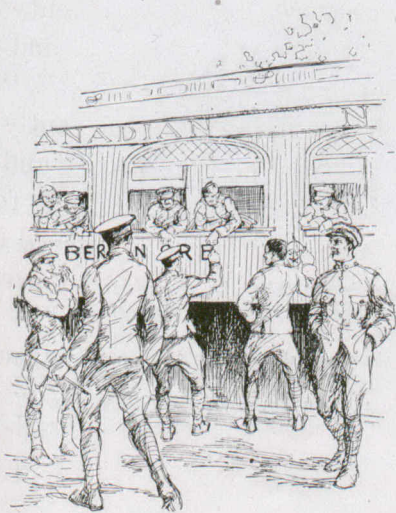


Transportation by water during the war was much more uncertain than by rail; so it came about that through submarine and other dangers, the arrival of transports to carry the soldiers abroad would often be delayed. When that happened, there would come unusual excitement to the boys and girls at some lonely spot some distance down the line from Halifax. The troop trains would all be held up, it being not desirable to bring them into the city until the men could be embarked. One Sunday, four trains carrying United States troops were held up at Windsor Jct. and they were joined soon after by three or

Delay to  
Transports.

four others containing Canadian soldiers.

Sunday at Windsor Junction is about the last word in isolation; and when the soldiers looked out on the sea of rocks surrounding them, their feelings may be imagined. It was at times like these,



## Canada's Grand Armada Leaving Gaspé Bay, Quebec, October 14, 1914



Gaspé Bay is sixteen miles in length, and is six miles in width for about twelve miles from its mouth. Then it narrows into the beautiful Gaspé Basin, forming one of the finest harbours in America.

In 1534, Jacques Cartier landed on its shores and took possession of the land in the name of his king, Francis the First.

In 1711 the Basin was the scene of the only triumph of Sir Hovenden Walker, who started with a fleet to capture Quebec, but never got further than Egg Island.

### HISTORIC GASPÉ BAY AND BASIN



From the painting by F. S. Challoner, R.C.A.

Still later a call here was made by some of the ships of Wolfe's fleet on their way to lay siege to Quebec in 1759. Gaspé has also its place in the greatest war of history, for it was off its shores in October, 1914, that the thirty-one transports with over thirty-two thousand Canadian troops were assembled, awaiting the arrival of twenty battleships that convoyed them across the Atlantic, and where on the bloody fields of France and Flanders, they brought undying lustre and fame to Canada.



that they seized the opportunity to cover the cars with chalked inscriptions, which became so familiar on troop trains. "Berlin or Bust" uncomplimentary remarks about the Kaiser, and notes of defiance from this battalion on its way to settle with him, were the most common sentiments. It may be imagined that the railways were not always particularly pleased to see their cars defaced; but the authors showed the proper spirit, so it was put up with.

#### THE WORK AT VALCARTIER CAMP

The first  
Canadian  
Contingent.

The most spectacular work of Canada in the war, probably ranking with the biggest feats performed by any of the nations engaged in mobilization, was the assembling and despatching of the first Canadian Division; and in this and subsequent troop movements from Valcartier, the Canadian Northern Railway now included in the Canadian National Railways system was the great factor. The creation and operation of the Valcartier camp and the troop movement in connection therewith, were among the outstanding railway feats of Canada's war effort.

On August 3rd, 1914, the Canadian Northern Railway received notification that Valcartier



camp was to be opened. In a little more than three weeks, the camp had been completed and 37,000 men transported thither. In ten days, three miles of railway track were constructed within the camp. From that time on, the fourteen miles of line, between Valcartier and Quebec were among the busiest in the world.

All Eyes on Valcartier

At this early period of the war, Valcartier was practically the only camp in Canada. All eyes were focussed on it, and all roads seemed to lead to it. From all over Canada, fathers, mothers, wives and sweethearts flocked to Quebec to be in touch with their loved ones who were going overseas; and there was a constant stream of traffic



The first roll call at Valcartier

to and from the camp, which is on the single track Canadian Northern line to Chicoutimi.

Fortunately the Company was able to meet the situation. In anticipation of the opening of through lines between the east and west, the Canadian Northern had ordered sixty Colonist cars, which were delivered by the builders just before the outbreak of war. They proved of great service when this emergency arose; indeed the troops could not have been handled nearly so expeditiously without them.

Excursions to  
Valcartier.

In the second and subsequent years of the war, there were as many as 25,000 men at Valcartier almost constantly, and the stream of traffic never let up. Sunday was never a day of rest for the railway men, as on that day frequently six or seven thousand visitors to the camp had to be handled. The Minister of Militia, Sir Sam Hughes was exceedingly anxious to work up enthusiasm in the doings of the Canadian forces, and when the suggestion was made that the railway should operate excursions to Valcartier, he seized upon the idea with avidity. In a short time, excursion rates of about one cent per mile were made effective, and as soon as the fact became known the people began to pour in.

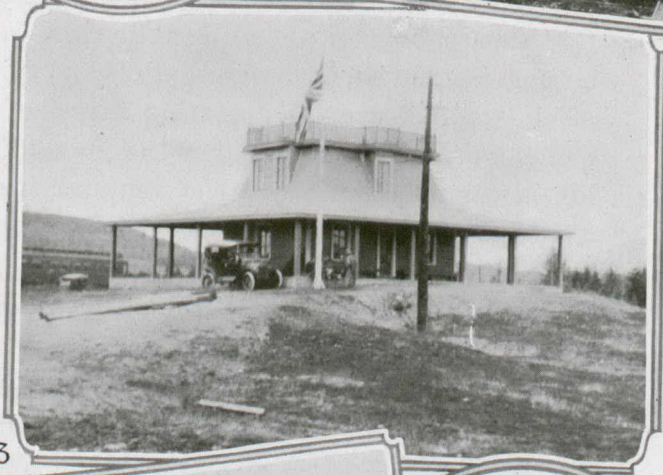
It must be confessed that this was more pleas-



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### VALCARTIER CAMP

1.—Building a Pontoon Bridge. 2.—The Freight Sheds. 3.—General Headquarters. 4.—A Building run up over Night. 5.—Material for Construction of Camp Buildings.



A pertinent  
Remark.

ing to the public than to the officials of the line who thought that they had reached the limit of endurance with the ordinary military traffic. The late Mr. Spaidal, who was General Superintendent at that time was spending his days and nights at Valcartier, and when he was advised that excursion fares would be authorized and the arrangements required were outlined to him, the official replied promptly, stating that the movements would be arranged, but the man added to his informant; "When I see you personally, shall tell you what I think of you!" All operating employees were then working so hard, that it is not surprising that they should moan a little over the extra burden.

At the outbreak of the war, not only the Military but the Railway officials as well, worked practically night and day. A large number of the military movements were arranged after nine o'clock at night, and officials of the railway were liable to be called from their beds at any time of the night for consultation or other duty.

As there was no accommodation for visitors at the camp, and the throngs who had gathered at Quebec were anxious to visit the camp daily, eating conveniences had to be arranged. The railway accordingly placed in service at Valcartier

dining car and two lunch counter cars, which gave constant service from early morning until late at night.

Some striking feats of transportation were performed. On one occasion, the Governor-General was to hold a review on a Sunday, of the troops in the camp, and this, naturally, attracted a very large number of visitors. Just as the review started, rain began to fall heavily, and there were between eight and nine thousand people with no shelter, and anxious to get back to Quebec without delay. Equipment was "rushed" in in record time, and the drenched sightseers transported to shelter.

Drenched  
Sightseers.

An average Sunday's work was ten trains, but as many as forty-four, have been run in the twenty-four hours. There was also a very heavy freight movement into the camp. Several thousand horses were assembled there, and large quantities of fodder for them had to be taken in; and as well, all the requirements of what constituted a good-sized city. One day as many as eighteen mixed trains, (including troops, military freight, guns and horses on each train) were brought into Valcartier. They were timed to arrive at the camp at thirty minute intervals, and each had to be unloaded and cleared.

The military authorities were anxious to show what could really be done, and suggested the use of the soldiers for unloading; but the railway officials knew that soldiers were not familiar with the work, so they gathered up the pick of the bridge and building men on the Quebec lines, and put through the schedule called for by the military in record time.

#### THE MOVEMENT OF WAR SUPPLIES

Feeding the  
Troops  
en route.

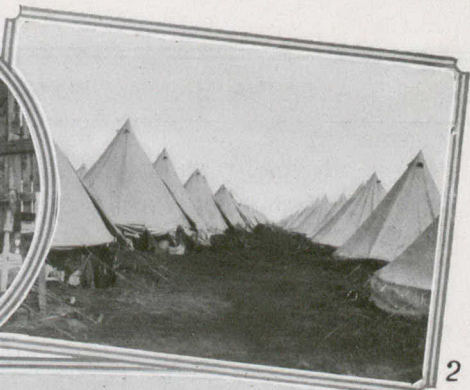
One of the war-mottoes of Napoleon was: "An army travels on its stomach." In wars of old when comparatively few men took the field, troops depended to some extent for food supplies on the country in which they were operating, but in modern warfare with millions of men engaged this would be impossible. In the late war, it took several men back of the fighting lines to provide food, ammunition and other necessaries for every man in the trenches.

So, when we tell how the Canadian National Railways carried half a million men to the sea coast to embark for the war, we must also remember that enormous quantities of supplies had to be carried, not only for them but for many other soldiers overseas; because a very large proportion of the food and ammunition used on the western





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SCENES AT VALCARTIER CAMP.

1.—A Make-Shift Barber Shop. 2.—An Avenue of Tents. 3.—The Grub Line. 4.—The Chef at Work. 5.—A Popular Canteen.

front by the Allied Armies, during the latter part of the war was sent from Canada.

For the four and a half year war-period, the Canadian Government Railways handled to St. John and Halifax, about one thousand tons of freight every day, or about forty car-loads. This would total well over a million and a half tons; and consisted of food, lumber, munitions, rails, and the thousand and one things the soldier needed, and which Canada could supply.

In addition to this overseas freight, the railway had also to handle daily the shipments of steel turned out by steel plants at Sydney and Trenton, N.S., which were working at capacity under war time pressure. This tonnage was bound for various points in the Maritime Provinces, Quebec, and Ontario, to be made into munitions which the Canadian Government Railways would eventually handle back to the ports of St. John or Halifax.

All this, it must be remembered, was war-work; but in addition, the regular transportation work of the system had to be maintained, and it had greatly increased in volume because of war activities.

When we recall what our national railway accomplished, particularly that single-track portion of it, east of Montreal and Quebec, and how its



officers and men arose to the emergency of increased business, it would seem a favourable omen, and a guarantee of ability to handle successfully whatever demands may be made upon it.

The Canadian Northern System, having a direct or through line from Ottawa to Valcartier which obviated the necessity of going through such terminals as Montreal and Quebec, came in for many rush shipments, some in train-load lots. Special passenger trains for the Governor-General, Minister of Militia and other Cabinet Officers were called for very often and had to be made ready on very short notice.

#### MONCTON DURING THE WAR

As the head office of Canadian Government Railways, before the organization of the great system of Canadian National Railways, and the most important point on the line over which practically all the troops travelled on the last leg of their journey to the sea-board, Moncton was a very important point during the war. The stay of the troop trains there was necessarily longer than at most places; and there was scarcely one of Canada's famous regiments which did not march through its streets. It is a place held in affectionate remembrance by the soldiers. Both

The Railway  
Hub of the  
Maritime  
Provinces.

going over-seas and returning, there was always a welcome for them.

All troop trains were halted there long enough for a thorough inspection, and all cars were cleaned, watered, iced, and gassed. The engines and crews were changed, and orders given for a clear run to Truro and Halifax. This gave from a half to three-quarters of an hour for the men to relieve their weariness by a short route-march. It has been estimated that ninety per cent. of the troops sent over-seas had the opportunity of marching through the streets of Moncton, and the City became known far and wide because of the great welcome given to the soldiers.

**Music for the  
Troops.**

The decorations of the city were always up, and the patriotic societies never relaxed their efforts to provide comforts. Moncton's two bands have an enviable record. They were on hand at all hours of the day and night to cheer the boys on their way to the front and to welcome the returning heroes. They have played for no less than eleven trains in one day. The bandsmen were largely employees of the Canadian National Railways; and their devotion to the work of welcoming the soldiers cost them a great deal of time and money, but it was always given cheerfully.



In addition to the troop trains constantly being despatched, there were heavy movements of munitions and supplies of war, going to both St. John and Halifax. The first movements were largely foodstuffs, blankets, clothing, fodder, and so forth; but as soon as the munition plants were organized, the over-seas traffic became heavy and continuous. There was, therefore, the work of operating a constant stream of freight trains, as well as the troop trains.

The large yards at Moncton, constructed for the use of the Transcontinental Railway, were well equipped, and became practically the equivalent of a huge transfer-shed; but large as they were, they were often inadequate to contain all the trains of war material which were assembled. The movement of this material from Moncton to St. John and Halifax, was necessarily regulated by the opportunities for sending the freight over-seas from those ports.

Much work had to be done in Moncton in the way of sorting out from this great accumulation of freight, the supplies most urgently needed at the moment. As soon as the steamers arrived in port, cargoes had to be selected and rushed forward. The call might be for hay or oats, shells, flour, or grain; whatever it was, there was no

time to be lost. Moncton thus became a vast storehouse and forwarding depot for the whole of Canada.

**Freight  
Shipments.**

Those concerned with the handling of freight very frequently had some difficult problems put up to them. One such was when submarine chasers began to be shipped overseas. They were shipped on flat cars, three cars being required for two boats. They were wider than the cars; and movements in the yards and in passing other trains had to be done very carefully. Every train had orders to pass them at a low rate of speed, to avoid the danger of being side-swiped; and in several instances, tracks had to be moved and standpipes shifted, in order to permit their passage. Again, when a large troop movement was on, freight movements had to be suspended for some days, placing a heavier tax on all concerned, when the movements were resumed.

Perhaps the greatest trials of the freight men came at the time of the Halifax explosion. Their problems then seemed hopeless of solution. In addition to the heavy war traffic, supplies for the stricken city kept pouring in; and much freight was received at the terminals in Halifax, not billed at all. For some little time after the explosion, it was a case of "First come, first served", with no questions asked and no explanation necessary.



## THE EXPLOSION AT HALIFAX

At times it almost seemed as though there were some justification for the boastful motto the Germans wore on their belt buckles and elsewhere—"Gott mit uns"; certainly to the hard-pressed Allies, all the luck, at least, seemed to be with the enemy. During the war, Halifax was, perhaps, the most important port in the British Empire, outside the British Isles, also a very vital point in the Government Railway System—and, indeed, for all the railways of Canada. And, just when the war was at its height, and the port and railway terminals busiest, there came the terrible explosion on the morning of December 6th, 1917,

Damage to  
Railway  
Property.

and added to the already heavy task of the railway.

By this explosion, the greater part of the Canadian Government Railways' property at Halifax was either completely destroyed,



**Wholesale  
Destruction.**

or badly damaged. At the Deepwater terminals, the grain elevator and plant, the piers and freight sheds, were partially wrecked. The passenger depot at North Street was unroofed and otherwise damaged. The powerhouse and heating plant were put out of commission. At Richmond, Fairview, Willow Park, all important railway points, practically everywhere within a radius of several miles of Halifax, railway property caught the full force of the explosion. The yards and tracks were torn up and destroyed; and a very large amount of replacement was necessary. The whole of the passenger service, and dining and sleeping car equipment was temporarily disorganized. Wreckage, death, and disorganization brooded over the whole place.

This situation has been well described, as meaning about the same to the railway as blindness and paralysis would mean to an individual. Telegraph and telephone lines were completely out of commission; station terminals were wrecked; locomotives and cars were rendered useless or demolished; the train crews and other workers were, in many cases, killed or injured.

When news of this situation reached Moncton, the General Manager, Mr. C. A. Hayes, (now vice-



president in charge of traffic for Canadian National Railways) equipped a special train with aid of all sorts, human and material. Expert officials in all departments, medical aid, supplies and nurses were on the first special. It was followed by three others with officials, fire and wrecking equipment, repair crews and plant, and food. From all quarters of the system, help and expert advisers were gathered to the solution of this new problem in Canadian railroading. The above force applied itself for the succeeding weeks, day and night, until order was once more restored, and the service again in running condition.

This, of course, did not hold up the transportation of troops. Nothing could be allowed to do that; but what it did do was to make an already difficult task so much harder, and to strain a little further, the nerves and muscles and brain of men who already thought that such "equipment" was sometimes at the breaking point.

#### THE SPIRIT OF THE SHOPS

Only those who went through the experience of transporting hundreds of thousands of troops on a line which was, on its most vital part, a single track system, under weather conditions which were at times unexampled in their severity, can

The  
Mechanical  
Department.

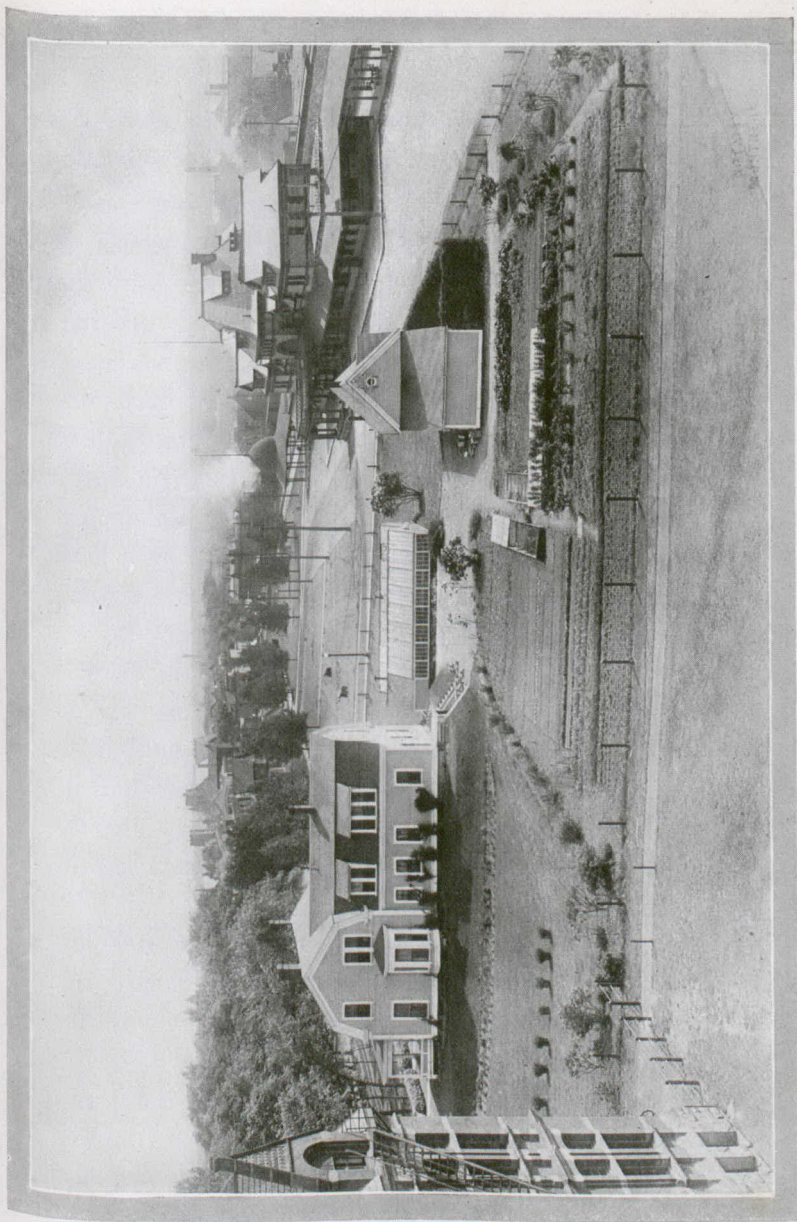
have any true realization of the magnitude of the problem with which the mechanical department, particularly, was confronted. And, for the most part, what this work meant has been known only to those engaged in it.

Something, therefore, should be recorded of the war efforts of men who lay under refractory engines, in the snow and ice at thirty degrees below zero, coaxing them to go; of men who worked for fifty hours at a stretch without sleep, and with only the food they could snatch up; coated with ice so that, as Mr. W. U. Appleton, the Mechanical Superintendent at Moncton, said to the writer of this story, "You could hear their clothes crack as they walked!" Those were the times when men had to run around the engine houses with torches, to keep the engines from "freezing in their beds", when "Frenchmen up north would get down on their knees in the slush under the engines, with the thermometer at twenty below"; when there was no time to send engines to the shops for necessary overhauling, and they had to be run between heavy repairs, over double the usual mile age.

Spirit of  
Patriotism.

The same thing was happening, in some degree, in all departments all over the line; "To properly take care of this immense traffic" says Mr. H. H.





Moncton Station. It has been estimated that ninety per cent of the overseas troops detained here for a march through the city.

Melanson, Passenger Traffic Manager, in a memorandum to Mr. C. A. Hayes, reviewing the work of the office staff during the war, "necessitated work, goodwill, co-operation, patience, and abundance of over-time. Our boys who remained at their post day and night, as occasion required, displayed a spirit of patriotism difficult to duplicate. There was no eight hour system, with time and a half for over-time. They took hold of the work and stuck to it to the last." Referring to one member of the staff at Moncton, as a typical example of faithfulness exhibited he says; "I find that during the month of February he worked eighty-three hours over-time, and in March one hundred and twenty-four hours;" it was the same at Valcartier camp; at Winnipeg, Montreal, Quebec, Toronto—wherever they were called upon "They displayed the essence of energy and devotion to duty, and deserve the thanks of the management."

Some idea of what the work of the mechanical department of a big railway system means in the movement of great bodies of troops, will be of interest to the readers of this story.

All the railroads taking part in the troop movement would wire in particulars of the number of troops they were carrying, the cars and equip-



ment being used, the time they were due to arrive at points of transfer to the Government system, and so forth. So, if sleeping or dining car equipment should happen to be inadequate at the point mentioned, there was usually time to rush it forward.

The next step was to issue notification to the operating departments of the road. The Passenger Department prepared a program of transportation advices, giving the trains by number and all other particulars. In all, about two hundred copies of detailed instructions to officials concerned, were required for each movement.

Among others, copies were sent to the General Superintendent and the General Master Mechanic. The General Superintendent advised the Divisional Superintendents; and the General Master Mechanic, the different Master Mechanics. The latter, with the aid of their engine-house foremen proceeded to "line up" the motive power for the movement. If there were to be twelve trains, for example, twelve engines would be required; but there might be only half the number available at the next terminal, and the problem had to be worked out over every division. "Often," says Mr. Appleton, "a train would be only twenty miles away from a division, with no engine in

Motive Power.

sight; but before the train got in we had one—they always came from somewhere.”

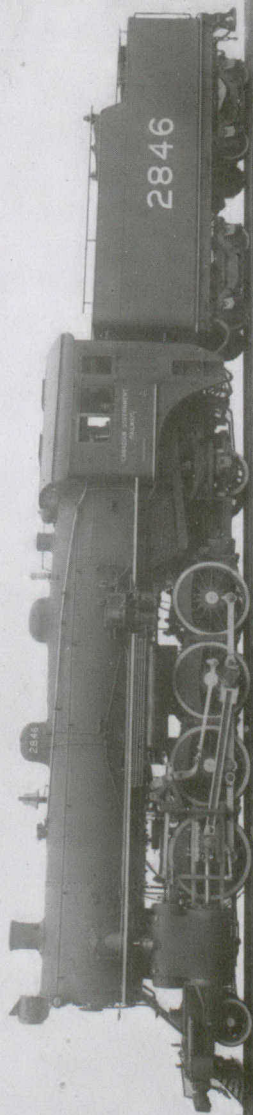
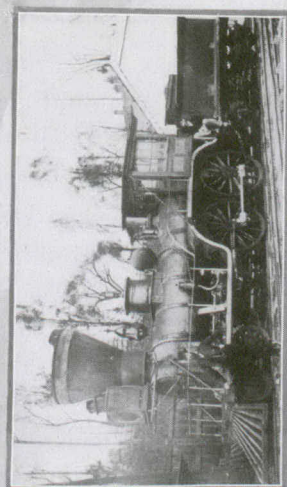
As the war progressed, trainmen became scarce. Voluntary enlistment took a great many, and other good railwaymen went overseas in the Canadian Railway unit; the Military Service Act took others, although special exemption was granted for the class of men most required. It became a great strain on the railway to keep a sufficient number of competent men. Many “green” men were therefore pressed into service.

“Green”  
Help.

To assist such men, particularly, Mr. F. H. Moore, an experienced engineer, was sent from Moncton to Halifax, his duty being to board each engine before pulling out of the terminal and to give any advice and help he could, impressing on the men the necessity of Safety First—and then speed. All the railway men’s organizations constantly preached the same thing to their members. In general orders, the minimum speed to be made over different portions of the line was laid down; but they were allowed to increase this, consistently with safety. With the “hurry call” for men and munitions constantly coming from overseas, every minute saved was precious.

To make and maintain this speed, much preliminary preparation of the engine is necessary.





A MIKADO ENGINE

A modern type of locomotive built in Canada which made the hauling of long troop and war supply trains possible.  
Note the contrast between the Mikado and one of the first engines built in Canada.

When you look at a big engine, a "Mikado" or "Santa Fe", as it pulls into a station, bright and shining and full of power, it seems as if it were impatient to start, and ready to go when the conductor gives the word; but it takes a great deal of attention and preparation to put it in that condition of readiness. The first thing is to see that the boiler is full of water; then you make the fire and get up steam. The tender-tank must be full of water also; and a sufficient supply of coal on board. The headlight, the sander, the air signal, the steam-heating apparatus—all these and a dozen more things must be carefully seen to. If there were no sand, the wheels would slip when the engine struck a grade, and it would not haul the train. If the air-brakes were not in good order, it would be very serious indeed for the engine itself and for anything in its path. The headlight is a little powerhouse in itself, with a steam turbine and an electric generator all for its own use. The Inspirators which supply water to the boilers must be in working order.

Then there are different kinds of engines, with different equipment; but all kinds, passenger and freight, big and little, had to be put to the work of hauling troop trains; if necessary freight had to wait. Passenger trains are heated from the



engine; and as freight engines are not required to do this, care had to be taken to see that they had the necessary equipment, when being used to haul troop trains. You require a regulator, for example, to reduce the pressure of steam, and you need hose and pipe connections. Then you "brake" a freight train with only seventy pounds of air pressure, while a passenger train requires twenty pounds more. All this had to be looked after on the freight engines to keep them up to passenger requirements; because the road had to use every engine it could lay its hand on, and a large proportion of the troop movements was done by freight engines.

The ordinary equipment of any of the Canadian lines would have been insufficient to take care of the avalanche of traffic which was launched, when troop movements began; the greatest need being for colonist, tourist, commissary, standard sleeping, and dining cars. By a system of co-operation, the Canadian railways united in furnishing this equipment. The Government secured a large number of engines, including one hundred "Mikado's", twenty "Sante Fe's" and forty "Pacific" passenger locomotives, and rented them to the different lines in Canada. A number of cars were bought by the Canadian Government Railways in the United

Railway  
Co-operation.

States during the war, to assist in relieving the situation. Soldiers who travelled after the Spring of 1919, were fortunate in having the use of the finest new steel colonist cars in the world, as one hundred and thirty of those cars were added to the equipment of Canadian National Railways. They were made in Canada, and cost \$32,500 each; or more than double the cost of similar cars in pre-war days.

Railwaymen in shops all over Canada, worked night and day to keep the equipment up to the mark, and they did so without complaint. The following letters of appreciation, issued by officials of the Canadian National Railways, to the employees concerned, after two occasions on which special efforts were put forth, illustrates the spirit which prevailed:

Moncton, N.B.,  
January 15th, 1917.

#### TO EMPLOYEES CONCERNED.

##### LETTER OF APPRECIATION.

On December 29th, 1916, our Department was asked to state the shortest possible time in which eight more Military Hospital cars could be turned out. After considering the proposition, it was decided that, by working day and night, the entire lot of cars could be completed by January 12th, 1917. Notwithstanding the fact





#### INTERIOR OF COLONIST CAR

The sleeping accomodation was excellent. Each section was equipped with two mattresses, four pillows and four blankets.

that certain modifications were made in the layout and interior fittings which entailed more work than originally figured on, the cars were completed within the specified time and our promise kept.

Great credit is due the employees for the splendid showing made on these cars, and for the patriotic spirit displayed by all in working nights, Sundays, and on New Year's Day, in order to provide suitable equipment for the transportation of our wounded soldiers on their return.

I take this opportunity of extending to all concerned my sincere thanks.

Yours truly,

G. E. SMART,  
Master Car Builder.

Moncton, N.B.,  
January 10th, 1918.

L. McKinnon, Esq.,  
22 Maple St.,  
Moncton, N.B.

DEAR SIR:—

Mr. Smart has advised me of the manner in which all hands employed in the freight and passenger car shops turned in during the past month to rush the repairs to a large number of passenger cars damaged in the Halifax disaster.

He has also advised me of the manner in which the men laid aside all question of technicalities as to the pay they should receive if the usual schedule conditions had been applied, or strictly insisted upon by the men.

I am dropping you this line to let you know that I



personally appreciate the manner in which the men undertook the work, and the spirit displayed, of co-operation with the management in working as quickly as possible through a most trying situation.

With best wishes, I am,

Yours truly,

(Sgd.) C. A. HAYES.

General Manager.

In every department this spirit of willingness and co-operation was shown. There was—at first, particularly—a great shortage of mechanical power; but it was more than made up for by the putting forth of extra exertions by the man-power of the employees. When the task put up to the road was realized, there was an immediate response from the men. Representatives of the engineers and firemen considerably heartened their chiefs by coming to them, and intimating that they realized what was ahead for everybody, and were not going to find fault with conditions, bad as they might become. “We are going to go right to this job, and give you the best we can”, was the way they expressed it; and that spirit was maintained throughout. Little things such as no curtains for the engines, or lack of men to clean their fires en route, such as they would require at ordinary times, never troubled the engine men. They went ahead and looked after such things

themselves. All the men thought about was the fact that the road was "in the war". Men all along the line talked, ate and slept "overseas". Not infrequently, men would succumb to the strain, and would get sick during a run; but it was usually possible to pick up among the troops being carried, an experienced man, who was glad to take his place. The old firemen and engineers among the troops, in fact, could not be kept off the engines.

This work of the mechanical department extended to every branch. There was always great rivalry in a friendly spirit, between the mechanical and operating departments, each trying to beat the other out. It was a marvel how some of the engines were "nursed" along. One engine, for example, made over 140,000 miles, before going into the shops for overhauling: and, with that record, hauled eighteen vestibuled cars from Campbellton to Moncton, a distance of 186 miles in five hours and fifty-five minutes. Railroad men will appreciate what this means.

#### IN THE CANADIAN NORTHERN SHOPS

The Shops at Winnipeg, while taxed with the duty of maintaining and repairing the Company's rolling stock, under all the stresses of troop move-

Railway  
Shops turn  
out 44,000  
shells.



ments and war conditions, were at first able to shoulder their share of munition manufacture, and in this work the performance of the employees was well up to the standards set by employees on other parts of the System.

In 1914 the Imperial Munitions Board at Ottawa, allotted to the various manufacturing concerns of Winnipeg, orders to turn out 300,000 eighteen-pounder high-explosive shells, and as the Railways were co-operating with these manufacturers, the Canadian National Railways was allotted of these, in all, 40,000 shells.

To produce a product coming within the prescribed specifications as initially laid down by the Imperial Munitions Board, each shell had to come within about thirty prescribed gauge limits, and a final test of variation in weight not to exceed three drachms — later, this variation was slightly increased.

It required considerable care and skill on the part of the machine operators and supervisory force, to turn out this accurate work; but in about three months' time the objective of one hundred and fifty shells for thirty-five men, was not only reached, but production was increased to two hundred and ten shells per day, working two shifts of nine hours each on the more laborious work in

connection with the primary machine operations. About 44,000 shells were produced, which were duly accepted and shipped to Eastern Canada for furtherance overseas.

The work, originally started under the direction of Mr. S. J. Hungerford, (now Vice-President, in charge of the Operating and Maintenance Department), was carried on by Mr. A. H. Eager, Mechanical Superintendent at Winnipeg. The following is quoted from Mr. Eager's report on this operation:—

“During the first two or three months of our operations, a great deal of difficulty was experienced in getting things into proper shape, as this was entirely a new product; but I must say that after we had been able to get our organization perfected, the manufacture of these shells and the maintaining of our daily output became an easy matter. Our workmen certainly turned out a very excellent article at a minimum of cost, which passed the Government inspection with hardly any criticism: and in the manufacturing of nearly 44,000 shells we had only one hundred and twenty-two shells, or the low percentage of 0.28 per cent., rejected on account of improper workmanship in the manufacture. This is an excellent and creditable showing, in which I believe we were as successful as, if not more so than, any other manufacturing concern that attempted this work in the West.

The only regret that I had in connection with the whole matter, was that we were compelled to give up the manufacture of shells, and thus leave to others this important work in connection with the progress of the War;



but as our facilities were limited and the demand for repairs to locomotives and equipment was increasing, it became absolutely necessary, to meet our own railway conditions, to abandon this work of manufacturing munitions.

At the conclusion of our work, I took it upon myself to write a *personal letter* to each of the employees connected with the manufacture of shells in our Fort Rouge Shops, thanking them for their hearty co-operation and for the interest that they had taken in making this contribution to the successful winning of the War."

A copy of the letter follows:

Winnipeg, 2nd June, 1916.

DEAR SIR:—

The manufacture of 18 Pr. High Explosive Shells in the Winnipeg Fort Rouge Shops having been completed, I wish to express my sincere appreciation of the efforts made by all the workmen in connection with the very successful results which we have been able to obtain in the manufacture of these shells, through the hearty co-operation of all the men concerned.

When the contract for these shells was first undertaken, it did not appear on the surface that the manufacture of this particular kind of shell was as difficult as our later experience has proven, and while, with possibly one or two exceptions, all of our employees assigned to this work, were not in any way familiar with the methods which had to be adopted, I consider that the success which has been attained in our shops in the manufacture of these shells speaks very highly of the skill of our workmen. I have no hesitation in saying that the efforts of all concerned have been the means of bringing about that success which was attained in the handling of this unfamiliar work, and I wish to thank

each one for the hearty and cheerful co-operation that has been given in this work.

Yours truly,

(Sgd.) A. H. EAGER,  
Asst. Supt. Rolling Stock

### THE TRAIN DESPATCHERS

The great responsibility of the Train Despatcher.

So far as actual mental strain was concerned there was probably no class of officials connected with the railroads, that had so much to bear as the train despatchers. When the demobilization movements, particularly, were heavy, there were constant streams of trains moving both east and west, equipment trains towards the Atlantic and troop specials towards the Pacific.

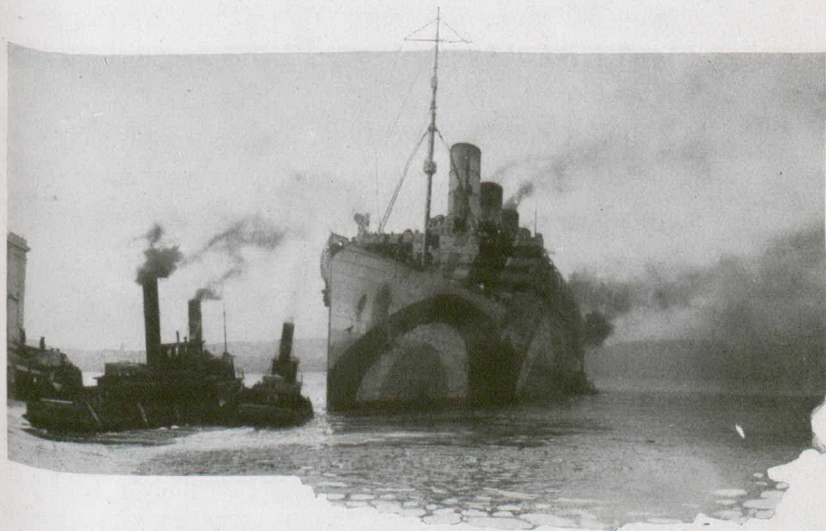
From the despatching office of Canadian National Railways at Pier two, Halifax, train orders were issued to take each train as far as Truro. They were run as far as Windsor Junction under the protection of the automatic block signal, each train being held up there until the preceding train was one telegraph station in advance. This reduced the running time to what was practically a twenty minute block. Trains were run under this system right through to Montreal, the renewal of train orders along the line being issued with regard to this principle, which was highly necessary



on a single track road where so many trains were being operated.

On several occasions, two or three of the largest troop ships reached Halifax at the same time, necessitating the despatching of a constant stream of trains for nearly every one of the succeeding forty-eight hours, during which most of the train despatchers remained on continuous duty. Yet no single case occurred where the slightest mistake was made in the issuing or transmission of train orders. Not a mishap occurred, not even a

Constant  
Stream of  
Trains



One of the big troop ships. Note the camouflage.

delay, which could be traced to any lapse of good judgment or any neglect in despatching.

### WESTERN LINES

In Western Canada, while the transportation services rendered by the then Canadian Northern Lines, were spread over a greater extent of mileage, this did not make the task of troop movement lighter, owing to the limited equipment available. In the second year of the War, the largest Military Camp in the Dominion was established at Sewell, Man., and heavy movements of troops to and from this point were made in the last four years of the War.

The Canadian Northern Western Lines used in military train movements, commissary cars of the lunch counter type, and those cars were commented upon favourably by the men and also by the Military authorities.

The fact that the Canadian Northern Railway's Western Lines carried many thousand troops during the war, and period of demobilization, without loss of life or a serious accident of any kind, is in itself a matter of pride to all the officers and employees who were connected with the transportation of the soldiers.

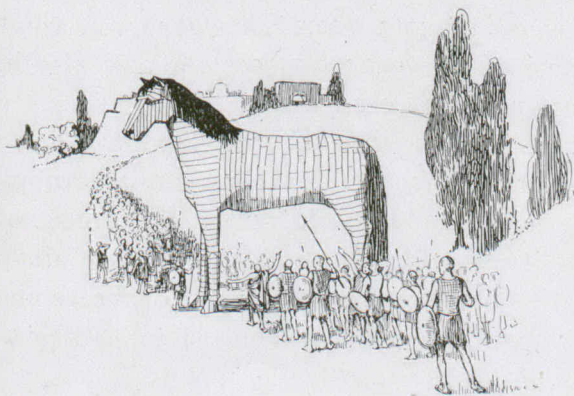


## MYSTERY TRAINS

All through the war there were passing over the Canadian railroads at some time or another, certain trains to which a great air of mystery was attached. Sometimes, it was a single car, carrying unknown passengers who were apparently of very great importance in the eyes of the Government; at other times, a "fish" or a "silk" special would be going through.

Railways and  
Camouflage.

The air of mystery by which such trains were surrounded was, of course, necessary. German spies were everywhere, and would hold their own lives cheap if they could wreak damage on some person or some material, of great value to the Allied cause. Therefore, camouflage was resort-



ed to, that device which is at least as old as the wars of the Greeks and Trojans, as the boys and girls who read this story of Canada's National Railways and who recall the incident of the Wooden Horse, will realize.

Secrecy in the movement of troops was, of course, observed at all times; but occasionally a train would be run over the road, which was certainly not a troop train, because it would consist of only two or three cars. No doubt some of you who read this have heard those specials hurrying by in the night, or have seen them flashing past by day, and have wondered who or what was in such a hurry.

Even the trainmen, who were conducting the mysterious passengers, and the despatchers who were securing them the right of way and double assurance of safe operation, wondered who the mysterious passengers were, who never relieved the tedium of a long journey by so much as a peek through the heavily curtained windows.

Generally such trains were carrying statesmen on special missions—statesmen of Europe, often going to the United States; of Canada, going about at home or bound abroad; or, occasionally, after the United States entered the war, potentates of that country. For instance, on one oc-





The Right Honorable A. J. Balfour.

Britain's Envoy to the United States in the early stages of the war, the Right Honourable gentleman's mission was to state Great Britain's case before the United States Senate and Congress. Mr. Balfour travelled on one of the Canadian National mystery trains.

casion, Premier Sir Robert Borden, attended by members of his cabinet, passed through Moncton on a mysterious special. The utmost secrecy attended the movements of this train. No one was allowed to see or recognize the occupants, while the train was passing through; although the news afterwards came out that when they reached Halifax they went directly on to the warship which was waiting to convey them to Great Britain.

On another occasion, a number of Italian representatives landed at Halifax from a warship, and were sent through to Washington, under conditions of the most profound secrecy. A party of diplomats from the United States came through from Washington, and boarded a warship at Hali-





fax. Mystery trains came to be rather common as the war progressed.

There were, of course, many mythical stories circulated by imaginative persons with regard to certain of the mystery trains. The story of the trainload of Russians, whom many ordinarily truthful but extraordinarily credulous people all over Canada, reported as having seen, was, of course, purely imaginative. But there was no myth about the "Silk" and "Fish" specials.

The "Silk" specials were nothing more or less than large bodies of Coolie laborers, brought across the Pacific Ocean, and thence across Canada, on their way to perform useful manual labor behind the fighting lines in Europe. It was necessary to bring these Asiatics into the war—not for fighting purposes, because none of them ever bore arms—but to do the manual labor, which it would have been a great waste to have called upon trained soldiers to do. They had to be carried secretly, in conformity with the general policy with which all war operations were conducted; and they had also to be carefully watched, lest they should escape en route. The head tax of five hundred dollars would have had to be paid for any Coolie escaping; and as one Chinaman, to the eye of the average white man, is as much like

Oriental on  
the Silk  
"Specials".

another as are two peas, identification and recovery would have been difficult, if not impossible. Indeed, there is a story that a slippery Coolie did escape from a train passing over the prairies. The guard who was responsible, was worried, but not dismayed. He dashed uptown and "commandeered" the first Chinaman he met, and carried him off as a substitute for the one he had lost.

A peculiar incident happened when a troopship of Coolies, ready to leave Halifax under convoy, was held up for two days, owing to the absence of rice in sufficient quantities to satisfy the Chinese appetite. Two carloads of rice which should have gone on the steamer were delayed in the yards at Moncton, and were forwarded by special freight after the wires had been kept hot for a few hours. The Coolies carried their own





cooking utensils and dishes, and fed entirely on rice and fish. When disembarking from the steamer, preparatory to entraining, they were taken off in lots of about seventy-two at a time—"Six dozen assorted Coolies", one disembarkation officer used to say—and packed in at the rate of about seven hundred and fifty to a train. As they went through the clearing house at Halifax, the Red Cross used to give each man an apple.

There were, in all, 48,708 of these Coolie passengers, carried in sixty-seven "Silk" trains between July, 1917, and April, 1918. Three guards were employed to each car.

Most interesting of all, though, were the "Fish" specials. There was nothing in the term likely to arouse comment or particular enquiry, as it had been the practise for years before the war, to run special trains by express, carrying fresh fish from Canso, N.S., to Montreal, Toronto, Winnipeg, and even right through to the Pacific coast. This, in itself, was an important function of Canadian National Railways, and still is, as by it the people of Ontario and the West, may have Atlantic sea food fresh from the ocean. During the war, it helped greatly to conserve the supplies of beef and bacon needed for the men in the trenches; so it is deserving of at least passing mention, as a

Millions in  
gold on the  
"Fish  
Specials".

not unimportant part of the war effort of the road.

But the "fish" specials which were so important in the eyes of the Allied nations, carried a far more precious cargo: they might almost be called "Gold-fish" specials, because they were laden with bars, and billets and coins of the precious metal itself—they were carrying gold and specie, sent from South Africa, France, England and Australia, and were destined for the branch of the British Mint at Ottawa, to be coined and sent to the United States Treasury at Washington. It was a small part of the stupendous scheme of financing of Great Britain, and of the Allies, the pooling of wealth which stimulated the manufacture of munitions of war, and the production of food and other necessities.

The shipments of gold arrived in Canada by warships, and were in nearly every case landed at Halifax. Each shipment was valued at from ten to twenty million dollars. The billets of gold, (it sounds almost like a tale of pirates' treasure) were packed in small, strong boxes, banded with iron, and sealed, weighing from one hundred and sixty to one hundred and eighty pounds each. Each one of those small rough boxes, which looked so insignificant when the sailors were trans-



porting them ashore, was worth from fifty to sixty thousand dollars! When the warships containing the treasure arrived at the dockyard at Halifax—where there was always a very strong guard—the Treasure Train or Fish Special was backed up to the Dockyard gates, and the gold put on board. The shipments were in charge of the Admiralty, and the Express Companies were the forwarding agencies by land.

The “fish” trains generally consisted of six baggage cars, one as a “buffer” next the engine, and five containing the bullion. On the rear was a private car containing two Superintendents of Express, and often a railway official to look after train arrangements. And on every car containing the gold, were four guards, heavily armed, two special railroad service men, and two express company men. The buffer car ahead contained guards, and there was also a patrol of four men on the rear car. At night, an armed guard always rode on the engine. The train was connected by telephone from end to end, to make as little stopping as possible necessary. The cars could not be gone through, except by telephone advice that someone in authority was coming. Hammering at any of the car doors to gain entry would not have produced the slightest effect.

Armed Guards  
Aboard!

The buffer car next the engine was a wise precaution. During the entire gold movements which extended over two years, only once was there a wreck. The buffer car was smashed badly in a collision, but the cars containing the treasure were untouched. While a transfer of cars was being made on this occasion, the guards had, of course, to exercise redoubled vigilance. The effect of a bad smash-up, with gold scattered about, may be imagined. The good fortune which attended the war work of Canadian National Railways was perhaps, as conspicuous as the difficulties encountered. Not a dollar's worth of gold was lost in transit. On one occasion, while it was being transferred at Halifax, a box containing about ten thousand dollar's worth fell into the water at Pier Two, but a diver soon recovered it.

The total value of gold carried would run into a fabulous sum. One express train alone, had twelve cars containing sixty-seven million dollars. Another shipment, which went to New York via Vanceboro, destined for the banking house of Morgan, contained twenty millions in gold and thirty-five millions in securities. One express company alone, took nearly eight hundred millions in gold, to Ottawa.



Here, it might be imagined, would have been a magnet to attract the most expert train robbers in America. Although the trains were called mystery trains, and it would, probably, have been very difficult to identify any particular train as a treasure special, it was impossible to keep entirely secret, the fact that such trains were running. Once, while a necessary stop was being made at a terminal point, those aboard the train overheard an interesting conversation between two wheel-tappers—those men who walk along and examine the

Secrecy and camouflage play their part.

running gear of cars to see that all is in order, and give what seems to the observer to be a purely mechanical tap with the hammer as they go.

“I wonder now”, said one of the wheel-tappers, “what kind of a train will this be, anyway, with all baggage cars and no passengers?”



"I have heard that it is gold they are carrying," said the other. After considerable calculation of the space which might be filled if all the cars were fully loaded, they came to the conclusion that "there might be as much as ten or eleven thousand dollars on board." As a matter of fact, the train was carrying about fifty million dollars in the precious metal.

Occasionally, the camouflage of "Fish trains" was given a spice of realism. A few barrels of boxes of fish were carried, in order to lend credibility to the fiction it was desired to create. Once a barrel of live lobsters was on one of the rear cars, but before the train reached its destination, some of them died, and the fact was soon advertised by the aroma. The treasure train was at a terminal station, some travellers started to get on board, thinking it was a regular passenger train. They





were told it was a "private fish train." "Phew", said one of the would-be passengers, "Fish train. I believe you!" and he hurriedly departed.

As a rule the trains were despatched from Halifax in time to reach Ottawa in the early morning; and there was much rivalry among the engineers as to the time made. The treasure trains did not stop at terminals at all, when they could avoid doing so, but received their despatching orders outside, and passed through the terminal yards, with doors and windows closed.

The chief danger in connection with the operation of these trains was that some enemy who had got wind of them, might attempt to blow up a bridge or turn a switch, but as a matter of fact, through constant watchfulness and occasional changing of the position of the trains to run ahead or behind others, nothing ever happened to interrupt the stream of gold.

### HOSPITAL CARS

In the work of mobilization, the first thought of the railway was Speed, and almost every other consideration, excepting that of Safety, was sacrificed to secure that end. When, in the course of time, the heroes "broken in the wars of France and Flanders" (to use a very old phrase of ro-

Comfortable  
Hospital Cars  
equipped at  
Moncton, N.B.

mance) began to return, the heart and head of the nation began to work together, to devise means of alleviating the least twinge of pain. In response to the urgent appeal of the Military Hospitals Commission, the Canadian Government Railways began to design and construct hospital cars. In record time, ten such cars were turned out of the car shops at Moncton and put into service. The first two cars built were more or less experimental. Eight more were quickly built, with the improvements and changes which inspection suggested. The Military Hospitals Commission was so pleased with the work of the Moncton mechanics, that it immediately ordered another eight cars, which were completed in thirteen days. It was holiday time, but that was not thought of by the men in the Moncton shops. Twenty hospital cars in all were built and used by the Canadian National Railways.

Moncton  
Mechanics  
do Good  
Work.

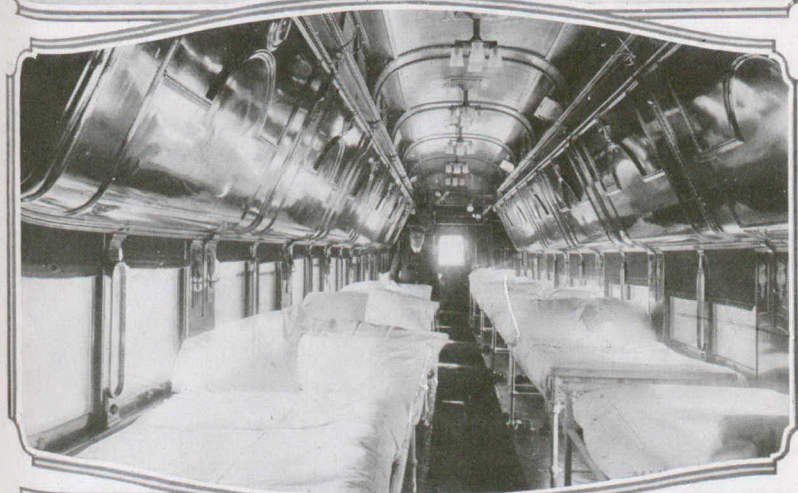
The hospital cars were converted from the standard sleepers of the Canadian Government Railways, and were of two classes; those with wide side doors accommodating eight standard hospital beds, and those with widened end doors which held thirteen.

The medical and commissary fittings of the car were very complete. Each car had a small kit-

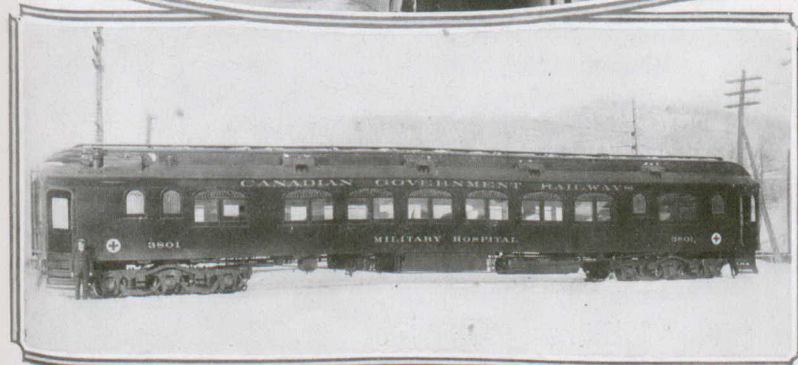




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THE COMFORTABLE MILITARY HOSPITAL CARS.

1 and 3.—Exterior Views. 2.—All in Readiness for the Wounded Passengers.

chen, fitted with gas heater, sanitary sink and ice-box, with ample accommodation for the dietitian to do her work. Toilet facilities were well arranged, and there were lockers for linen, medical supplies, and so forth. The cars were equipped with Baker heaters, and lighted by electricity, with auxiliary gas light. Electric fans were provided for each car. With the natural beauty of the mahogany finish, but with all unnecessary upholstery and carpeting removed, they were not only sanitary, but an attractive conveyance.

So by land and sea, the returning invalid was in the most comfortable surroundings possible.

The exterior finish was in the standard dark green color used on cars of Canadian National Railways. A large red cross, on a circle of white, was painted on either side of the cars, with the words "Military Hospi-





tal" in gilt letters. The men in the car shops at Moncton were proud of the cars, and you may be sure the soldiers were very pleased with them.

And now a word or two as to how the system of hospital transportation was operated. When the wireless station, at, let us say, Pennant, not far from Halifax, picked up word from a homeward-bound hospital ship that she had so many wounded on board, it was at once passed along to the railway authority; and a vestibule-car hospital train, consisting of the special equipment set apart for the service, was run down to the side of the ship when she arrived. Attendants were ready to see to the transfer of the men from the ship to the train. Each soldier was given an identification card, telling him the number of his car and berth, which he gave to the porter in charge of the car, and was shown to the space reserved for him. On arrival at Quebec he was again in special hands to see that he was carefully conveyed from the train to the hospital. Judging by the letters received by railway authorities from many officers and men, the interest taken in their comfort was fully appreciated.

#### THE STORY OF "PIER TWO"

It was a wonderful and a providential circumstance that the great dock in Halifax, known as

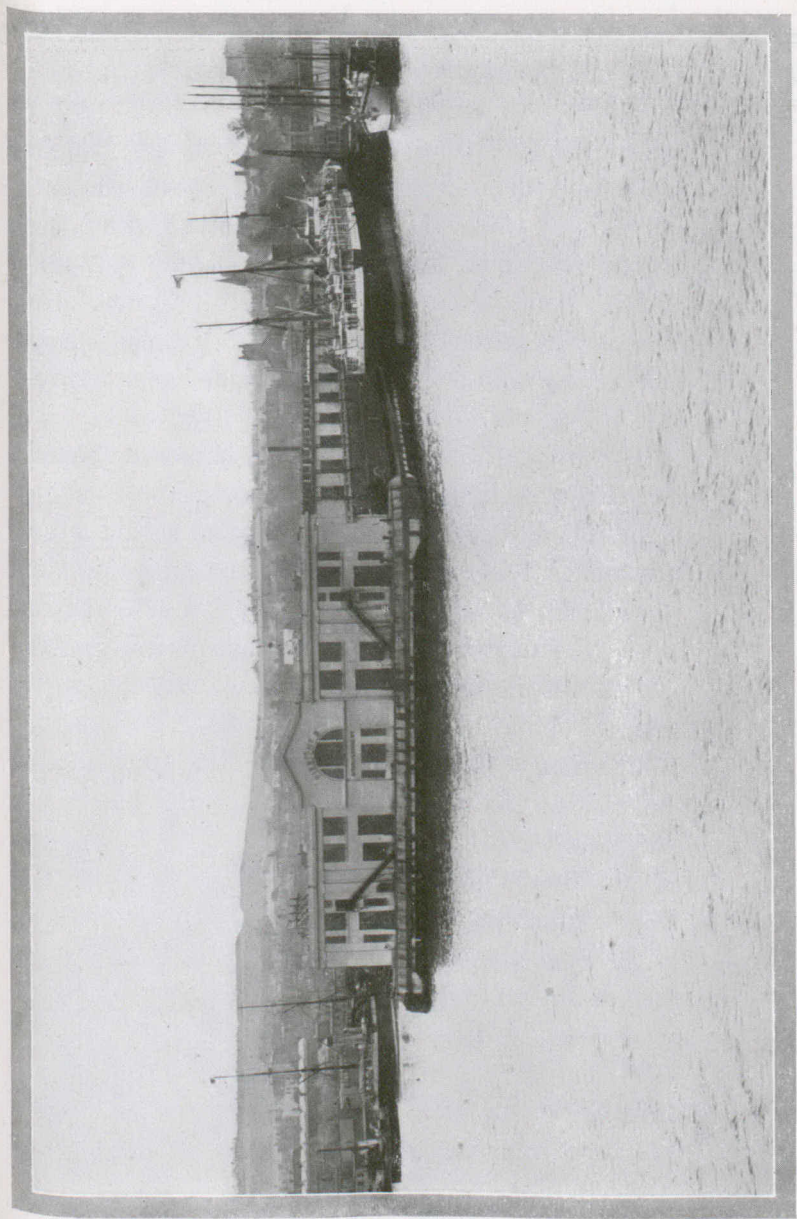
Pier Two, was completed before the outbreak of hostilities in Europe. Comparatively few Canadians are aware of the magnitude of the part this long, unassuming structure played in both the forwarding and the returning of Canada's troops. Indeed, the story of mobilization and demobilization of the Canadian forces, is, to a far greater extent than is realized generally, a story of Pier Two.

"Pier Two"  
at Halifax  
the great  
Mecca of  
the troops.

The lines of the Canadian National Railways between Montreal and Quebec, and Halifax, constituted the smaller end of the great transportation funnel at its larger end again, was Pier Two. To it came the greatest of the vessels transporting troops between Canada and Europe. Such vessels as the Olympic, the Mauretania, the Carmania and others which ranked among the largest afloat. There was in fact, no other pier in Canada, on the Atlantic coast, to which they could come. Handling troops by thousands, they made of this pier the Canadian landing stage from Europe. It was the Canada end of the mammoth steamer track, that was traversed with almost the regularity of ferries.

So it is that throughout Canada there are veterans of the great war, whose last recollections, outward-bound, were of the stolid build-





The famous Pier Number Two, Halifax Harbour.

ing on the fringe of the Atlantic at Halifax; and who on returning trooped down the gang planks of the transports at its seaward side, to be welcomed and refreshed by the self-sacrificing, wonderful women of Halifax Town. Only those who participated in or who were privileged to witness one of these "welcomes" can appreciate its power.

The record of the handling of men and material for the great war, through the portals at Pier Two should be cut in enduring metal, and set up among the other tablets in the old Canadian city, that Canadians in days to come may know something of the herculean efforts made freely there, in order that Canada's part of the Allied obligation might be kept to the uttermost.

Its brief history is charged with sentiment. Begun in 1911, it was completed in 1914, not long before the outbreak of war, and the





first use to which it was put, was in connection with the transportation of troops. The pier and sheds are of concrete, seven hundred feet long by two hundred and forty-five feet wide, with two floors, the upper being fitted for immigration purposes. There are two railway tracks within the building, and one on either side of it, outside. It provided ample room to hold thousands of soldiers, and as well for offices of administration, canteens, hospital quarters, and so forth. It is one of the most modern buildings of its kind in America, and cost \$1,250,000.

From this pier more than three hundred thousand men embarked for the great adventure. It has rung with the cheers of the departing and returning, and its cold prosaic floors have felt the warm tears of those left behind. Farewells were said there which were forever; and there have been joyful re-unions. Men have stepped ashore to have held up to them, their babes whom they had never seen before; babes have even been born under the shelter of its roof.

It is scarcely too much to say that had this pier not been available at Halifax, the embarkation of troops would have been seriously hindered and delayed, if not rendered impossible. From every province in Canada, and from every state in the

United States, went men with the outpouring tide. And when the ebb came—not quite so heavy, alas! as the flow—those stolid walls were greeted with a mighty salvo of cheers.

The methods by which the men were handled in passing through this pier, were most effective. The records showing the elapsed time between the arrival of the troopships, and the departure of the first and last trains, are astonishing, when it is considered that each man had to be dealt with by the military authorities and entrained.

#### THE WORK OF THE COLORED BATTALIONS

In 1916, after mobile warfare had ceased, and the armies had begun to “dig in”, a call went forth to all parts of the British Empire to supply steel rails for war operations in France. Colonel “Jack” Stewart, of the Canadian railway contracting firm of Foley, Welch and Stewart, was head of the railway troops in that country, and was building railways at a rate which made the European engineers gasp with astonishment. A network of tracks was being laid, leading up almost to the battlefield, as everything depended on keeping up supplies of food and ammunition for the millions of troops lining the western front. Construction work was eagerly rushed, for haste

Canadian  
Railways'  
rails laid  
in France.



was a vital necessity. Behind the German armies were networks of lines, many of which had been built in peace time right up to the French frontier, enabling the enemy to shift troops to any threatened sector of his line, or to quickly and secretly mass them for a thrust.

The Allies were therefore engaged in building a system of railways to serve their entire line, and the call came to Canada. This country responded by rushing all that could be obtained; even by tearing up tracks and thereby limiting her own lines of transportation.

The rails required were of the standard eighty-pound pattern, and were not easy to obtain. The Canadian National Railways helped to solve the problem by lifting them from sections of the Transcontinental Division between Moncton, N.B. and Levis, Que., and substituting an older standard of eighty-pound rail such as was then used on the main lines. West of Edmonton a joint section with the G. T. P. was arranged and then many more rails were released for the good cause.

To promote this work vigorously on the C. G. R., it was found that additional supplies of labor would have to be secured, so the services of a colored construction battalion then stationed at Truro, N.S., were requisitioned. This battalion

Colored  
troops do  
their bit.

numbered two hundred and forty men, with white officers. Early in January, 1917, they were taken to Moncton in special trains of colonist cars, one hundred and fifty being sent thence to Napadogan and eighty to Edmundston.

Under the direction of their own officers and the railway construction foremen, the colored soldiers worked well and maintained excellent discipline. Those who had charge of the work bear witness to the capacity of the colored troops, for performing hard work under very severe winter conditions. For days at a time, the cold was intense, the thermometer registering thirty below zero. The siding tracks had to be shovelled out, and picks were used to free them from beds of ice and hard-packed snow. In places, snow to the depth of fifteen feet had to be removed. Many of the troops were West Indians, quite unused to cold weather, but they stood the work well, and there were few cases of sickness and only two deaths among them.

About seventy miles of track were taken up, and replaced with the standard C. G. R. rails, and the work was finished late in March.

The men lived in Colonist cars, and had box cars fitted up for commissary. They were well clothed, being given an issue of sheepskin coats,





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### CANADIAN RAILS FOR FRANCE.

1.—A Spot from which the Rails had been removed. 2.—Lifting Rails on the G.T.P. Line in British Columbia. 3.—Rails ready for shipment.

heavy socks, caps, and lumbermen's overshoes.

After finishing this work, the colored battalion went overseas and took part in construction work in France, where they again rendered excellent service.

### DEMobilIZATION

The  
home-coming.

When the armistice was signed in November, 1918, the war was over for the majority of the participants in it; but for the transportation companies, active and anxious times were ahead. Railwaymen generally, are agreed that, while larger bodies of troops were moved in a given time than was done during mobilization, work of demobilization was, on the whole, less trying. The troops were better disciplined, and their officers were experienced. There, was usually, sufficient notice given of the coming of the troopship. A certain





amount of preliminary work with regard to ticketing and so forth, could be done on board ship. The assembling of the trains could be done in the Canadian National Railways' own yards, right at the pier. The experience of over four years had tended to perfect the officials in the technique of handling big bodies of men. Equipment had been increased and improved during the war.

Following the sudden ending of hostilities, there arose a clamor from all over Canada to "bring the boys back home" — naturally enough; and while many people spoke of this performance as if it could be accomplished by the waving of some magician's wand, yet there were others who recognized the enormous work of transportation involved, and estimated the task as one which might prove to be of two years' duration. It is therefore, much to the credit of those having to do with the transportation of returning troops, that the work was practically completed in ten months.

As early as November, 1915, long before the work of mobilization had reached its height, the wounded had begun to come back. The first special train with returning troops was No. 86, on November 20th, which carried two hundred and forty-six invalided men from Québec. From that

Demobilization a work of Magnitude.



time on, parties were constantly arriving and the work of the Canadian National Railways in caring for their comfort by hospital trains and other means, was unceasing.

Demobilization Committee.

Active work for bringing home the returned men in large numbers may be said to have begun on January 8th, 1919, when the Demobilization Committee of the Canadian Railway War Board, consisting of Col. E. E. Clarke, H. H. Melanson, C. W. Johnston, and Walter Maughan held a meeting to decide how many troops could be handled monthly. Their estimate was as follows: January, 20,000; February, March and April, 30,000 each; May, 40,000; and 45,000 a month thereafter, when the St. Lawrence ports were open. For the demobilization movements the three large railway systems pooled a number of passenger train cars of all kinds.

From a railway standpoint, the problem was largely one of getting back "empties". A troop train from Halifax to British Columbia took about three weeks for the round trip. By disembarking at Quebec, it was estimated that nearly a week could be saved.

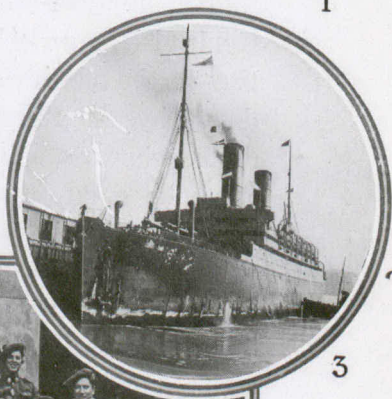
Montreal was the assembling point for cars for demobilization, and also the point from which information was distributed to all concerned



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#### DEBARKATION SCENES.

1. Canadian Officers Debarking. 2.—Home Again! 3.—The S. S. Carmania at Pier Two, Halifax, N.S. 4.—O, but it's good to be Home!



throughout the Canadian National system. The routings for all the Canadian roads were decided upon there.

In a report compiled by the Quartermaster-General, Major-General J. Lyons Biggar, attention is called to the services rendered by the transportation companies in the carrying of troops. "Now that demobilization is virtually completed," says General Biggar, "I would like to call your attention to the admirable services that have been rendered by the railway and steamship companies, during the war. All have given their best attention to make a success of the various movements". General Biggar reports that the Canadian National Railways carried 612,451 troops; the Canadian Pacific Railway, 490,868; and the Grand Trunk, 423,712. These figures, of course do not correspond with other statements made herein, as to the number of troops carried. The same body of troops would be frequently carried on two or more railways, and would be counted on each road carrying them. The Canadian National Railways alone, carried over a million men, all told.

In demobilization, the first arrangement for handling troops was through the Clearing Depot to the various Military District Headquarters in different parts of Canada. What was known as a

The system  
of handling  
returning  
troops.

"Furlough Letter" was prepared by the Military Authorities, containing information as to the unit to which the man belonged, his post office address, and other information relative to reporting at his district headquarters, the location of which was shown on the furlough letter. Such letters were turned over to the railway ticketing staff, and a special form of ticket was used therewith. The furlough letter might read, for example, "Gunner John Smith, No. 4144, 28th Field Battery, No. 5 Queen Street, Belleville, Ont., reporting to Military District No. 3, Kingston, Ont." The clerk handling this letter would issue a ticket according to authorized route, say, via the Canadian National Railways to Montreal, Grand Trunk Railway to Belleville. After the usual fourteen days' furlough at home, Gunner Smith would report back to his military district at Kingston for discharge, using a special coupon of the ticket, reading "Belleville to Kingston". The additional coupons were of great help, obviating the necessity of issuing a military transportation warrant between such points.

The tickets, together with meal coupons, and pay cheques, were attached to the furlough letters, which were checked by the military authorities and turned over to the Train Conducting



Officer, for distribution en route. Meanwhile the ticketed troops were being interviewed by a representative of the Soldiers Civil Re-Establishment Department; their English currency was exchanged for Canadian their berths furnished; and they were placed on the cars, after having received the attentions of the Citizens Reception Committee, the Y. M. C. A., the K. of C., the Salvation Army, and the various other agencies always waiting to give them drinks, cake, fruit, cigarettes, reading matter and so forth. Never a ship arrived, no matter at what time of the night, when the Halifax people failed to have someone there with a greeting.

The bloc  
system of  
Ticketing.

After March 4th, 1919, a different system of ticketing was adopted. The troops were ticketed en bloc, to their dispersal stations throughout Canada, being landed according to nominal rolls, and loaded directly on the trains. The Train Conducting Officer was furnished with a copy of the nominal roll, covering the entire party on the train, and after accompanying the railway representative through the train and making a complete check, tickets were made out by the railway representative en route. For instance, there might be fifty men for Victoria, one hundred and fifty for Vancouver, seventy-five for Calgary and

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Homeward Bound. Canadian National Railways Ticketing Staff at Halifax Terminal.

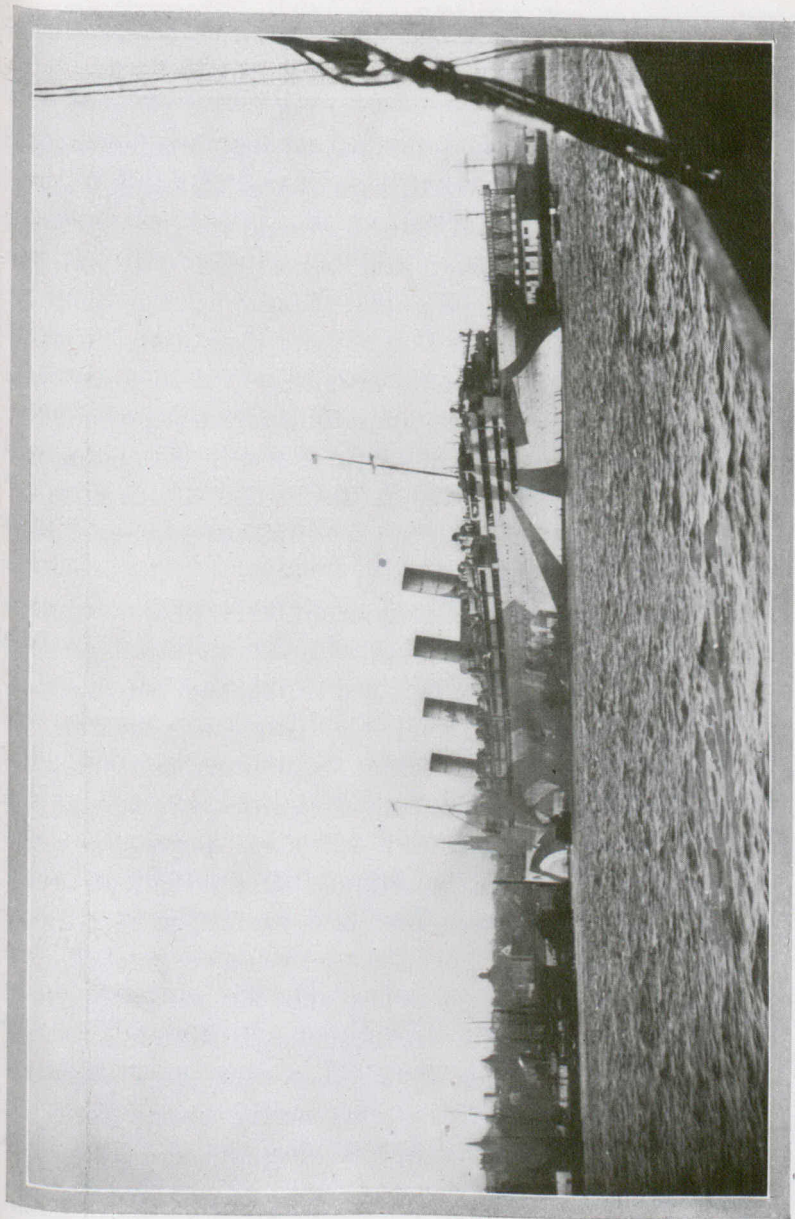


fifty for Edmonton. All this number would require only four tickets. Upon arrival at their dispersal stations, the men were discharged and provided with transportation to the final destination.

Commencing about the first of July, 1919, our soldiers, many accompanied by their wives and children, began to return. They obtained a military transportation warrant which was presented to the railway ticketing staff, together with the rail order furnished in England. Individual tickets were then issued, the passengers being handled just as regular steamship traffic.

Marvellous  
Speed of  
the troop  
movement.

As already mentioned, the speed with which troop movements were handled, was little short of marvellous. It may be interesting to take a typical troop movement (not by any means one of the largest) and follow its fortunes. The "Olympic", (that great White Star liner, which during the war carried troops between Halifax and Great Britain with the regularity of a ferry, and escaped all the dangers of the route), arrived in Halifax on July 8th, 1919. She docked at Pier Two, at 7.15. The first special, No. 1587, with 556 of all ranks, pulled out at 7.40 routed via Canadian National Railways to Montreal, thence via C. P. R. to Vancouver. Special No. 1588, left at 8.02 via



Steamship "Aquitania" at Pier Number Two.



the same route for Calgary and Medicine Hat; No. 1589 left at 8.15 with 258 of all ranks for St. John, N.B.; No. 1590 at 8.35 with 380 for Winnipeg and Port Arthur; No. 1591 at 8.50 with 327 for Edmonton, Regina and Brandon; No. 1592 at 9.05 with 372 for London and Hamilton; No. 1593 at 9.42 for Toronto with 542; No. 1594 at 10.00 with 491 for Kingston, Montreal and Quebec; No. 1595 at 10.20 with 501 for Toronto, Kingston and Montreal; No. 9596 at 10.45 with 492 for Ottawa, Montreal, and Quebec; No. 1597 at 11.05 with 455 for Montreal.

The number of troops handled in this movement was 5,430; the number of trains required, eleven; the average time between trains, eighteen minutes. This was under the "bloc" ticketing system.

Here are some other disembarkation and despatching records, picked at random. It was the sort of thing the staff there was doing as a regular duty. The Aquitania docked at 9.45 on January 25th, 1919. The first special was away in fifty minutes; seven trains were despatched in a little over three hours and the whole fourteen were gone in fourteen hours. On March 27th, two transports, the Minnekahda and the Cedric arrived, and in less than twelve hours, fourteen trains were ticketed and despatched. From the

A train  
ticketed,  
loaded and  
despatched  
every hour.

"Olympic" on April 21st, eleven trains were sent away in five hours and forty minutes, and again the same ship was discharged on May 16th, fourteen trains being despatched in eight hours and twenty minutes. On February the 8th, the Carmania arrived a day ahead of her schedule, with 3,200 men, but all was in readiness, and six special trains were sent out, in two hours and fifteen minutes after she docked. On January 17th, the "Olympic" came in with 5,400 men. She docked at 10.55 a.m. and at 5.44 the next morning, the last of fourteen trains had left. The average record, under this system, was a train ticketed, loaded, and despatched, every hour.

One of the trying incidents which were always cropping up, happened on March 9th, 1919. Just after the unloading of the "Adriatic" had begun, a "mystery ship" entered the harbor. For some unknown reason, there had been no notice given that she was to arrive. It was found that she had on board 61 officers, 957 soldiers, and 250 civilians, discharged service men. They were all Imperial Army Reserves from different parts of Canada and the United States—old soldiers of many wars—and in anything but good humor at not being expected, and for other reasons. However, equipment was hurriedly assembled, the "grouzers"



were jollied along by the ticketers and others, and in three hours, 1,048 passengers, in addition to those of the "Adriatic", were individually ticketed and sent off, singing "Good Old Halifax."

An incident in this connection which sticks in the mind, occurred to Mr. Hayes and Mr. Melanson, and helped to impress on them the great work the road was doing. On May 25th, 1919, the two officials mentioned were proceeding from Moncton to Halifax on the Maritime express. They were impressed with the frequency with which trains flashed past them, and on looking up the records, found that on that date twenty-eight trains had been handled over the Halifax division, including thirteen troop trains and a special with Premier Borden and party.

### THE SOLDIER'S TRAVELLING HOTEL

No doubt the boys and girls (for whom among others this story of the war work of the Canadian National Railways is written) think of the Canadian soldier as an unfortunate, who had a very poor place to sleep; and often very poor and scanty food to eat. They will remember the words the old soldier puts to the bugle call for dinner:

"Pudding and pies, for officers' wives  
and nothing but soup for soldiers!"

Splendid  
"eats" in  
the Canadian  
trains.

There is no doubt that the "board and lodging" which the soldier got in the field was often pretty rough, as it always must be in war time; but he had nothing to complain about, once he arrived on this side, and was handed over to the care of the Canadian National Railways. Nor did he ever complain. On the contrary he was never tired of praising the good food and comfortable sleeping accommodations prepared for him. How he was looked after in this respect is what you will learn in this story of the Soldiers' Travelling Hotel. Boys and girls (big and little) like to read about good things to eat; and this chapter will give a little insight into the work of that attractive place, the dining car of a "Canadian National" train.

The items and other particulars given here are for one big troop movement westward;\* and for the purpose, we have taken the case of the troops who came back on the troopships "Caronia", "Northland" and "Minnekahda", all of which arrived at Halifax on the 22nd of May, 1919. It took no fewer than seventeen trains, with two hundred and ten cars, for this one troop movement. After the trains were all despatched, the yard master at Halifax began to look over his ground, and he found only one solitary colonist

\* See appendix for detailed statement.



car, and it was a cripple, and booked for the repair shops. When you consider that 8,203 men, in addition to the car crews, had to be provided for on this movement, you will perhaps not be so surprised when you come to read the long lists of provisions, given later on.

For the making up, provisioning, and general "hotel" arrangements of all these trains, the Sleeping and Dining Car Department of which Mr. E. Cameron was the superintendent at Halifax, was responsible.

**The Drill Request.**

When he and his assistants received instructions from the passenger department at Moncton, advising that on a given date certain boats with so many soldiers on board would arrive at Halifax, they began to estimate suitable trains for the movement, according to its destination, and consulted with that very important official, the yard master. What is known to railroad-men as a Drill Request is made out; it gets its name from the fact that the cars are all "drilled" into line from all quarters, just like soldiers. Every morning the yards are checked up showing all the cars that are there, and their location. A shunting engine is sent out, and the cars are marshalled at the place desired. The Drill Request shows the initials and number of each car, where it is lo-



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#### HOME-COMING SCENES AT HALIFAX, N.S.

- 1.—Welcoming Crowds. 2.—Mounting the Gang Plank. 3.—Doughnuts for every Soldier. 4.—A Shipload ready to Disembark.



cated, where it is to be placed, and the time it is placed.

**The Menu.**

Now, all the cars have to be cleaned, watered, iced, and provisioned. Each dining car steward is given his instructions—where the car is going, how many officers and men it is to carry; and the approximate number of meals to be served on the trip. If to Montreal, for example, there would be six meals; to Winnipeg, fifteen; to Vancouver, twenty-four; and so on. He then makes his food requisition accordingly, ordering from his menu, which for the troop trains, was about the same as the standard menu. Let us see what it was.

For breakfast, there was of course, oatmeal in winter and cornflakes in summer. And boys who sometimes make a fuss about eating their porridge should remember this: at least ninety-five out of every hundred soldiers would take oatmeal every morning. "This" says Superintendent Cameron (who is a Scotchman from Pictou County and knows the virtue of porridge) "is what won the war!" There was bacon and ham or, bacon and scrambled eggs, or sausage and bacon with plenty of bread and butter, tea or coffee. For invalids who could come to the table, the food was of course, a little less robust. They

would also get oranges or other fruit, marmalade, and so forth.

For the mid-day meal, there was good soup, with a great variety of meats and vegetables, puddings, and so forth. Of course, all this was changed from day to day. While during the war, all restrictions with regard to fasting were removed for soldiers, there was always a fish day on a long trip, or on a Friday; but the Food Controller always allowed the soldiers to have all the sugar, white bread, and so forth they desired. For dinner at night there was Irish stew, cold meats, baked beans, pickles, cheese, jam and so forth. You will have to look at that list to get an idea of those meals, and how the soldiers must have enjoyed them. The men used to be particularly pleased with the good wheaten bread and the generous squares of the best butter. They enjoyed the fine fresh fish, cooked and served as well as at the finest hotels, the well-baked pies, the delicious coffee, with plenty of cream and sugar. When some of the big Scotchmen were set down at a comfortable table with clean linen, and with a bowl of porridge and big pitcher of cream before them, they began to forget all their troubles.

It was not speed so much as comfort and refinement that the Canadian National Railways aimed

Comfort and  
refinement  
key-note of  
the service.



at in feeding the returned men. Commissary cars were carried, in which the food was prepared and table cars where seventy-two men could be served at one sitting. The sergeant allotted each man his place at a table covered with spotless linen. It took about twenty minutes for a meal, and only a few minutes more to re-set the table for the next detachment. And how they enjoyed it — the tea and coffee particularly. One waiter was kept busy pouring tea and coffee alone, and many of the men would take four or five cups.

Each patient in the Red Cross cars received from the diner, the special menu ordered by the nurse. These men were always the first to be served.

The sleeping accommodation was equally ample and good. The cars used were equipped colonist cars. Three men were placed to a section, or fifty-two to a car. For each section there were two mattresses, four pillows and four blankets. The bedding was fumigated each trip, and laundered as often as possible. The returned men were "great fellows to wash" as the porters used to remark. They never neglected bathing, shaving and washing, and as a natural result water was sometimes scarce, but there was never

any scarcity, so far as the invalids were concerned.

### EXPRESSIONS OF APPRECIATION

The most out-spoken expression of satisfaction for the care and attention given them, came from American troops who were occasionally carried over the line. They were apparently not used to such careful treatment. On one occasion for example, a body of five hundred "naval ratings" from the United States, came to Halifax via St. John. At the latter place they were taken over by the Canadian National Railways; here standard commissary and table cars, such as were commonly used for Canadian troops were attached to the train. Until they reached this point, they had been depending for food on box lunches, or such food as could be handed to them from the Red Cross along the route. They were simply astounded at the Canadian way of looking after the soldiers. When they left the table cars, after a bountiful meal amid refined surroundings, one big sergeant declared: "Boys, we joined the wrong army! Three cheers for the Canadian National Railways!" The following letter is an indication of the Government's appreciation of the Canadian National Railways' services.

American  
"Sammies,"  
praise Can-  
adian roads.





Minister's Office.  
Ottawa, December 9th, 1919.

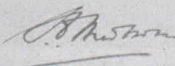


Dear Mr. Hanna,-

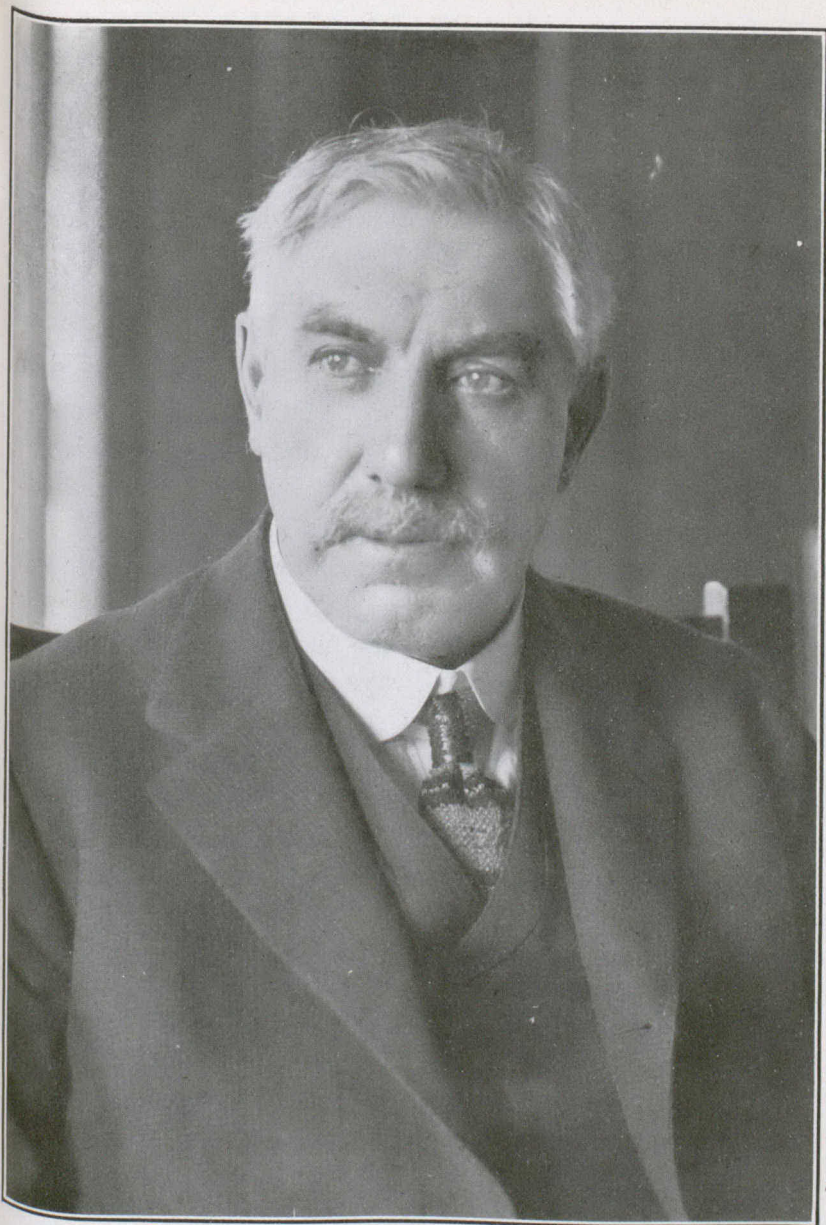
Now that demobilization is practically completed, I think the Railway Committee, of which your Mr. Melanson is a Member, might be demobilized.

On behalf of the Militia Department, I wish to express to you our very great appreciation of the wonderful services rendered during this trying period and particularly of the splendid work of Mr. Melanson. The task has been an enormous one and Mr. Melanson's ability has been outstanding and has been of the greatest possible benefit to this Department.

Yours faithfully,



D. B. Hanna, Esq.,  
President, Canadian Northern Railway,  
Toronto, Ont.



MR. D. B. HANNA  
President of the Canadian National Railways



## CONCLUSION

All  
measured-up  
in the Great  
War.

With all the evil of war, it is gratifying to reflect that some good comes out of it, also. In numberless instances, all over Canada, men and machines were found, able to stand up under a wholly unexpected strain, and to do more than the greatest driving force would ever have thought of calling upon them to do. Necessity always makes calls on human ingenuity and resourcefulness, on patience and cheerfulness, which, if responded to in the proper spirit, teaches valuable lessons.

The experience of the management of the Canadian National Railways during the war, was that the public was very reasonable, and always willing to suffer inconvenience or even discomfort of a temporary nature. When there was a heavy troop movement, for example, between Montreal and Halifax, ordinary dinings cars were taken off, in order to release the staff for service on the troop trains; but there was never any complaint. The movement of ordinary freight and passenger traffic had frequently to be suspended or delayed. Excursion fares were abolished, and the ordinary passenger fares raised; but in Canada as in France, "C'est la guerre" was a sufficient explanation always.

We must hope that the railways of Canada, all of which bore their share and played a big part in this work of military transportation, will never again be required for war purposes to repeat the exertions of the past five years; but if they should be, it is reassuring to know that they can meet every demand. The men in all departments of the Government railways feel the pride which any real man feels in a good bit of work, well done; and are glad to have had the experience, crowned as it was with success.

#### THOSE WHO FOUGHT AND FELL

While this volume deals with the civilian achievements of Canadian National Railways in the Great War the conclusion would not be complete without mention of that noble throng of engineers, firemen, train-despatchers, conductors, mechanics, and office employees that heard the call of duty and with high courage and brave hearts left their native land to face the gun-fire, shrapnel, and shell, and even death, if need be, in order to put down tyranny and wrong and to establish freedom for the generations to come.

On the firing line.

Some of those who left the "National Way" have returned bearing the scars of battle and are again filling their own particular niches in the



Our honor  
roll.

system; others have returned unable to fill their old places, while still others sleep beneath the poppy fields of France, but each and all have been a credit to the land for which they fought and have earned the undying gratitude of both their fellow employees and the country at large.

**Canadian Northern Railways**

5210 enlisted  
211 killed in action or "missing"  
4376 re-employed up to February 24,  
1920.

**Canadian Government Railways**

2333 enlisted  
170 killed in action or "missing"  
1776 re-employed  
2 placed on Provident Fund

**Total**

7543 enlisted  
381 killed in action or "missing"  
6152 re-employed  
2 placed on Provident Fund

## APPENDIX

In the preceding story, the gigantic efforts of Canadian National Railways in the Great War and the skill and efficiency exhibited during those critical years, when millions of men and millions of tons of freight had to be carried safely and speedily across the country, have been related. But, in order that the war record of the railways may be complete and definite, and that there may be no mistake as to the magnitude of the task which was performed, this appendix containing a detailed statement of the number of military, and related passengers carried, the amount and kinds of freight handled, and the equipment used in the handling of it, has been added.



Detailed Statement of Militia and Related Passengers Carried August, 1914, to November, 1919,  
by Canadian National Railways

Year	Via Canadian Govt. Rys.			Via Can. Northern Rys.			Complete Total No. of Passengers
	By Regular Trains	By Special Trains	Total No. of Passengers	By Regular Trains	By Special Trains	Total No. of Passengers	
<b>Mobilization Movements</b>							
Aug. 1914-Dec. 1915 .....	53,002	46,687	99,689	70,346	83,366	153,712	253,401
Jan. 1916-Dec. 1916 .....	80,943	195,522	276,465	86,588	37,434	124,022	400,487
Jan. 1917-Dec. 1917 .....	98,846	124,606	223,452	44,442	5,813	50,255	273,707
Jan. 1918-Nov. 1918 .....	119,602	116,495	236,097	57,961	17,100	75,061	311,158
Totals	352,393	483,310	835,703	259,337	143,713	403,050	1,238,753
<b>Demobilization Movements</b>							
Nov. 1918-Dec. 1918 .....	11,175	15,702	26,877	12,138	235	12,373	39,250
Jan. 1919-Nov. 1919 .....	118,927	219,639	338,566	43,061	2,000	45,061	383,627
Total Demobilization .....	130,102	235,341	365,443	55,199	2,235	57,434	422,877
Add Mobilization .....	352,393	483,310	835,703	259,337	143,713	403,050	1,238,753
<b>Grand Total</b>	482,495	718,651	1,201,146	314,536	145,948	460,484	1,661,630

# THEIR PART IN THE WAR

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Detailed Statement showing tonnage of Overseas Freight handled to Canadian Atlantic Ports by Canadian Government Railways—August, 1914, to September, 1919, inclusive.

Year	Number of Tons of Commodities.								
	Military and Naval Equipment and Munitions	Food Stuffs	Rails	Lumber	Boats	Motor Trucks	Live Stock	Miscellaneous	Total
1914	967	2,770					8,528	1,096	13,361
1915	19,906	83,386		71		1,810	3,317	14,939	122,619
1916	57,822	148,522		17,255	2,366		1,248	4,534	231,757
1917	148,789	137,882	88,249	71,391		10	2,503	5,595	454,409
1918	106,144	181,630		29,195	30		416	7,265	324,680
1919	13,192	204,043		28,199				18,267	263,701
Totals	346,010	758,233	88,249	146,111	2,396	1,820	16,012	51,696	1,410,527

Detailed Statement showing tonnage of Steel Forgings handled over Canadian Government Railway System, Trenton and Sydney, N.S., during period October, 1914, to December, 1918.

Year	From Trenton, N. S. Number of Tons		From Sydney, N. S. Number of Tons		Total No. Tons
	To Points Montreal and East	To Points West of Montreal	To Points Montreal and East	To Points West of Montreal.	
1914	78	761	55		894
1915	17,229	11,732	6,645		35,606
1916	34,018	33,425	51,630	25,527	144,600
1917	21,490	28,471	82,880	48,857	181,698
1918	9,424	9,681	23,677	21,124	63,906
Totals	82,139	84,070	164,887	95,508	426,604

Detailed Statement of Special Train Service account Militia and Related Traffic over Canadian National Railways.—August, 1914-November, 1919.

Year	Canadian Government Rys.						Canadian Northern Rys.													
	Number of Special Trains	Special Train Miles	Equipment Used				Number of Special Trains	Special Train Miles	Equipment Used											
			Engines	Baggage Cars	Colonist and Day Coaches	Diners and Comm'y Cars			Sleeping and Hospital Cars	Engines	Baggage Cars	Colonist and Day Coaches	Diners and Comm'y Cars	Sleeping and Hospital Cars						
<b>Mobilization Movements</b>																				
Aug. 1914-Dec. 1915 . . . . .	127	80,648	680	132	864	104	93	203	89,044	223	194	2,738	62	38						
Jan. 1916-Dec. 1916 . . . . .	410	307,225	2,530	444	3,641	511	611	112	24,599	232	85	2,229	67	14						
Jan. 1917-Dec. 1917 . . . . .	318	179,432	1,789	369	1,800	344	858	24	9,155	78	16	995	18	6						
Jan. 1918-Nov. 1919 . . . . .	311	229,309	1,898	339	1,775	320	1,123	64	33,970	274	45	1,376	35	12						
Totals . . . . .	1,166	796,614	6,897	1,284	8,080	1,279	2,685	403	156,768	807	340	1,338	182	73						
<b>Demobilization Movements</b>																				
Nov. 1918-Dec. 1918 . . . . .	46	44,458	330	41	227	63	70	2	1,412	11	1	218								
Jan. 1919-Nov. 1919 . . . . .	597	459,050	3,655	647	4,220	1,065	915	8	8,928	72	8	440	16	667						
Total Demobilization . . . . .	643	503,508	3,985	688	4,447	1,128	985	10	10,340	83	9	658	16	667						
Add Mobilization . . . . .	1,166	796,614	6,897	1,284	8,080	1,279	2,685	403	156,768	807	340	1,338	182	73						
Grand Total . . . . .	1,809	1,300,122	10,882	1,972	12,527	2,407	3,670	413	167,108	890	349	7,996	198	740						



# THEIR PART IN THE WAR

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Statistics showing Militia and Related Passengers and Freight Traffic carried over Canadian National Railways, Period, August, 1914, to November, 1919

## SUMMARY

DESCRIPTION	Via Can. Govt. Rys. to Nov. 1919	Via Can. .Nor. Rys to Aug. 1919	Totals
<b>Total No. of Passengers—embracing Canadian Military and Naval and other Forces, Military Dependents, Etc.</b>			
No. by Regular Trains	482,495	314,536	797,031
No. by Special Trains	718,651	145,948	864,599
Totals	1,201,146	460,484	1,661,630
<b>Details of Special Trains for Militia and Related Passengers</b>			
No. of Special Trains	1,809	413	2,222
“ Engines used	10,882	890	11,772
“ Baggage Cars used	1,972	349	2,321
“ Colonist Cars & Coaches used	12,527	7,996	20,523
“ Din. & Commissary Cars used	2,407	198	2,605
“ Sleeping & Hospital Car- used	3,670	740	4,410
Total Equipment Used	31,458	10,173	41,631
<b>Total No. Special Train Miles (not including empty movements) equivalent to 5 2/5 times around world</b>	1,300,122	167,108	1,467,230
<b>Military Freights carried embracing Equipment, Provisions, Ammunition, etc.</b>	Tons		
Overseas freight to Canadian ports	1,410,527		
Steel forgings from mills at Trenton and Sydney, N.S., to other Canadian points for ammunition manufacture	426,604		
Total	1,837,131		
Equivalent No. of freight trains (1,000 tons each.)	1837 trains		

1,300,122 10,882 1,972 12,527 2,407 3,670 31,458 1,410,527 426,604 1,837,131 1837

## ONE TROOP MOVEMENT

Ex. Troop ships "Caronia", "Northland" and  
"Minnekahda", May 22, 1919.

The following particulars of the food requisitioned, the number of employees on the cars, and movement of this one body of troops, will be of interest.

## SUPPLIES ISSUED FOR ONE BODY OF TROOPS

One body of  
troops ate  
all this.

Beef, Loin .....	1380	Lbs.
Beef, Roast .....	800	"
Beef, Leg .....	12800	"
Lamb, Side .....	5700	"
Liver .....	1400	"
Pork, Loin .....	368	"
Sausages .....	1800	"
Brawn .....	3400	"
Corned Tongue .....	450	"
Chickens .....	3400	"
Haddock .....	510	"
Halibut .....	320	"
Cod .....	460	"
Mackerel .....	308	"
Bacon .....	5650	Lbs.
Corned Beef .....	4500	"
Ham .....	2000	"
Finnan Haddie .....	3600	"
Cabbage .....	4500	"
Carrots .....	1360	"

Lettuce .....	39 Doz.
Onions .....	2300 "
Parsley .....	102 Bunches
Potatoes .....	254 Bushels
Tomatoes .....	290 Lbs.
Turnips .....	1320 "
Apples, Table .....	22 Pks.
Apples, Cooking .....	17½ Bushels
Bananas .....	35 Doz.
Grape Fruit .....	348 "
Oranges .....	36 Cases
Lemons .....	34 Doz.
Tongue .....	38 Tins
Beans, Wax .....	768 "
Beans, Baked, 3 Lb. ....	2496 "
Corn, 2 Lb. ....	768 "
Peas, French .....	768 "
Pumpkin .....	240 "
Tomatoes .....	1368 "
Peaches, 3 Lb. ....	240 "
Pears, 3 Lb. ....	240 "
Marmalade .....	1100 Lbs.
Raspberry Jam .....	700 "
Strawberry Jam .....	700 "
Peach Jam .....	700 "
Plum .....	700 "
Prunes .....	1700 "
Allspice, Ground .....	8½ "
Baking Powder .....	33 "
Barley .....	115 "
Bath Brick .....	32 "
Brass Polish .....	32 Lbs.
Bread, Brown .....	270 Loaves
Bread, White .....	14400 "



Butter, Table .....	5600 Lbs.
Butter, Cooking .....	600 "
Coffee .....	1150 Lbs.
Catsup, Tomato .....	200 Bots.
Condensed Milk .....	17 Cases
Charcoal .....	116 Bushels
Chow Chow .....	342 Bots.
Cheese, Canadian .....	1610 Lbs.
Corn Starch .....	34 Pkgs.
Cloves, Ground .....	4 $\frac{1}{4}$ Lbs.
Corn Meal .....	92 Lbs.
Corn Flakes .....	1260 Pkgs.
Cinnamon .....	4 $\frac{1}{4}$ Lbs.
Crackers, Soda .....	1270 "
Cream, Qts. ....	140 "
Currants .....	270 Pkgs.
Dutch Cleanser .....	58 Tins
Eggs .....	1800 Doz.
Extract Lemon .....	228 Oz.
Extract Vanilla .....	228 "
Flour .....	1150 Lbs.
Ginger, Ground .....	4 $\frac{1}{4}$ "
Jelly Squares .....	216 Pkgs.
Knife Polish .....	17 "
Lard .....	127 Lbs.
Lye, Concentrated .....	46 "
Mince Meat .....	225 "
Milk .....	1720 Quarts
Klim .....	1220 Lbs.
Nutmegs, Ground .....	4 $\frac{1}{4}$ "
Oatmeal .....	1400 "
Olives .....	138 Bots.
Olive Oil .....	17 Quarts
Pepper, Black .....	23 Lbs.

Pickles .....	270	Bots.
Poultry Dressing .....	5½	Lbs.
Raisins, Cooking .....	270	"
Rice .....	635	"
Sago .....	330	"
Salt, Table .....	306	"
Sapolio .....	58	"
Soap, Kitchen .....	1270	"
Soap, Toilet .....	276	"
Salad Dressing .....	70	Bots.
Sauce, Worcester .....	82	"
Silicon .....	58	"
Split Peas .....	1450	Lbs.
Sugar, Cut Loaf .....	205	"
Sugar, Granulated .....	4600	"
Sugar, Pulverized .....	176	"
Tapioca .....	315	"
Tea, Black .....	320	"
Vinegar, Table .....	66	Quarts
Tooth Picks .....	17000	
Matches .....	420	Boxes

## SLEEPING AND DINING CAR EMPLOYEES REQUIRED

Dining Car Stewards .....	19
“ “ Chefs .....	19
“ “ 2nd. Cooks .....	19
“ “ 3rd. Cooks .....	19
“ “ 4th. Cooks .....	19
“ “ Waiters .....	91
“ “ Pantrymen .....	4
Sleeping Car Conductors .....	4
“ “ Porters .....	24
Colonist Car Porters .....	135
Total.....	353

## ROLLING STOCK REQUIRED

Baggage Cars .....	17
Commissary Cars .....	15
Table Cars .....	5
Help Cars .....	10
Dining Cars .....	4
Standard Sleeping Cars .....	23
Tourist Sleeping Cars .....	1
Colonist Cars .....	135
Total.....	210

## BEDDING FOR COLONIST SLEEPERS

Pillows .....	7062
Blankets .....	9416
Mattresses .....	4708





## CANADIAN EXPEDITIONARY FORCES AND THEIR BATTLES

Canada's total enlistment during the four years of the Great War was 595,441, of which number 418,052 proceeded overseas. In addition to the latter there left the shores of Canada for the seat of war 14,590 British and Allied reservists and several thousand young Canadians who had enlisted in the Royal Air Force. Total number of Canadians enlisted in the Royal Air Force was 21,169, but no figures are available showing the number that went overseas. The first expeditionary force of over 33,000 men sailed from Gaspé Basin October 3, 1914, landing at Plymouth thirteen days later. The first Canadian contingent to land in France (preceded by certain units) arrived there during the second week in February, 1915, and at once proceeded to Flanders. Casualties suffered by the Canadian expeditionary forces during the war numbered 232,933, or over 55 per cent. of the total that went overseas. Of this total 35,684 were killed in action, 12,437 died of wounds, 4,057 of disease, and 4,682 presumed to be dead. The wounded numbered 155,839.

PRINCIPAL BATTLES IN WHICH CANADIANS  
PARTICIPATED.

The principal battles in which Canadians took part in France and Flanders were as follows:

1915

MARCH 13.—Neuve Chapelle, in which the Canadian troops received their first baptism of fire.

APRIL 22-23.—Second Battle of Ypres, in which the Canadians held their position after the French Colonial troops had been driven from the trenches by an attack of poisonous gas, followed by an avalanche of German man power. In the words of Sir John French, the Commander-in-chief, "The Canadians held their ground with a magnificent display of tenacity and courage and averted a disaster which might have been attended with the most serious consequences."

APRIL 24-25.—Battle of St. Julien, when the Canadian troops, notwithstanding frightful losses, held the integrity of the Allied line and effectually checked the enemy's further advance.

MAY 20-26.—Battle of Festubert—described by military authorities as one of the clearly defined battles of the war—in which the Canadians played a gallant and glorious part.

JUNE 15.—Battle of Givenchy, in which the Canadians, by taking the first line German trenches and performing other acts of gallantry, again re-

ceived warm encomiums from the British Commander-in-chief.

APRIL 3-20.—Battle of St. Eloi. This was the <sup>1916</sup> most serious engagement in which the Canadians had been involved since the second Battle of Ypres, their losses being very heavy.

JUNE 1-3.—Battle of Sanctuary Wood. The bombardment by the Germans was in this battle the heaviest since the beginning of the war and the Canadians lost heavily, while Major-General Mercer was killed and Brigadier-General Williams made prisoner.

JUNE 1-6.—Battle of Hooge (practically a continuation of the last-named battle) and in which the Canadians recovered lost territory.

SEPTEMBER 1.—Battle of the Somme, in which the Canadians again greatly distinguished themselves.

SEPTEMBER 15-16.—Battle of Courcellette. This was the first real offensive of the Canadians, the Fourth, Fifth and Sixth Brigades taking part in an advance which even a German barrage could not stop. Objectives were reached and held.

APRIL 9-11.—Capture of Vimy Ridge, the Can- <sup>1917</sup>adians gaining the summit, (after other troops had on two previous occasions failed), and driving the Germans down the eastern slope.



1917

JUNE.—Capture of Arleux. In advancing to the attack the Canadians resolutely passed through two German barrages, while Arleux was strongly protected by machine guns. "I feel proud in commanding the Canadians," was the message sent by Lord Byng after the objective had been attained.

JULY 22.—Canadian troops in the Lens area, by a sudden attack, carried German trenches on a considerable frontage, to be followed by additional gains a few days later.

AUGUST 15.—Battle of Loos, in which the Canadians captured famous Hill 70 and gained ground to a depth of two miles.

OCTOBER 26-NOVEMBER 10.—Battle of Passchendaele. First, Second, Third and Fourth Canadian Divisions, after a series of assaults, carried German positions on high ground northeast of the village of Passchendaele, an enterprise in which they lost 15,000 men.

NOVEMBER 25.—A squadron of Fort Garry Horse, under heavy machine gun fire, charged and captured a German field battery near Masnières, and although they lost 79 men out of a total of 123 they brought prisoners back. In principle it was a repetition of the charge of the "Six Hundred" at Balaclava.

MARCH-APRIL—During these months while the <sup>1918</sup> Allies were developing their counter-stroke against the enemy, the Canadians were held in reserve around Lens. They were, however, kept well employed in minor active fighting at various points, including Lens, Arras and Vimy, and on April 1 captured Moreuil and a wood to the north.

AUGUST 8-10.—Battle of Amiens, in which the Canadians were used as a spear-head in the attack. "I desire to place on record my sincere appreciation of the conspicuous and highly successful part played by the Canadian Force in the Battle of August 8." read a message of congratulation under the authority of the British Commander-in-Chief.

AUGUST 12-17.—The Canadians, in process of an advance on the Luce, captured Le Quesnoy, Mancourt, Chilly and Hallu. "It was the advance of the Canadians on the Luce," says one authority, "that was the core and crux of the operation." During this operation the Canadians captured 10,000 prisoners, 150 guns, 1,000 machine guns, and twenty towns and villages.

AUGUST 26-28.—Canadians made a new and important advance southeast of Arras, during which they took Wancourt, Guemappe, Monchy-le-Preux and Drocourt-Queant, the last-named being on the



1918

threshold of the Hindenburg line. This operation military authorities declare to be "one of the most remarkable exploits of the war." On the 28th, in conjunction with Scottish troops, the Canadians captured Pelves and Bovy.

SEPTEMBER 1-2.—Canadians took the Hindenburg fortifications of Dury, Viller-les-Cagnicourt and Cagnicourt. This operation broke the German line switch west of Arras for a distance of six miles. "It is a remarkable military feat," declared a British authority. During this operation the Canadians captured 10,000 prisoners, 95 field and heavy guns, and 1,016 machine guns; but had 11,000 casualties. During the two months' fighting the Canadians captured 69 towns and villages from the Germans.

OCTOBER 1-9.—Battle of Cambrai. During the first day three Canadian Divisions defeated ten German Divisions, inflicting heavy slaughter. On October 9, after capturing Culvillers and suburbs of Cambrai, the Canadians entered the latter city at the head of the conquering forces. Canadian casualties in this operation were 16,000.

OCTOBER 20.—Capture of Denain by the Canadians.

OCTOBER 24-NOVEMBER 2.—Canadians, fighting a severe battle, made a crossing over the Scheldt



canal, and after taking twenty-eight towns and <sup>1918</sup> villages, supported by a British Army Corps, captured and entered Valenciennes, and advanced beyond the town.

NOVEMBER 11.—Capture of Mons. This was accomplished early in the morning by the Third Canadian Division, all the Germans defending the city being killed or taken prisoners. And thus it fell to the honor of Canadian troops to administer the coup de grace to the German army in the last day of the war.

From July 16 to November 11, 1918, Canadian troops captured 31,537 prisoners and 623 guns and some thousands of machine guns.

## ENROLLED IN THE CANADIAN ARMY

This list of names of regular employees of the Canadian National Railways who were enrolled in the Canadian Army during the Great War was compiled from the best available records kept by the various branches of the Railways' Service.

### ABBREVIATIONS

W.	—	Wounded.
G.	—	Gassed.
S.S.	—	Shell Shock.
D.	—	Died.
D.O.W.	—	Died of Wounds.
K. in A.	—	Killed in Action.
M.	—	Missing.
M.B.K.	—	Missing, believed killed.
<hr/>		
V.C.	—	Victoria Cross.
D.S.O.	—	Distinguished Service Order.
M.C.	—	Military Cross.
M.C. & B.	—	Military Cross and Bar.
D.F.C.	—	Distinguished Flying Cross.
C. de G.	—	Croix de Guerre.
B.C. de G.	—	Belgian Croix de Guerre.
It. C. de G.	—	Italian Croix de Guerre.
D.C.M.	—	Distinguished Conduct Medal.
D.S.M. & B.	—	Distinguished Conduct Medal and Bar.
M.M.	—	Military Medal.
M.M. & B.	—	Military Medal and Bar.
N.B.M.	—	Naval Bronze Star.
M.S.M.	—	Meritorious Service Medal.
F.W.C.	—	French War Cross.
R.O. St. G.	—	Russian Order of St. George.
R.O.St.A.	—	Russian Order of St. Andrew.
St.G.C.	—	St. George's Cross.
M.D.	—	Mentioned in Despatches.
M.S.	—	Mons Star.
1914-15 S.	—	1914-15 Star.
G.S.M.	—	General Service Medal.
W.M.	—	War Medal.
B.G.S.M.	—	British General Service Medal.
K's. M.	—	King's Medal.
M. de H.	—	Medaille D'Honneur.

THEIR PART IN THE WAR

Abb, J. . . . .	Duluth	_____	Alton, H. E. . . . .	Pacific D.	_____
Abbott, C. J. . . . .	Edmonton	_____	Alward, C. . . . .	Winnipeg	_____
Abbott, W. . . . .	Edmonton	_____	Alward, E. S. . . . .	Winnipeg	_____
Abell, W. J. . . . .	Winnipeg	_____	Alward, F. C. W. . . . .	Moncton	K. in A.
Abinger, B. R. . . . .	Toronto	K. in A.	Ambrose, G. A. . . . .	Edmonton	_____
Abrahamson, M. . . . .	Pacific D.	W.	Amory, A. J. . . . .	Toronto	1914-15 S.
Acton, H. . . . .	Winnipeg	_____	Amos, H. G. . . . .	Redditt	W.
Acton, M. M. . . . .	Ottawa	_____	Anderson, A. . . . .	Pt. Arthur	_____
Adair, C. . . . .	Sudbury	_____	Anderson, C. R. . . . .	Saskatoon	_____
Adams, A. H. . . . .	Winnipeg	K. in A.	Anderson, D. . . . .	Sydney	_____
Adams, A. V. . . . .	Port Mann	W.	Anderson, D. B. . . . .	Rainy River	_____
Adams, G. F. . . . .	Winnipeg	K. in A.	Anderson, F. . . . .	Winnipeg	_____
Adams, J. . . . .	Carlyle	_____	Anderson, G. W. . . . .	Halifax	_____
Adams, J. O. . . . .	Moncton	_____	Anderson, H. J. . . . .	Transcona	G.S.M.
Adams, R. W. . . . .	Springhill Jct.	_____	Anderson, J. . . . .	Winnipeg	_____
Addison, R. H. . . . .	Pacific D.	_____	Anderson, J. L. . . . .	Kamloops J.	_____
Adrian, A. . . . .	Montfort	_____	Anderson, J. S. . . . .	Boston Bar	_____
Adkins, J. . . . .	MacDowell	1914-15 S.	Anderson, O. M. . . . .	Pt. Arthur	_____
Afflick, E. J. . . . .	Winnipeg	_____	Anderson, W. . . . .	Pt. Arthur	_____
Ager, H. C. . . . .	Winnipeg	K. in A.	Anderson, R. . . . .	Winnipeg	_____
Agerton, W. . . . .	Winnipeg	_____	Anderson, R. H. . . . .	Halifax	_____
Agnew, T. . . . .	Moncton	_____	Anderson, R. J. . . . .	Moncton	_____
Ahearn, J. . . . .	Winnipeg	_____	Anderson, W. C. . . . .	Sydney	K. in A.
Ahier, P. . . . .	N. Battleford	_____	Anderson, W. M. . . . .	Winnipeg	_____
Ainslie, C. M. . . . .	North Bay	_____	Andrews, T. . . . .	Winnipeg	_____
Aird, Hugh. . . . .	Toronto	_____	Andrews, G. S. . . . .	Duluth	_____
Aird, J. . . . .	Toronto	_____	Andrews, H. M. . . . .	Transcona	W.
Aiston, J. . . . .	Toronto	_____	Andrusiak, M. . . . .	Piney	_____
Aitken, J. . . . .	Winnipeg	W. 1914-15 S.	Angus, G. . . . .	Winnipeg	_____
Aitkin, G. H. . . . .	Winnipeg	_____	Angus, J. . . . .	Pacific D.	_____
Akenhurst, C. . . . .	Winnipeg	_____	Angus, J. R. . . . .	Pt. Frances	W. & G
Akin, F. C. . . . .	Lloydmin'r	W.	Annesley, J. . . . .	Saskatoon	_____
Alain, M. . . . .	Bridge	_____	Annand, C. A. . . . .	Truro	_____
Albert, A. A. . . . .	Youngstown	_____	Annis, A. . . . .	Transcona	K. in A.
Albert, C. . . . .	Truro	_____	Anselmette, F. . . . .	Winnipeg	_____
Aldworth, O. H. . . . .	Winnipeg	W. MD.	Anstett, A. . . . .	Humbolt	_____
Alexander, C. . . . .	Winnipeg	_____	Ansty, A. . . . .	Halifax	_____
Alexander, F. H. . . . .	Prince Albert	_____	Anstey, W. . . . .	Cent. Div.	_____
Alexander, H. . . . .	Brandon	_____	Appleby, P. E. . . . .	Halifax	_____
Alexander, S. T. . . . .	Pacific D.	_____	Aquino, F. A. . . . .	Cochrane	_____
Alexander, T. J. . . . .	Toronto	_____	Arbing, W. . . . .	Moncton	D. of W.
Alford, W. . . . .	_____	_____	Arbing, W. . . . .	Moncton	_____
Alison, J. B. . . . .	Winnipeg	_____	Arbutnot, J. D. . . . .	Toronto	_____
Allaire, O. . . . .	St. Jerome	_____	Archer, S. . . . .	Big Valley	_____
Allan, A. . . . .	Winnipeg	_____	Archer, C. F. . . . .	Campbellton	W.
Allan, J. T. . . . .	Winnipeg	_____	Archibald, B. V. . . . .	Truro	W
Allan, R. . . . .	Winnipeg	W.	Argo, J. A. . . . .	North Bay	M. D.
Allan, W. E. . . . .	Moncton	_____	Armin, L. . . . .	Winnipeg	_____
Allan, W. G. . . . .	Winnipeg	_____	Armor, G. W. T. . . . .	Moncton	_____
Allen, B. A. . . . .	Shellmouth	_____	Armour, W. A. . . . .	Calgary	_____
Allen, C. F. . . . .	Ottawa	_____	Armstrong, F. B. . . . .	Saskatoon	_____
Allen, D. R. . . . .	Drumheller	_____	Armstrong, H. . . . .	_____	_____
Allen, E. C. . . . .	Winnipeg	W.	Armstrong, H. C. . . . .	Fort William	_____
Allen, E. R. . . . .	Pt. Arthur	_____	Armstrong, H. D. . . . .	Transcona	_____
Allen, G. H. . . . .	Shellmouth	_____	Armstrong, J. . . . .	Dauphin	_____
Allen, G. W. G. . . . .	Halifax	_____	Armstrong, J. R. . . . .	Transcona	_____
Allen, H. H. . . . .	Newcastle	_____	Armstrong, K. . . . .	Prince Albert	W.
Allen, J. H. . . . .	Joliette	K. in A.	Armstrong, L. . . . .	Prince Albert	1914-15 S.
Allen, J. T. . . . .	Winnipeg	_____	Armstrong, M. H. . . . .	Kindersley	M.M.
Allen, W. B. . . . .	South Devon	W.	_____	_____	W.
Allenby, W. C. . . . .	Dauphin	_____	_____	_____	W.
Allison, D. O. . . . .	Campbellton	_____	_____	_____	_____
Allison, T. . . . .	Winnipeg	_____	_____	_____	_____

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Armstrong, R. C. . . . .	Fredericton	_____	
Armstrong, T. R. . . . .	Transcona	_____	
Armstrong, W. . . . .	Ottawa	_____	
Armstrong, W. M. . . . .	Port Mann	_____	
Arnaud, P. J. . . . .	Boston Bar	_____	
Arnold, A. . . . .	Brandon	W.	
Arnold, A. . . . .	Regina	W.	
Arnold, A. E. . . . .	Dauphin	D. of W.	
Arnold, H. . . . .	Saskatoon	G.	
Arnold, J. A. . . . .	Campbellton	_____	
Arnold, W. E. . . . .	Dauphin	D. of W.	
Arrivetz, H. . . . .	Toronto	_____	
Arseneau, F. G. . . . .	Moncton	_____	
Arseneault, I. . . . .	Moncton	_____	
Arseneault, J. E. . . . .	Nash's Creek	_____	
Arseneault, J. H. A. . . . .	Moncton	_____	
Arseneault, J. A. . . . .	Moncton	_____	
Arseneault, O. . . . .	Bridge	_____	
Arseneault, P. . . . .	Edmundston	_____	
Arthur, R. B. . . . .	Halifax	_____	
Arthur, W. H. . . . .	Winnipeg	_____	
Ash, A. R. . . . .	Pacific D.	_____	
Ash, J. C. . . . .	Pacific D.	K. in	
Ashbourne, B. N. . . . .	Toronto	W. 1914-15 S.	
Ashbury, D. . . . .	Toronto	_____	
Ashby, J. . . . .	Dauphin	_____	
Ashcroft, N. L. . . . .	Transcona	W. MM.	
Ashford, A. E. . . . .	Newcastle	_____	
Ashlee, J. J. . . . .	Saskatoon	_____	
Ashman, E. R. . . . .	McCornell	_____	
Ashmun, A. . . . .	Winnipeg	_____	
Ashton, F. R. . . . .	Toronto	W.	
Astwood, M. S. . . . .	Pt. Arthur	_____	
Atcheson, F. . . . .	Regina	_____	
Atkins, A. . . . .	Kipling	_____	
Atkins, J. . . . .	Grant	_____	
Atkins, R. A. . . . .	Halifax	_____	
Atkinson, C. L. . . . .	Toronto	_____	
Atkinson, K. I. . . . .	Moncton	W.	
Atkinson, L. . . . .	Stewiacke	_____	
Atkinson, R. . . . .	Winnipeg	G.	
Atkinson, R. E. . . . .	Campbellton	_____	
Audas, I. . . . .	Truro	_____	
Audet, Sylvio. . . . .	Edmundston	_____	
Augusta, J. B. . . . .	Dist. 2 C.D.	_____	
Aukland, C. R. . . . .	Winnipeg	_____	
Aukland, P. W. . . . .	Brandon	K. in A.	
Austin, N. . . . .	Superior D.	_____	
Austin, C. A. . . . .	Transcona	_____	
Avery, H. I. . . . .	Ottawa	_____	
Ayott, E. B. . . . .	Brandon	_____	
Ayrton, W. . . . .	Winnipeg	W. 1914-15 S.	
Babcock, J. S. . . . .	Humbolt	_____	
Babin, D. . . . .	Edmundston	_____	
Babineau, A. . . . .	Moncton	_____	
Babineau, F. . . . .	Moncton	W.	
Babineau, J. A. . . . .	Moncton	_____	
Babineau, J. A. . . . .	Moncton	_____	
Bachman, W. S. . . . .	Lunenburg	_____	
Backhouse, H. J. . . . .	No. Regina	_____	
Bacon, J. H. A. . . . .	St. Pierre	_____	
Baggs, E. W. . . . .	Winnipeg	_____	
Bagley, C. . . . .	Halifax	_____	
Baird, A. M. . . . .	Lucerne	_____	
Baird, G. G. . . . .	Winnipeg	_____	
Baird, R. S. . . . .	Winnipeg	_____	
Baird, T. A. . . . .	W. Lines	W.&G., 1914-15S.	
Bailey, F. R. . . . .	_____	_____	
Bailey, G. E. . . . .	Winnipeg	_____	
Bailey, J. . . . .	Craik	_____	
Bailey, R. . . . .	Transcona	_____	
Bailey, W. . . . .	Saskatoon	_____	
Baillargeon, O. . . . .	New Glasgow	_____	
Baillie, J. . . . .	Winnipeg	1914-15 S.	
Bain, C. J. . . . .	Stellarton	_____	
Bain, T. M. . . . .	Stellarton	_____	
Bairson, F. . . . .	Transcona	_____	
Baisley, J. R. . . . .	Winnipeg	_____	
Baker, A. E. . . . .	Regina	_____	
Baker, A. K. . . . .	Toronto	_____	
Baker, C. . . . .	No. Regina	W.	
Baker, E. A. . . . .	Trenton	1914-15 S.	
Baker, E. B. . . . .	Pacific D.	_____	
Baker, G. . . . .	Pacific D.	_____	
Baker, G. W. . . . .	_____	_____	
Baker, H. . . . .	Transcona	_____	
Baker, H. G. . . . .	Pacific D.	_____	
Baker, I. . . . .	Toronto	_____	
Baker, H. P. . . . .	Pacific D.	_____	
Balcomb, C. . . . .	Transcona	_____	
Baldock, H. J. . . . .	Winnipeg	_____	
Baldwin, W. C. . . . .	Rainy River	_____	
Balfour, J. H. . . . .	Calgary	W.	
Ball, C. F. . . . .	Sydney	_____	
Ball, F. . . . .	No. Regina	_____	
Ball, F. . . . .	Pt. Arthur	K. in A.	
Ball, T. . . . .	W. Lines	W.	
Ballantyne, R.M. . . . .	Toronto	_____	
Balsler, C. L. . . . .	Moncton	_____	
Balsler, G. K. . . . .	Moncton	W.	
Balsler, R. R. . . . .	Moncton	G.	
Balsler, W. A. . . . .	Moncton	D. of W.	
Banks, W. A. . . . .	Moncton	_____	
Banks, A. . . . .	Winnipeg	W.	
Banks, G. . . . .	Winnipeg	_____	
Banks, W. H. A. J. . . . .	_____	_____	
B. C. . . . .	Moncton	_____	
Bannard, C. . . . .	Edmonton	_____	
Banner, A. R. . . . .	P. LaPrairie	_____	
Bannister, W. A. . . . .	Montreal	_____	
Banville, L. E. . . . .	Campbellton	_____	
Baptist, D. Y. . . . .	Saskatoon	_____	
Barber, A. R. . . . .	Winnipeg	W.	
Barberrie, J. . . . .	Hawkesbury	_____	
Barbour, D. A. . . . .	W. Lines	W.	
Barclay, A. N. . . . .	Pacific D.	D.C.M.	
Barker, G. A. . . . .	Kamsack	& M.M.	
Barker, S. . . . .	Moncton	_____	
Barnard, A. R. . . . .	Winnipeg	_____	
Barnett, A. . . . .	Transcona	W.	
Barnett, M. . . . .	N. Battleford	W.	
Barnett, M. . . . .	Moncton	_____	

# THEIR PART IN THE WAR

Barnhill, I. L. .... Truro	_____	
Baron, H. .... Winnipeg	_____	
Barr, A. .... Calgary	_____	
Barracrough, T. .... Dauphin	_____	
Barret, I. .... Rainy River	_____	
Barrie, J. .... Winnipeg	_____	
Barrieault, J.L.A. .... Moncton	_____	
Barry, N. .... Redditt	_____	
Barter, J. E. .... French Village	_____	
Bartlette, F. G. .... W. Lines	W.	
Bartlow, T. F. .... Halifax	_____	
Barton, A. E. .... Moncton	_____	
Barton, F. W. .... Halifax	_____	
Barton, J. H. .... Moncton	_____	
Bartrup, J. .... Winnipeg	_____	
Baskin, R. F. .... Winnipeg	W.	
	1914-15 S.	
Bassett, J. J. S. H. Lac Ste Anne	_____	
Batchelor, E. T. .... W. Lines	W.	
Bate, F. W. .... Winnipeg	W.	
Bateman, A. R. .... Winnipeg	_____	
Bateman, J. W. J. .... Edmonton	_____	
Bates, F. .... Kamsack	_____	
Batt, A. G. .... Edmonton	_____	
Batt, H. C. .... Pacific D.	_____	
Batteston, S. .... Winnipeg	_____	
Battis, J. S. .... Moncton	K. in A.	
Baxter, C. R. .... W. Lines	_____	
Bazillian, W. H. .... St. John	1914-15 S.	
Beack, A. ....	_____	
Beal, C. B. .... Big Valley	_____	
Beaman, W. W. .... Moncton	_____	
Beames, T. H. .... Pacific D.	K. in A.	
Bears, W. .... Winnipeg	W.	
Beaton, J. .... Pacific D.	_____	
Beattie, J. J. .... Prince Albert	_____	
Beattie, W. .... Winnipeg	_____	
Beaudoin, E. .... Levis	_____	
Beaudreau, J. .... Halifax	_____	
Beaudro, R. F. .... Cochrane	_____	
Beaulieu, J. A. .... Chaudiere Jct	_____	
Beaulieu, J. C. E. .... Riv. du Loup	_____	
Beaulieu, J. N. O. .... Riv. du Loup	_____	
Beaulieu, L. J. A. .... Cochrane	_____	
Beaumont, B. B. .... Halifax	_____	
Beaupre, J. .... Joliette	_____	
Beautridge, W. .... Winnipeg	_____	
Beazly, F. A. .... Stewarts	_____	
Bechard, C. E. .... Edmundston	_____	
Bechard, C. J. .... Edmundston	_____	
Beck, E. .... Halifax	_____	
Becker, F. .... Westville	_____	
Bedford, F. K. .... Moncton	_____	
Bedwell, T. B. .... Emerson Jct.	_____	
Beer, H. .... Winnipeg	_____	
Beers, J. R. .... St. John	_____	
Bergeron, G. .... Bridge	_____	
Begg, J. C. .... Calgary	D. of W.	
Begin, J. E. .... Chaudiere Jct	_____	
Begin, J. J. B. .... Bridge	_____	
Begin, R. .... Levis	_____	
Behan, J. .... Toronto	_____	
Belanger, J. A. .... La Tuque	_____	
Belanger, J. A. .... Chaudiere Jct	_____	
Belanger, J. A. B. .... Holiday	_____	
Belanger, J. J. .... Campbellton	K. in A.	
Belanger, R. .... La Tuque	_____	
Belcher, J. A. .... Winnipeg	_____	
Belfoy, A. McD. .... Kamloops	_____	
Bell, A. .... Winnipeg	W.	
Bell, A. J. .... Saskatoon	_____	
Bell, D. .... Transcona	_____	
Bell, E. .... Rosborough.	_____	
Bell, E. D. .... Edmonton	_____	
Bell, G. .... Rainy River	_____	
Bell, G. A. .... Moncton	1914-15 S.	
Bell, H. .... Prince Albert	_____	
Bell, J. B. .... Pacific D.	_____	
Bell, Leo. .... Halifax	K. in A.	
Bell, W. .... Edmonton	_____	
Bell, W. A. .... Bridgewater	_____	
Bell, W. C. .... Sudbury	_____	
Bell, W. R. .... Truro	_____	
Belleau, J. T. .... Chaudiere Jct	_____	
Bellefontaine, J. V. .... Halifax	_____	
Bellevance, C. .... Edmunston	_____	
Bellevance, E. .... Vandry	_____	
Bellevance, L. .... Fitzpatrick	_____	
Belliveau, J. A. .... Moncton	_____	
Belliveau, M. .... Moncton	_____	
Belliveau, V. P. .... Moncton	W.	
Bellong, F. J. .... Pacific D.	_____	
Belt, F. R. .... Capreol	_____	
Belyea, L. J. .... Moncton	_____	
Belzile, A. .... Riv. du Loup	_____	
Belzile, C. E. .... Levis	_____	
Bennett, G. A. .... Winnipeg	W.	
Bennett, G. S. .... Ft. William	_____	
Bennett, G. S. .... Ft. William	_____	
Bennett, H. M. .... Calgary	D.C.M. & M.D.	
	W.	
Bennett, H. J. .... Dauphin	W.	
Bennett, J. C. .... Moncton	_____	
Bennett, R. H. .... Winnipeg	_____	
Bennett, T. G. .... Moncton	_____	
Bennett, W. A. .... Ont. Div.	_____	
Bennett, W. P. .... W. Lines	_____	
Behau, J. J. .... Toronto	M.S.M. & M.D.	
	G.	
Benn, T. .... Brandon	_____	
Benson, A. .... Winnipeg	_____	
Benson, F. .... Winnipeg	_____	
Benson, H. L. .... No. Bay	_____	
Benson, J. .... Transcona	_____	
Benson, J. .... Winnipeg	W.	
Bensteud, J. .... Birds Hill	_____	
Bentley, F. R. .... Longue Pointe	_____	
Berch, G. .... Pacific D.	G.	
Berg, O. C. .... Avonlea	_____	
Bergeron, J. A. .... Chaudiere Jct	_____	
Bergeron, J. E. .... Chaudiere Jct	_____	
Bernard, E. B. .... Chatham	K. in A.	
Bernard, R. F. .... Moncton	_____	
Bernard, V. J. .... Moncton	W.	
Bernier, J. J. H. .... Levis	_____	
Bernier, J. L. .... Parent	_____	



Berry, B. C.	Gladstone		
Berry, E. M.	Hanna	K. in A.	
Berry, H. N.	Edmonton		
Berry, T.		W.	
Berry, W.	Graham	W.	
Berryman, L.	Moncton	M.	
Bertrand, G.	Bolger		
Berube, L.	Edmundston		
Best, T.	Halifax		
Bethell, H. W.			
Berthier, A. H.	Winnipeg		
Bethune, J.	Graham		
Bevan, W. H. B.		W.	
		D.C.M. &	
		M.D.	
Bevis, J.	Winnipeg		
Bible, G. H.	Pt. Arthur		
Bickerstaff, H.	Toronto		
Bickerton, T. F.	Winnipeg		
Bickford, H. J.	Saskatoon		
Bicqua, F.	Transcona		
Biddington, A. V.	Moncton		
Biers, B. W.	Cochrane		
Biers, R. H.	Cochrane		
Biggane, M. D.	Brandon		
Billing, C. P.	Winnipeg		
Billings, A.	Toronto		
Bilodeau, L.	Parent		
Bird, McC. H.	Graham		
Birkett, R. C.	Radville	W.	
Bishop, B.	Moncton		
Bishop, E. H.	Moncton		
Bishop, H. A.	Pt. Arthur		
Bishop, L. LeR.	Moncton		
Bishop, R.	Moncton	M.	
Bishop, S. E.	Moncton		
Bissett, J.	Winnipeg		
Black, A.	Rainy River		
Black, A.	Lytton		
Black, H. J.	Cochrane		
Black, J.	Winnipeg		
Black, N. J.	D.2/3 C.Div		
Black, W.	Pt. Arthur		
Black, R. H.	Moncton		
Black, R. N.	Moncton		
Black, W. H.	Leaside	W.	
		M.M.	
Black, W. D.	Moncton		
Blackburn, L. R.	Englefield		
Blackman, W.	Halifax		
Blackmore, F.	Winnipeg		
Blackstock, J.	Halifax		
Blackwell, E.	Winnipeg		
Blackwood, W.	Toronto		
Blair, C. W.	New Glasgow	W. MC	
Blair, R.	Strathcona		
Blais, D.	Jellicoe		
Blakney, D. Z.	Moncton		
Blake, J.	W. Lines		
Blake, L. J.	Moncton	G.	
Blakely, A. P.	Moose Jaw		
Blakeney, G. A.	Moncton		
Blakeney, H. H.	Moncton	W.	
Blanchard, J. A.	Moncton		
Bland, W. E.	Cochrane		
Blankhorn, C. T.			
Blatchford, W. H.	St. John		
Blatchley, J. E.	Winnipeg		
Bleakney, C. R.	Moncton		
Bleakney, H. E.	Moncton	W.	
Bleakney, V. A.	Moncton	D.C.M.	
Blezzard, J.	Winnipeg		
Blouin, J. A.	Limoulo		
Blower, A. E.	N. Battleford	W.	
Bloxam, A. R.	Winnipeg		
Blue, D. L.	Campbellton		
Blyth, J.	Winnipeg		
Bodley, H. E.	Smith's Falls		
Bodmin, V. G.	Oakpoint		
Bodner, F.	Hanna		
Boileam, O. H.	Ottawa		
Boite, H. J.	Halifax		
Boivin, W. A.	Warren		
Bolter, G. J.	Capreol		
Bond, J. E.	Moncton		
Boneham, T.	Wawanesa		
Bonnell, J. A.	Graham		
Booker, G.	Winnipeg		
Booth, D. C. G.			
Booth, G. S.	Kamloops		
Booth, W.	Winnipeg		
Borbridge, J. J.	Montreal		
Borden, W.	Edmonton		
Borg, C. (No. 2).	Transcona		
Borland, V. J.	Vancouver		
Borrman, A. W.	Winnipeg		
Borthwick, T.	Winnipeg		
Bosby, J.	Pacific D.		
Bosse, J. L. S.	Chaudiere Jct		
Boswell, M. L.	Halifax		
Bott, D.	Joliette		
Bott, G.	Toronto		
Bouchard, J. M.	Lac Chat		
Boucher, F.	Moncton		
Boucher, J. L. P.	Chaudiere Jct		
Boucher, J. R.	Moncton		
Boucher, T. M.	Regina	M.M.	
Boucher, J. P. A.	Chaudiere Jct.		
Bouchley, J.			
Boucier, J. G. E.	Chaudiere Jct		
Boudreau, C.	Moncton		
Boudreau, J. A.	Bathurst	W. & G.	
Boudreau, J. A.	Moncton		
Boudreau, J. A. H. A.	Campbellton		
Boudreau, J. J.	Halifax		
Bouffard, E.	Quebec		
Boullanne, T. S.	Levis		
Bourgelas, A.	Parent		
Bourgeois, A.	Moncton		
Bourgeois, A.	Moncton		
Bourgeois, A.	Moncton		
Bourgeois, C. J.	Moncton		
Bourgeois, J. L.	Moncton		
Bourgeois, J. P.	Moncton		
Bourgeois, J. P.	Moncton		
Bourgeois, S. H.	Moncton		



# THEIR PART IN THE WAR

Bough, F. R..... Willimar	{	1914 15 S.					
		W.		Brillant, J. B. A... Bic		{	D. of W. M. C. and V. C.
Bourque, F. J..... Pt. Tupper				Brindle, W..... Cochrane			
Bourque, J. C..... Moncton				Brinston, H. W.... Transcona			
Bourre, A..... Rainy River				Briscoe, W. A.... Winnipeg			
Bourret, J. A. B... Dauphin				Bristol, A. J..... Toronto D.			
Boushie, S..... Campbellton				Briveau, W. J.... N. Bay-Pem-		W.	
Bouts, H..... Winnipeg				broke			
Bouthellette, S.... Levis				Bromley, B..... Pacific D.			
Boutilier, E. G.... Halifax				Bromley, F. F.... Transcona			
Bovard, W. J..... Moncton				Brook-Smith, E... Pacific D.			
Bovyer, E. R..... Charlottetown				Brooks, G. S.... Transcona		D. of W.	
Bowen, J. A..... Winnipeg				Brooks, H..... Winnipeg			
Bower, E..... Regina				Brooks, J..... Kamsack			
Bower, E. J..... Graham				Brooks, J. B.... Moncton			
Bowers, W. M.... Transcona				Brooks, J. L.... Saskatoon			
Bowlan, J. J.... Charlottetown				Brooks, N..... Transcona			
Bowler, P. H.... Port Mann				Brooks, W. H.... Regina		W.	
Bowles, G..... Winnipeg				Broomfield, P... Winnipeg			
Bowles, H. G.... Halifax				Brophy, B..... Ft. William		W.	
Bowley, H. S.... Edmonton				Brophy, E. A.... Mission			
Bowling, F..... Edmonton				Brough, G..... Winnipeg			
Bowling, H. T.... Edmonton				Broughton, E.... Winnipeg			
Bowl, T..... Saskatoon				Broughton, J.... Winnipeg		W.	
Bowman, H..... Winnipeg				Brousseau, L.... Bridge			
Bowman, W..... P. LaPrairie				Brown, B..... Toronto			
Bowser, E. M.... Moncton				Brown, B. R.... Parry Sound			
Bowser, V. A.... Halifax		W. MS.		Brown, C. D.... Moncton			
Boyce, A..... Neepawa				Brown, C. R.... Moncton			
Boyce, J. C.... Big Valley				Brown, C. W.... Halifax			
Boyd, A. G.... Halifax				Brown, F. H.... Moncton			
Boyd, D..... Moncton				Brown, F. R.... Halifax			
Boyd, H. M.... Moncton		M.		Brown, G..... Edmonton			
		W.		Brown, G..... Transcona			
Boyd, G. T..... Winnipeg		{	1914-15 S.	Brown, G. M.... Toronto			
			M.M.	Brown, H..... Winnipeg			
Boyd, J. B..... Pacific D.				Brown, H. G.... Kindersley			
Boyd, R..... Winnipeg				Brown, H. A.... Saskatoon			
Boyes, J. C.... Vancouver				Brown, I. A.... Anagance			
Boyle, G. S.... Moncton				Brown, I. L.... Winnipeg			
Brackner, W. J.... Toronto				Brown, J..... N. Battleford			
Bradley, C. E.... Transcona		M.		Brown, J..... Winnipeg		M.M.	
Bradley, G. E. C.. Winnipeg		W.		Brown, J. C.... Transcona			
		{	W.M.	Brown, J. G.... Transcona		W. & G.	
Bradley, G. F.... Winnipeg				Brown, J. L.... No. Regina		W.	
Bradley, G. H.... Winnipeg				Brown, J.....			
Bradley, W..... Winnipeg				Brown, J. R.... Smooth Rock F.			
Bradshaw, J. J.... Winnipeg				Brown, M..... Belmont			
Bragg, E. C. F.... Edmonton				Brown, R..... Winnipeg			
Braham, A..... Regina				Brown, R. E.... Kamloops			
Brahan, J..... Sasakatoon				Brown, R. S.... Div. 1 C. Dist			
Brandolin, V.... Winnipeg				Brown, R. J.... Pt. Arthur		W. & G.	
Brannan, J..... Saskatoon				Brown, R. R.... Peticodiac			
Branson, F..... Edmonton				Brown, S..... Dauphin			
Brekham, G.... Belmont				Brown, W. C.... Winnipeg			
Briars, J. A.... Plumas				Brown, W. E.... Winnipeg			
Bridger, H. C.... Winnipeg		W.		Brown, W. J.... Truro			
Bride, W. J.... Winnipeg				Brown, W. S.... Winnipeg		W.	
Briggs, W..... Brandon		W.		Brown, W. S.... Cochrane			
Briggen, J. E.... Cochrane				Brown, W. W.... Pacific Div.			
Brignell, W. W.... Bridgewater				Browne, P. F.... Emerson			
				Browne, W. W.... Kamloops		W.	

Browning, H. W.	Saskatoon	—	
Browning, J.	Toronto	—	
Browning, L. A.	Kamsack	—	
Brownlee, S. W.	Grant	—	
Brownrigg, O. J.	Montreal	—	
Brette, E.	Winnipeg	—	
Brunskill, W.	Transcona	—	
Brunton, R.	Pacific Div.	—	
Brunton, D. T.	Pacific Div.	—	
Bruce, A. G.	Charlottetown	G.	
Bruss, J.	Winnipeg	—	
Brust, G. W.	Winnipeg	—	
Bruyer, H. E.	Woodridge	—	
Bryant, B.	Winnipeg	—	
Bryant, J. B.	Winnipeg	—	
Bryden, W. F.	P. LaPrairie	—	
Buans, D.	Winnipeg	—	
Bubb, W. C.	Dauphin	—	
Buchan, W.	Saskatoon	—	
Buchanan, A.	Pacific Div.	—	
Buchanan, H. H.	Transcona	—	
Buchanan, J. F.	Truro	—	
Buchanan, L. D.	Truro	—	
Buck, J. A.	Pacific Div.	—	
Buck, P.	W. Lines	—	
Buckle, B.	Winnipeg	—	
Buckerfield, E. R.	Capreol	—	
Buckie, G. W.	Pacific D.	—	
Buckle, J.	Winnipeg	W.	
Buckman, M.	Winnipeg	—	
Buehrer, S. R.	Pt. Arthur	—	
Buller, B. H.	Pacific D.	—	
Buller, G.	Pacific D.	—	
Bullock, E. A.	Winnipeg	—	
Bullock, H.	Transcona	—	
Bullock, J. S. K.	Moncton	—	
Bullock, S. C.	Winnipeg	1914-15 S.	
Bulmer, G. W.	Toronto	M.C.	
Bulmer, H. E.	Moncton	K. in A.	
Bulmer, R. F.	Moncton	—	
Bulmer, T.	Humbolt	G.	
Bunce, W. E.	N. Battleford	—	
Bunston, W.	Transcona	—	
Burbridge, T.	Halifax	—	
Burch, G.	Pacific D.	—	
Burditt, C. S. H.	Winnipeg	—	
Burgar, J. H.	Toronto	W.	
Burgess, B. I.	Gibson	—	
Burgess, C. L.	Cochrane	—	
Burgess, F.	Halifax	—	
Burgess, I. J.	Winnipeg	K. in A.	
Burgess, W. D.	Bengough	—	
Burk, A. R.	Toronto	—	
Burke, A. D.	W. Lines	—	
Burke, L.	Oyen	W.	
Burke, P.	Pt. Arthur	W.	
Burke, W.	Pt. Arthur	—	
Burton, W.	Halifax	—	
Burn, J.	Pacific D.	—	
Burnie, J.	Winnipeg	—	
Burnett, G. O.	Toronto	—	
Burnett, J. W.	Halifax	—	
Burnham, R. K.	Halifax	—	
Burns, A. H.	Edmonton	—	
Burns, C. H.	Fredericton	—	
Burns, D.	Winnipeg	W.	
Burns, F. J.	Winnipeg	—	
Burns, H. Y.	Moncton	—	
Burns, J. A.	Winnipeg	G.	
Burns, R.	Rainy River	K. in A.	
Burns, S. L.	Kamloops	—	
Burns, T.	Perth Rd.	—	
Burnside, A. P.	Pacific D.	—	
Burnside, W.	Toronto	W.	
Burran, A. L.	Moncton	—	
Burrows, H.	Truro	—	
Burrow, J.	Gibson	W.	
Bury, F. N.	Winnipeg	—	
Bush, H. J.	E. Lines	—	
Bushell, H.	Winnipeg	—	
Busteed, E. B.	Campbellton	K. in A.	
Butler, B. H.	Pacific D.	—	
Butler, G.	Pacific D.	—	
Butler, J. D.	Charlottetown	—	
Butler, P. St.G.	Halifax	—	
Butcher, W. E.	Toronto	W.	
Butt, B. G. L.	Kamsack	W. MD.	
Butten, E.	Transcona	—	
Butterfield, J.	Regina	K. in A.	
Butters, T.	Rosedale	W. MD.	
Buzza, P.	Transcona	—	
Bynon, R. M.	Moncton	—	
Byrne, W.	Halifax	—	
Cadorath, E. H.	Brandon	—	
Cahill, R. S.	Newcastle	—	
Cahill, S. E.	Moncton	—	
Caisley, W. P.	—	—	
Caissie, G.	Moncton	—	
Caissie, J. E.	Parent	—	
Calder, G. J.	Toronto	—	
Caldwell, R.	—	—	
Calhoun, G. H.	Campbellton	—	
Calhoun, J. W.	Moncton	—	
Callon, J. P.	Drumheller	—	
Calville, J. G.	Humbolt	—	
Cameron, A.	Humbolt	—	
Cameron, A.	Sydney	—	
Cameron, D. G. H.	Moncton	W. 1914-15.	
Cameron, D. W.	Stellarton	W.	
Cameron, F. J.	Charlottetown	K. in A.	
Cameron, G. W.	N. Sydney	—	
Cameron, J.	Transcona	W.	
Cameron, J. D.	Vancouver	—	
Cameron, J. F.	Stellarton	—	
Cameron, R.	Moncton	—	
Cameron, S. W.	Moncton	—	
Cameron, W. D.	Stellarton	—	
Camp, J. H.	Halifax	—	
Campanella, J.	—	—	
Campbell, A.	Saskatoon	—	
Campbell, A. H.	Transcona	—	
Campbell, A. S.	Truro	D.	
Campbell, C. M.	Warman	W.	
Campbell, G. B.	Mayfield	—	
Campbell, H.	Transcona	—	



Campbell, H. P.	Saskatoon	W.	Carter, R. L.	Londonerry	W.
Campbell, J.	Winnipeg	—	Carter, V.	Pacific D.	—
Campbell, J. A.	Sydney	—	Cartwright, G.	Ont. Div.	—
Campbell, J. J.	Sydney	—	Casby, J.	Blue River	W.
Campbell, J. M.	Elmira	—	Case, H. G.	St. John	1914-15 S
Campbell, J. N.	Truro	—	Casey, E. J.	Amherst	—
Campbell, F. A.	Winnipeg	—	Casey, T. C.	Winnipeg	—
Campbell, K.	Toronto	—	Cassidy, H. F.	Toronto	—
Campbell, K. A.	Halifax	K. in A.	Cassidy, T. J.	Newcastle	—
Campbell, M.	Cochrane	—	Cassidy, W.	Radville	—
Campbell, N.	Dist. 1 C.D.	—	Castell, F.	Pr. Albert	—
Campbell, P. M.	Sydney	—	Caswill, E. J.	Winnipeg	W.
Campbell, P. R.	Truro	—	Caswill, H. A.	Winnipeg	—
Campbell, R. J.	Winnipeg	—	Caton, D. T.	Winnipeg	—
Campbell, T. D.	Ott-Pembr'ke	—	Caul, J. T.	Toronto	—
Campbell, W. J.	St. John	W. MS	Causgrave, W.	Calgary	W.
Camerano, P.	Winnipeg	—	Cave, H.	Dauphin	—
Cadigan, R. F.	Chilliwack	—	Cavanaugh, G. H.	Truro	W. 1914-15 S. and MM.
Candline, J.	Calgary	—			K. in A.
Canham, W.	Winnipeg	—	Cawdell, A.	Winnipeg	—
Canning, E. H.	Moncton	W. MM.	Cerasani, B.	Winnipeg	—
Cannon, F. T.	Ft. Rouge	W.	Cerasani, S.	Winnipeg	—
Cannon, W.	—	—	Chabot, J. M. R.	St. Claire	—
Cant, W.	Brandon	—	Chaddock, C. H.	Richmond	—
Cantin, J. E.	Edmundston	—	Chalmers, A.	Edmonton	—
Cantin, L.	Levis	—	Chalmers, W. H.	Grant	—
Caplin, C.	Quebec	—	Chambers, D. A.	Campbellton	—
Capson, J. P.	Moncton	—	Champagne, D.	Raith	—
Capson, W.	Moncton	—	Champoux, G.	Campbellton	—
Capson, W. R.	Moncton	—	Chantry, F. J.	Saskatoon	—
Carbell, A.	Regina	—	Chantry, G.	Saskatoon	—
Carbonneau, T.	Levis	—	Chaplin, A.	Winnipeg	—
Care, E.	Winnipeg	—	Chapman, E.	Pugwash	—
Carew, W. T.	Toronto	—	Chapman, E. H.	Winnipeg	—
Carey, P.	Rosedale	—	Chapman, L.	Moncton	—
Carikon, W.	Rosedale	—	Chapman, W. E.	GTruro	—
Carey, H. A.	Moncton	—	Chappell, C. A.	Moncton	—
Carleton, W. B.	Pictou	W.	Chard, N. C.	Dauphin	M.M.
Carlile, D.	Winnipeg	—	Charenko, M.	Transcona	—
Carlson, W.	Rosedale	—	Charles, A.	Winnipeg	—
Carmichael, C.	St. John	—	Charlesworth, W. H.	O'Brien	MM. MSM.
Carmody, C.	Joliette	W.	Charlton, D.	Kamloops	—
		1914-15 S.	Charlton, O. H.	Ft. William	—
Carnall, A. J.	No. Regina	W.	Charlton, O. H.	Ft. William	—
Carnegie, J.	Transcona	W.	Charlton, W. A.	N. Battleford	K. in A.
Caron, J. P.	Reddiitt	—	Charltre, J.	Parent	—
Carr, J.	Woodlands	—	Charmand, H.	Brandon	—
Carr, J. K.	Ft. Rouge	—	Chase, B. B.	Parry Sound	—
Carriere, D. E.	No. Bay	—	Chase, F. B.	Rosedale	—
Carriere, R. F.	Transcona	—	Chase, W. H.	Truro	W. MM.
Carroll, F. L.	Moncton	—	Cheeseman, .	Pt. Arthur	—
Carroll, G. E.	Moncton	—	Chasee, R. D.	St. John	—
Carroll, J. E.	Moncton	—	Cheetham, J. E.	Neepawa	M. B. K.
Carroll, T. A.	Cochrane	G.	Cheshire, H.	Moncton	C.
Carson, C. R.	Moncton	—	Chester, T.	Moncton	—
Carson, H. W.	Pictou	MM. and B.	Chisholm, S. T.	Hanna	W.
Carter, B. P.	Toronto	W.			M.D.
Carter, E. A.	Duaphin	—	Chmilar, H.	Vermillion	—
Carter, F. McL.	Truro	—	Chobotai, M.	Piney	—
Carter, G.	Toronto	—	Christian, H. P.	Halifax	—
Carter, I. L.	Moncton	—	Christian, W. B.	Halifax	—
Carter, P. L.	Moncton	W.	Christie, J. A. H.	Humbolt	W.
Carter, R.	Winnipeg	—	Christinsen, M. A.	Camrose	—



Christopher, E.....	Transcona	—	
Church, J. A.....	Pt. Arthur	—	
Ciarella, D.....	Ft. Rouge	—	
Clark, A.....	Saskatoon	—	
Clark, B. L.....	Kamsack	{	W.
			M.D.
Clark, H. D.....	Toronto	—	
Clark, R.....	Winnipeg	—	
Clark, E.....	Toronto	—	
Clark, E.....	Ft. Rouge	—	
Clark, E. L.....	Winnipeg	—	
Clark, F. F.....	Toronto	{	D.S.O. & B.
			& M.D.
Clark, G. R.....	Ottawa	—	
Clark, S. M.....	Stellarton	—	
Clarke, A.....	Moncton	—	
Clarke, A. B.....	Moncton	—	
Clarke, H.....	Halifax	D.	
Clarke, J. H.....	Truro	—	
Clarke, L. G.....	Saskatoon	W.	
Clarke, N. H.....	Tor-Ottawa	—	
Clarke, R. J.....	Trenton	D.C.M.	
Clarke, T. E.....	Pacific D.	—	
Clayton, J. J.....	Dauphin	—	
Cleal, P. E.....	Leaside	—	
Clelland, R. J.....	Winnipeg	W.	
Clemenson, C.....	Marieapolis	{	W.
			M.M.
Clement, M.....	Oak Bluff	—	
Clist, F.....	Quibbell	—	
Close, A.....	Hudson Bay J.	—	
Close, R. T.....	Rosetown	W.	
Closiene, A.....	Calgary	—	
Cloutier, I.....	Doheny	—	
Cloutier, R.....	Quebec	—	
Clover, R. N.....	Saskatoon	—	
Clyde, R.....	Transcona	—	
Coates, C. H.....	Moncton	—	
Cobb, D.....	Transcona	—	
Cocher, D.....	Winnipeg	—	
Cochrane, A. E.....	Moncton	K. in A.	
Cochrane, D.....	Moncton	N.B.S. 1914-15S.	
Cochrane, H. E.....	Moncton	W.	
Cochrane, T. M.....	Halifax	D. of W.	
Cockburn, W.....	N. Battleford	—	
Cocking, A. L.....	Dauphin	W.	
Cocks, G. W.....	Saskatoon	M.M.	
Coe, F. N.....	Transcona	—	
Coe, F. N.....	Winnipeg	—	
Coffey, F.....	Portage	K. in A.	
Coffin, B. D.....	Elmira	—	
Coghlan, A. B.....	Capreol	—	
Cogswell, S. W.....	Halifax	—	
Colasimone, E. D.....	Calgary	W.	
Colburne, R. S.....	Graham	—	
Cole, A. W.....	Halifax	—	
Cole, G.....	Ft. Rouge	W.	
Cole, W. H.....	Moncton	W.	
Cole, W. J.....	Graham	—	
Cole, W. J. A.....	Parry Sd.	—	
Coleman, C. J.....	Zimmerman	—	
Coleman, P.....	Huronian	—	
Coles, H. E.....	Edmundston	K. in A.	
Coles, W.....	Moncton	—	
Collet, J. A. L.....	Chaudiere Jct.	—	
Colley, J. W.....	Ott-Pembroke	—	
Collicut, W. N.....	—	—	
Collier, C.....	Moncton	—	
Collier, R.....	Port Mann	—	
Collins, F. C.....	Saskatoon	—	
Collins, J.....	Ft. Rouge	W.	
Collins, J. D.....	Sydney	—	
Collins, J. L.....	Edmonton	—	
Collins, M.....	Winnipeg	—	
Collins, R. B.....	Moncton	—	
Collinson, J. W.....	Winnipeg	W.	
Collison, G. A.....	Transcona	—	
Colpitts, C.....	Moncton	—	
Colson, J. P.....	Stanley Jct.	W.	
Colthard, A.....	Brandon	—	
Coltherd J.....	Brandon	—	
Colville J. McP.....	Winnipeg	W.	
Colville J. G.....	Kamsack	W.	
Colwell, C. H.....	Halifax	—	
Colwell, H.....	Moncton	—	
Colwell, S.....	Moncton	—	
Comeau, J. A.....	Moncton	D. of W.	
Comeau, J. N.....	Moncton	—	
Comrie, J. S.....	Westfort	—	
Comrie, J. S.....	Westfort	—	
Condon, W. J.....	Halifax	—	
Coneen, L. M.....	Moncton	—	
Condgon, J. H.....	—	—	
Congrave, G. J.....	Edmonton	W.	
Connell, A. A.....	Campbellton	—	
Connell, W. L.....	Moncton	—	
Connors, F. L.....	Moncton	—	
Connolly, A.....	—	M.M.	
Connolly, C. J.....	Pt. Arthur	—	
Connolly, G.....	Radville	W.	
Connolly, J.....	Winnipeg	—	
Connolly, J. P.....	Halifax	W. G. MC.	
Connon, J.....	Pt. Arthur	—	
Conquest, G.....	Winnipeg	—	
Conrad, S. A.....	Bridgewater	W. M. in D.	
Conrad, W.....	Halifax	—	
Conrad, W. H.....	Halifax	G.	
Conrad, W. R.....	Pictou	W.	
Convey, A.....	Winnipeg	W.	
Convey, A.....	Winnipeg	{	W.
			1914-15 S.
Conway, G.....	Pacific D.	—	
Conway, J.....	Rainy River	W.	
Conway, W.....	Hampton	—	
Conway, W. L.....	Halifax	—	
Cook, F. A.....	—	—	
Cook, F.....	Bridgewater	W.	
Cook, H. G.....	Rosedale	—	
Cook, J.....	—	—	
Cook, J. T.....	St. John	—	
Cook, J. V.....	Toronto	W.	
Cooke, A. L.....	Truro	W.	
Cooke, R. J.....	Moncton	—	
Cool, D. P.....	Moncton	—	
Cool, J. M.....	Campbellton	—	
Coolen, W. F.....	Halifax	W.	

Coaling, C. G. .... Craik	W.	Cowan, C. .... Dist. 2/3 C.D.	_____
Cooper, C. ....	W.	Cowie, B. E. .... South Devon	_____
Cooper, E. .... Winnipeg	_____	Cowin, R. J. .... Cobourg	W.
Cooper, J. P. G. .... Pem-Capreol	_____	Cowley, A. T. .... Pacific D.	_____
Cooper, G. .... Saskatoon	W.	Cowley, W. D. .... Winnipeg	_____
	1914-15 S.	Cox, A. .... Regina	_____
	1914-15 S.	Cox, N. .... Pem-Ottawa	_____
Cooper, W. G. G. .... Pem-Capreol	_____	Coyne, L. .... Rainy River	W.
Cootie, H. J. .... Humbolt	_____	Crackston, T. Jr. .... Winnipeg	_____
Copeland, F. W. .... Campbellton	_____	Cragg, S. J. .... Toronto	_____
Copp, N. J. .... Lazard	_____	Craig, F. Y. .... Nordegg	_____
Copplestone, J. .... Brandon	_____	Craig, H. C. .... Ott.Pembroke	_____
Coram, F. .... Moncton	K. in A.	Craig, J. .... No. Battleford	W. & G.
Corbett, H. K. .... Campbellton	W.	Craig, J. M. .... Transcona	_____
Corbett, J. P. .... West River	_____	Craig, P. .... Rainy River	W.
Corbin, Leon A. .... St. Leonards	_____	Craig V. .... Port Arthur	_____
Corfield, A. .... Saskatoon	_____	Craig, W. H. P. .... Pacific D.	K. in A.
Corkery, J. .... St. John	_____	Craig, W. .... W. Lines	_____
Corkum, E. L. .... Bridgewater	_____	Craig, W. V. .... Pacific D.	_____
Corkum, L. R. .... Bridgewater	B.C. de G.	Craik, J. I. .... Newcastle	W.
Cormier, A. .... Moncton	_____	Crandall, J. W. .... Moncton	K. in A.
Cormier, A. .... Moncton	_____	Cranston W. J. .... Pacific D.	_____
Cormier, C. D. .... Moncton	_____		W.
Cormier, D. A. .... Moncton	_____	Craven R. A. .... Kamsack	MM. & D.C.M.
Cormier, E. .... Moncton	_____		1914-15 S.
Cormier, J. .... Moncton	_____	Crawford, E. .... Moncton	_____
Cormier, J. D. .... Moncton	_____	Crawford, H. ....	_____
Cormier, J. E. .... Moncton	_____	Creaghan, T. C. .... Hudson B.Ter.	W.
Cormier, J. W. .... Moncton	_____	Creighton, L. .... Winnipeg	M.D.
Cormier, J. Z. .... Moncton	_____	Cremes, J. W. ....	_____
Cormier, R. J. .... Moncton	_____	Cresswell, W. .... Toronto	_____
Cormier, M. .... Moncton	K. in A.	Cripps, H. C. Q. .... Calgary	K. in A.
Corubin, J. A. E. .... St. Pierre	_____	Cripps, W. J. .... Moncton	K. in A.
Cornes, C. .... Winnipeg	_____	Crisfield, C. H. .... Belleville	_____
Cornell, H. S. .... D'Arcy Pit	_____	Crittenden J. A. .... Mulgrave	W. and G.
Cosh, T. R. .... Brandon	_____	Crittenden, J. J. .... Mulgrave	G.
Costigane, A. R. .... Calgary	_____	Croarkin, M. .... Transcona	_____
Cotching, W. .... Pt. Frances	_____	Croasdale, C. B. .... New Glasgow	_____
Cote, C. .... Montfort Br.	_____	Crocker, A. R. .... Newcastle	_____
Cote, J. A. .... New Glasgow	W.	Crocker, F. M. .... Campbellton	_____
Cote, J. S. I. .... Mont. Joli	_____	Crombie, H. A. .... Rosedale	W.
Cote, M. .... Chambord Jct.	_____	Crookston W. .... Winnipeg	K. in A.
Cotton, C. D. .... Ottawa	_____	Cross A. L. .... Bridgewater	W.
Couchman, E. .... Dis.1 W.Div.	_____	Cross G. W. .... Rainy River	W.
Couchy, C. A. .... Lewis	G.	Crossman A. B. .... Sudbury	_____
Coull, G. .... Edmonton	_____	Crossman, A. B. .... Moncton	_____
Couldwell, G. .... Pt. Mann	_____	Crossman, C. R. .... Moncton	_____
Coulson, A. .... Toronto	_____	Crossman, C. .... Moncton	_____
Court, H. R. .... W. Lines	_____	Crossman, H. V. .... Moncton	W. MM
Courtois, A. .... Joliette	_____		C. de G.
Couser, C. E. .... Winnipeg	W.	Crossman, J. M. H. Albert	_____
Cousineau, J. .... Winnipeg	W.	Crossman, R. .... Moncton	W.
Coutts, J. .... Edmonton	_____	Crossman, W. S. .... Moncton	_____
Coutts, N. H. .... Hawks-Mont'l	K. in A.	Crosthwait, S. .... Winnipeg	_____
Coutts, J. S. .... Edmonton...	_____	Crouse, N. J. .... Lunenburg	_____
Coutois, A. .... Joliette	_____	Crow, A. R. .... Winnipeg	_____
Couture, G. .... Bridge	_____	Crow, J. H. .... Prince Albert	_____
Couture, L. .... Chaudiere	_____	Crowdy, R. A. .... Halifax	_____
Couture, W. .... Parent	_____	Crowe, E. McL. .... Truro	_____
Cove, F. M. .... Moncton	_____	Crowe, W. W. .... Winnipeg	_____
Cove, N. C. .... Truro	_____	Crowell, K. L. .... Truro	_____
Covert, P. C. .... Bridgewater	_____	Crowthier, C. .... Ft. William	W.
Covert, T. H. .... Deseronto	W. & G.	Crowthier, P. T. .... Lewis	_____



Croxford, H.	Pacific D.		
Crozier, L. W.	St. John	M. S.	
Cudmore, G. O.	Canaan		
Cullan, C. H.	St. John		
Cullen, B. R.	Truro		
Culligan, H. J.	Campbellton		
Cumbers, W. J.	Winnipeg	W.	
Cumming, G.	Winnipeg	W.	
Cummings, D.	Moncton		
Cummings, M.	Stellarton		
Cunning, J. H.	Cochrane		
Curns, J. J.	Winnipeg	W.	
Curran, J. W.	Halifax		
Currie, B.	Pary Sd.		
Currie, F. H.	Charlottetown	W.	
Currie, H. L.	Moncton		
Currie, R. S.	Winnipeg	W.	
Currie, T. R.	Transcona		
Currie, W.	Kamloops		
Curry, G. C.	Calgary		
Curtis, A. A.	Rosedale		
Curtis, A.	Moncton		
Curtis, E. J. B.			
Curtis, H. W.	Dauphin		
Curtis, J.	McGivney's..		
Cuthbert, J.	Saskatoon		
Cuthbertson, G.	St. John		
Cyr, Edouard A.	Baker Brook		
Dagg, C.	Winnipeg		
Dagg, W.	Winnipeg		
Daigle, O.	Dist. 2/3 C.D.		
Dallas, H.	W. Lines	W.	
Dalziel, N. P.	Toronto		
Daley, A. P. D.			
Daley, J.	Ft. William		
Daley, W. A.	Calgary		
Dalli, C.	Transcona		
Daly, G. J.	St. John		
Daly, J. M.	Moncton	W.	
Dalyrmples, E.	Milford		
Dalzell, V.	Moncton		
D'Anjou, J. O.	Campbellton		
Dangelo L.	Winnipeg		
Daniel, T.	Lucerne		
Daniels, F. A.	Emerson Jct.		
Daniels, H. J.	Emerson Jct.	W.	
Danna, J.			
Dare, A. E.	Pr. Albert	W.	
Dare, A. R.			
Dare, W.	Pr. Albert		
Darlington, F.	Brandon		
Darlington, T.	Toronto	K. in A.	
Darroll, T. M.			
Darveau, J. F. A.	Bridge		
Dash, G. H.	No. Regina		
Daunt, H.	Pacific D.		
Davey, F. W.	Halifax		
Davidson, A. G.	Saskatoon		
Davidson, E.	Moncton		
Davidson, J. W.	Truro	D.	
Davidson, J.	Winnipeg		
Davidson, T.B.	Stellarton	D.	
Davie, W.	Pt. Arthur	W.	
Davies, G.	Winnipeg	W.	
Davies, J. B.	Winnipeg		
Davies, R. E.	Paddington		
Davis, D. J.	Winnipeg		
Davis, G. G.	Pt. Arthur		
Davis, J.	Port Arthur		
Davis, R. E.	Winnipeg	W.	
		M.S.M.	
Davis, R. S.	Edmonton		
Davis, T.	Port. LaPrairie		
Davis, V. G.	Toronto		
Davison, E. A.	Winnipeg	K. in A.	
Dawes, C. J.	Halifax	W.	
Dawson, A.	Winnipeg		
Dawson, D. M.	Winnipeg	K. in A.	
Dawson, E.	Winnipeg	W.	
Dawson, F. M.	Halifax		
Dawson, J. C.	St. John		
Dawson, J. C.	Kashabowice	W.	
Dawson, P.	Estevan		
Dawson, T.	Winnipeg		
Day, C.	Toronto		
Day, C. B.	Moncton		
Day, G.	Dauphin		
Day, G.	Halifax		
Day, S.	Dauphin		
Daynes, L. S.	Yellowhead Pass	W. D.C.M.	
Dean, G.	Winnipeg		
Deacon, A. D.	Cochrane	K. in A.	
Dean, K. D.	Stewarts		
DeBell, A. W.	Winnipeg		
Decoste, D.	Stellarton		
Decoste, W. A.	Stellarton		
Dee, J. S.	Pacific D.		
Dee, W. C.	Badger		
Deegan, P. J.	Carlile		
DeGruchy, C. S.	Halifax		
Delagrave, J.	St. Euphemie		
Delaney, D. B.	Campbellton		
Delaney, H. A.	Edmundston		
Delaney, J. G.	Glenella		
Delesio, F.	Winnipeg		
Dellucia, V.	Winnipeg		
Deloughry, J. H.	Truro		
Delrue, J.	Transcona		
Demant, E.			
Demers, J. A.	Chaudiere Jct.		
Demuele, J.	Quebec		
Denaghy, A. W.	Pacific D.		
Dengate, H. D.	Toronto		
Denham, H.	No. Battleford	W. MM.	
Denker, E.	Malachi		
Denker, E.	Malachie		
Dennis, B.	Transcona		
Dennis, J.	Saskatoon		
Dennis, S.	Toronto		
Dennis, W. H.	Transcona		
Densmore, D.	Moncton	W.	
Dent, J.	Hudson Bay Jct.	W.	
		1914-15 S.	
Dentry, W.	Codong		



# THEIR PART IN THE WAR

Dentry, W. J.....	Neepawa	{	W.	Donahue, W. F.....	Moncton	_____
Derwa, G.....	Cochrane	{	1914-15 S.	Donald F. C.....	Hawks-Mon.	_____
Dery, A.....	Fitzpatrick,	_____	_____	Donald W.....	Winnipeg	_____
Desilets, R.....	Transcona	_____	_____	Donaldson W.....	Dauphin	_____
Desjardins, L. J.....	Cochrane	_____	_____	Doncaster, C.....	Amherst	W.
Despres, A. J. A.....	Moncton	_____	_____	Donovan F.....	_____	_____
Despres, J. L.....	Princess Pier	_____	_____	Donovan R.....	Sageunay D.	_____
Desrochers, L. A.....	Riv. du Loup	_____	_____	Dooley, T. W.....	Halifax	_____
Deveau, E. L.....	Bridgewater	_____	_____	Doran E. F.....	Winnipeg	_____
Devenny, N. S.....	North Bay	_____	_____	Doran J. A.....	_____	_____
Devine, J. L.....	Moncton	_____	_____	Dorian, A.....	Stellarton	_____
Devine, M. K.....	Amarant line	_____	_____	Deantile G.....	Winnipeg	_____
Dewar, A. M.....	_____	{	W.	Doucett, A.....	Moncton	_____
		{	W.	Doucett, J. E.....	Petit Rocher	_____
		{	M.C & M.D.	Dougherty, J.....	Hearst	_____
Dewar, H. J.....	Truro	_____	_____	Douglas, A. H.....	Cochrane	W. 1914-15S.
Dewar, L. D.....	Campbellton	_____	_____	Douglas, C. G.....	Moncton	_____
Dewis, F. C.....	P. LaPrairie	_____	_____	Douglas, G. H.....	Charlottetown	_____
Dewis, V. P.....	P. LaPrairie	_____	_____	Douglas, H. G.....	Pictou	1914-15S.
DeWitt, R.....	Moncton	_____	_____	Douglas R.....	Saskatoon	_____
DeYoung, P. R. G.....	Halifax	_____	_____	Doull, C. D.....	Moncton	_____
Diamond, P.....	Winnipeg	_____	_____	Dover W. B.....	Paddington	_____
Dickie, M. M.....	Winnipeg	_____	_____	Dowie F. A.....	Winnipeg	_____
Dickson, F.....	Vivian	_____	D. of W.	Dowler J. H.....	Kindersley	M.M.
Dickson, G.....	Winnipeg	_____	_____	Down A. E.....	Saskatoon	{
Dickson, J. A.....	St. John	_____	_____			W.
Dickerson, E. W.....	Stony Plain	_____	_____			M.M. &
Diell, T.....	Winnipeg	_____	_____			1914-15 S.
Dietrich, L.....	_____	_____	_____	Downie J.....	Saskatoon	_____
Dillon, J.....	Moose Jaw	_____	_____	Downey, J. T.....	St. John	W. M.C.
Dillworth, B.....	Dist. 1 W. Div.	_____	_____	Downing, N.....	St. John	_____
Dingwall, F. E.....	P.E.I. Ry.	_____	_____	Doyle, E.....	Moncton	_____
Dion, P.....	Notaway	_____	_____	Doyle, J. J.....	New Glasgow	_____
Dionne, J. E. A.....	Chaudiere, Jct.	_____	_____	Doyle R.....	_____	_____
Dionne, J. J.....	Riv. du Loup	_____	_____	Doyle, W. L.....	Halifax	_____
Dionne, J. P. H.....	Dessaint	_____	_____	Drake P.....	Pacific D.	_____
Disney, C. P.....	Moncton	_____	_____	Drake, S.....	Halifax	W. MM.
Dive, T. P.....	Winnipeg	_____	_____	Draper A. C.....	Toronto	_____
Diver, V.....	_____	_____	_____	Draper I.....	Rainy River	K. in A.
Dixon, A. B.....	Campbellton	_____	_____	Draper V. J.....	Parry Sound	_____
Dixon, E.....	Winnipeg	_____	_____	Drew, H. F.....	Charlottetown	_____
Dixon, E. B.....	_____	_____	_____	Drinkall A.....	Radville	_____
Dixon, H. A.....	Sackville	_____	_____	Drinkwater, B.F.B.	Cochrane	_____
Dixon, M. C.....	Moncton	_____	_____	Driscoll, D. L.....	Halifax	_____
Dixon, R. F. J.....	Toronto	_____	_____	Driver J. F.....	Winnipeg	M.M.
Dixon, W. H.....	Winnipeg	_____	_____	Driver N. E.....	_____	_____
Dixon, J. F.....	Cardale	_____	_____	Dryden, C. C.....	Moncton	_____
Dixon, T.....	Toronto	_____	_____	Dryden, E.....	Moncton	D.
Dobson, E. W.....	Dist 2/3 C.D.	_____	_____	Dube, Evariste.....	Riv. du Loup	_____
Dobson, R. F.....	No. Battleford	_____	_____	Dube R.....	Tudhope	_____
Dobson, W. C.....	Pictou	_____	_____	Dube, Raoul.....	Tudhope	_____
Dobson W. J.....	Prince Albert	_____	_____	Dublin, F.....	Transcona	_____
Dodds J. E.....	Rainy River	_____	_____	Duckworth W.....	Saskatoon	_____
Doherty, E. J. O.....	Moncton	_____	_____	Duff A. E.....	Winnipeg	W.
		{	W.	Duff, E.....	Moncton	_____
		{	R.O. St.G.	Duff, E. C.....	Mulgrave	_____
		{	K.	Duff G. G. A.....	Winnipeg	_____
Doherty J.....	Lucerne	_____	_____	Duff, L. S.....	Moncton	_____
Doherty, R. M.....	Transcona	_____	_____	Duffield, A. H.....	Transcona	_____
Doige, T. P.....	Moncton	_____	_____	Duffy R.....	Winnipeg	_____
Doiron, A.....	Ch town	_____	_____	Dugdale E. A.....	Winnipeg	_____
Doiron, J. E.....	Campbellton	_____	_____	Duggan A.....	Limouliou	D. of W.
Doiron, J. E.....	Matapedia	_____	_____	Duggan P. J.....	Carlyle	_____
Dolphin H.....	Prince Albert	_____	_____	Duke C. H.....	Saskatoon	_____
Domenico D.....	Trenton	_____	_____			_____

Duke J.	Dist.2/3 C.D.	—	Eccles J.	Gladstone	W.
Dumas, J. A. L.	Riv. du Loup	—	Eddie W.	Winnipeg	—
Dunaway F. A.	Vermillion	—	Edey, W. B.	Cochrane	—
Dunaway L. G.	Vegreville	—	Edgar, G. E.	Halifax	—
Dunbar, R. P.	Moncton	—	Edgar T.	Winnipeg	—
Dunbar, S. R.	Stellarton	—	Edgar W.	Saskatoon	K. in A.
Duncan A.	Winnipeg	—	Edgett, F. C.	Moncton	W. & G.
Duncan, A.	Transcona	—	Edmundston, W.	Moncton	K. in A.
Duncan B. S.	Winnipeg	—	Edward J. E.	Brazeau	W.
Duncan, D. C. W.	Campbellton	{ W., D.C.M.	Edwards B.	Winnipeg	—
		{ M.M.	Edwards C.	Winnipeg	—
Duncan, G. A.	Chatham	—	Edwards, H. E.	Halifax	—
Duncan, J. T.	Campbellton	—	Edwards, J. L.	Transcona	—
Duncan, J. T.	St. John	—	Edwards, S.	Transcona	—
Duncan R.	Winnipeg	—	Edwards, T.	Transcona	W., G.S.M.
Ducharme, J. A.	Edmundston	—	Edwards W.	Regina	—
Ducharme, R.	Parent	—	Edwards W. J.	N. Regina	1915 S.
Duchesneau, A.	Quebec	—	Edwards W. W.	Winnipeg	—
Dundas, D.	Raith	—	Edworthy H.	Brandon	W.
Dunham, R.	Moncton	—	Eetter, R. C.	Aulac	—
Dunlap, A. L.	Moncton	W. 1914-15S.	Eikren W.	Dist.2/3 C.D.	—
Dunlop, J. A.	St. John	1914-15 S.	Eisner, H. P.	Halifax	—
Dunlop N. C.	Dauphin	W.	Elcombe C.	Winnipeg	—
Dunlop S. Y. R.	Winnipeg	—	Elcombe F. P.	Winnipeg	—
Dunn A. F.	Edmonton	—	Elley G.	Brandon	—
Dunn C. E.	Parry Sound	—	Elmer S.	Winnipeg	—
Dunn G.	Ardenode	—	Elliott, G.	Moncton	—
Dunn, G. T.	Cochrane	—	Elliott G. R.	Russell	—
Dunn, H. S.	New Glasgow	—	Elliott P.	Toronto	—
Dunn, J. C.	Cochrane	—	Elliott R. P.	Pacific D.	—
Dunn J.	Winnipeg	—	Elliott, T. L.	Moncton	—
Dunnetto W. A.	Toronto	—	Elliotts H. L.	Cherrywood	—
Dunscath R. A.	Winnipeg	—	Ellis, C. E.	Halifax	—
Dunsferd J. A.	Pt. Arthur	—	Ellis, H.	Transcona	—
Dupere, A.	Grand Falls	—	Ellis, J.	Graham	D. of W.
Dupont, J. A.	Bridge	—	Ellis J. W.	Winnipeg	—
Duprey, F. S.	Halifax	—	Ellis, R. McH.	Truro	W.
Dupuis, N.	Uniacque	—	Elis V. T.	Pacific D.	—
Durham F.	Edmonton	—	Elmes S.	Winnipeg	K. in A.
Duscheneau J.	—	—	Embree, H.	Sydney	—
During, V. B.	Halifax	—	Embury W. E. B.	Brandon S.	—
Dussault, J. L. A.	Chaudiere, Jct.	—	Emmerson, W. G.	Edmundston	—
Dutil E.	Saguenay D.	—	Englehart, F. F.	Montreal	—
Dutil W.	Saguenay D.	—	Englehart, J. A.	Campbellton	—
Duval, J. A.	Pelletier	—	English, S.	Transcona	W.
Duval, J. L. J.	Monk	—	English S.	W. Lines	W.
Dwyer, C. C.	Truro	—	English W. F.	Toronto	W.
Dwyer F.	Ottawa	—	Ennis, E. J.	Halifax	G.
Duxbury, W. E.	Moncton	—	Ernst S. G.	Bridgewater	—
Dye A. C.	—	—	Erratt, H. L.	Transcona	—
Dyer C.	Dist.2/3 C.D.	—	Erskine G. G.	Winnipeg	W.
Dyer J. C.	Toronto	—	Erving, J.	Halifax	—
Dyer P. C.	Brandon	—	Esau, A. H.	Moncton	—
Dykeman, J. B.	Moncton	—	Escudie' G.	Pt. Arthur	—
Dykes W. L.	Winnipeg	—	Eskert H. T.	Atikokan	—
Dyment, W. J.	Moncton	—	Esslemont, G.	Transcona	K. in A.
Earle E. A.	Pacific D.	—	Esling, T. W.	New Glasgow	—
Early J.	Dist.1 W.D.	—	Esson, A. McE.	Gibson	W.
East G.	Edmonton	—	Esson, G.	Transcona	—
Easton H.	Edmonton	—	Esson J. R.	Pt. Mann	—
Easton L. I.	Winnipeg	M.C.	Etherden S.	Winnipeg	—
Easy H.	Winnipeg	—	Evans' A.	Pt. Arthur	—
Eccles J.	Dauphin	W.	Evans A. E.	Winnipeg	G.







Forrest, H.	Winnipeg	_____	_____
Forrester, C. C.	Winnipeg	_____	_____
Forse, B. R.	Moncton	_____	_____
Forster, A.	Winnipeg	_____	_____
Fortier, H. O.	Halifax	_____	_____
Fortier, J. L.	Chaudiere Jct.	_____	_____
Fortin, L. J.	Levis	_____	_____
Foster, G.	Winnipeg	_____	_____
Foster, G. A.	Transcona	_____	_____
Foster, H.	Dauphin	_____	_____
Foster, H. M.	Halifax	_____	_____
Foster, H.	Winnipeg	_____	_____
Foster, H. A.	Kamsack	_____	_____
Foster, P. W.	Winnipeg	_____	_____
Foster, R.	Transcona	_____	_____
Foster, W. B.	Joliette	_____	_____
Fougere, H. J.	Stellarton	_____	_____
Foulger, E.	Rainy River	_____	_____
Foulkes, D.	Winnipeg	_____	_____
Foulkes, W. E.	Winnipeg	_____	_____
Fournier, W.	Edmundston	_____	_____
Foustone, W.	Transcona	_____	_____
Fowler, V. C.	Moncton	W.	_____
Fowle, R. W.	Rainy River	W.	_____
Fowler, W. L.	Moncton	D.	_____
Fowlis, J. McQ.	Transcona	G.S.M.	_____
Fowling, A.	Kipling	_____	_____
Fownes, A. D.	Moncton	_____	_____
Fownes, F. J.	Moncton	_____	_____
Fox, C. J.	Pacific D.	_____	_____
Fox, S.	Winnipeg	_____	_____
Fragasso, J.	Winnipeg	_____	_____
Frain, S.	Lampman	_____	_____
Fram, D.	Moncton	_____	_____
Francis, G. W.	Transcona	_____	_____
Francis, H. J.	Transcona	_____	_____
Francis, P.	Moncton	G.	_____
Francis, R.	Tyrone	W.	_____
Francis, W.	Stellarton	_____	_____
Francis, W. C.	Derby Jct.	_____	_____
Frame, J.	Winnipeg	_____	_____
Fraser, A.	Winnipeg	_____	_____
Fraser, A.	Stellarton	_____	_____
Fraser, C.	Stellarton	_____	_____
Fraser, D. A.	Winnipeg	_____	_____
Fraser, E. G.	Edmonton	_____	_____
Fraser, G.	Dauphin	_____	_____
Fraser, J.	Toronto	1914-15 S.	_____
Fraser, J. B.	_____	W.	_____
Fraser, I. D.	Truro	_____	_____
Fraser, J. F.	Moncton Div.	G.	_____
Fraser, M.	N. Battleford	_____	_____
Fraser, S. C.	Moncton	_____	_____
Fraser, T. D.	Stellarton	_____	_____
Fraser, W.	Winnipeg	_____	_____
Fraser, W. S.	Stellarton	_____	_____
Fraslick, L.	Pacific D.	_____	_____
Frederickson, V.	Humbolt	_____	_____
Freeman, F. T.	Bridgewater	W.	_____
Freeman, F.	Pt. Arthur	W.	_____
Freeman, H. J.	Halifax	_____	_____
Freeman, J. R.	Moncton	_____	_____
Freeman, J. W.	Halifax	_____	_____
Freeman, P.	_____	_____	_____
French, R. L.	Ott-Pembroke	_____	_____
French, S. T.	Winnipeg	_____	_____
French, E. W.	Winnipeg	_____	_____
French, W.	Winnipeg	_____	_____
Frenette, E. J.	_____	G.	_____
Frenette, W. E.	Rainy River	_____	_____
Freistedt, J.	Humbolt	_____	_____
Freeze, F. B.	Kamsack	_____	_____
Friars, R. W.	Bridgeville	_____	_____
Friend, W.	Winnipeg	_____	_____
Fritze, W.	Limoilou	_____	_____
Fry, J.	Winnipeg	_____	_____
Fryer, E.	_____	_____	_____
Fryer, E. D.	Transcona	_____	_____
Fulford, R.	Winnipeg	_____	_____
Fullbrook, W. E.	Rosthern	W.	_____
Fuller, A. E.	Transcona	G.	_____
Fuller, C. J.	Transcona	W.	_____
Fuller, H. A.	Cochrane	_____	_____
Fuller, L. G.	Transcona	_____	_____
Fulmer, C. D.	Graham	_____	_____
Fures, P.	Winnipeg	_____	_____
Furlotte, J. W.	Moncton	_____	_____
Furlotte, M. W.	Moncton	_____	_____
Furze, W. R.	Moncton	_____	_____
Gabourel, A. A.	Halifax	W.	_____
Gaffil, K.	Winnipeg	_____	_____
Gaffney, J.	Cochrane	_____	_____
Gaffney, T.	_____	_____	_____
Gage, W. E.	Transcona	D. of W.	_____
Gagnon, J.	St. Boniface	_____	_____
Gagne, N.	Quebec	_____	_____
Gagne, P.	Edmundston	_____	_____
Gagnon, J. A.	Mont Joli	_____	_____
Gahagan, B. M.	Winnipeg	_____	_____
Galipeau, A.	Graham	_____	_____
Galway, J. C.	Tor-Ottawa	_____	_____
Gallagher, F. J.	Moncton	W.	_____
Gallant, J. S.	Campbellton	_____	_____
Galliah, J. M. D.	Newcastle	_____	_____
Gallie, P. J.	Campbellton	_____	_____
Galloway, W. H.	Chatham	_____	_____
Gamache, L. J. R.	Mont Joli	_____	_____
Gane, E. J.	Prince Albert	_____	_____
Ganer, S.	Dist 2/3 C.D.	_____	_____
Ganton, J. F.	Rainy River	_____	_____
Ganton, H. B.	Toronto	_____	_____
Gardiner, A. C.	Winnipeg	_____	_____
Gardiner, D.	Winnipeg	W.	_____
Gardiner, G. W.	Moncton	_____	_____
Gardiner, J.	Regina	_____	_____
Gardiner, J. B.	Cochrane	_____	_____
Gardiner, N. J.	Transcona	W.	_____
Gardiner, W. H.	Edmonton	_____	_____
Garland, A. A.	Moncton	_____	_____
Garland, H. A.	Moncton	_____	_____
Garlick, F. A.	Pacific D.	_____	_____
Garneau, J. E. A.	Chaudiere Jct.	_____	_____
Garner, V. E.	Transcona	_____	_____
Garner, W.	Transcona	_____	_____
Garnett, K. P.	St. John	_____	_____
Garett, G. A.	_____	_____	_____

# THEIR PART IN THE WAR

Garraway P. .... Winnipeg		Giles, R. S. .... Truro	
Gaskin, C. W. .... Moncton	K. in A.	Gilker, J. L. .... Campbellton	_____
Gaskin, E. B. .... Moncton	_____	Gill, F. C. .... Pt. Arthur	W.
Gasler, C. H. P. .... Halifax	_____	Gill, J. J. .... Calgary	W.
Gasper, J. R. .... Amherst	_____		M.M.
Gasper P. J. .... Winnipeg	_____	Gill, J. W. .... Transcona	_____
Gatteridge H. .... Pacific D.	_____	Gillespie C. .... Winnipeg	_____
Gauci, G. .... Transcona	_____	Gillespie, E. G. .... Moncton	_____
Gaudet, A. H. .... Moncton	_____	Gillespie, F. H. .... Moncton	_____
Gaudet, S. P. .... Halifax	_____	Gillespie, J. F. .... Moncton	_____
Gaul A. J. .... Brazeau	_____	Gillespie, W. G. .... Charlottetown	_____
Gautreau, J. E. .... Moncton	_____	Gillett A. .... Winnipeg	_____
Gauthier H. .... Winnipeg	_____	Gillies A. .... Winnipeg	_____
Gauthreau, J. .... Moncton	_____	Gillies G. H. .... Winnipeg	_____
Gautwick C. .... Chicago	_____	Gillingham F. S. .... Winnipeg	W.
Gauvin, A. G. .... Moncton	_____	Gillingwater E. J. .... Winnipeg	_____
Gauvin, H. J. .... Moncton	_____	Gillingwater T. W. .... Winnipeg	_____
Gauvin, J. A. .... Moncton	_____	Gillis, A. E. .... Sackville	W.
Gauvin, N. .... Moncton	_____	Gillis, D. J. .... Sydney	_____
Gavin W. .... N. Battleford	_____	Gillis M. W. .... James River	_____
Gazeley, G. .... Truro	W. 1914-15S. D.C.M.	Gillis, W. A. .... Charlottetown	_____
	K. in A.	Gillmor P. .... Pr. Albert	M.S.M.
Gayfer A. J. .... W. Lines	_____	Gilmore D. C. .... Winnipeg	M.D.
Geddes, A. S. .... Moncton	_____	Gilmour R. .... Winnipeg	_____
Geddes L. .... Rainy River	K. in A.	Gilmour J. .... Winnipeg	_____
Geddes, R. Y. .... Truro	W.	Gilmour, J. .... Transcona	_____
Gehrke W. .... Winnipeg	_____	Gilmour E. ....	_____
Geldart, A. .... Moncton	_____	Gilmour, K. .... Moncton	_____
Geldart, Bliss. .... Moncton	_____	Gilmour M. .... Swanson Tank	_____
Geldart, O. .... Moncton	_____	Gilruth H. .... Toronto	_____
Geldart, H. D. .... St. John	_____	Gingras, J. E. L. P. .... Chaudiere Jct.	_____
Genders, J. .... Milford	_____	Ginn W. .... Toronto	W.
Genise J. .... Toronto	_____	Girard, G. .... Chaudiere Jct.	_____
Gentles A. S. .... Halifax	_____	Girdwood E. R. .... Pacific D.	_____
George, G. M. .... Cochrane	_____	Girard R. .... Winnipeg	_____
George T. .... Chilliwack	_____	Girling F. R. .... Winnipeg	1914-15 S.
George W. .... Calgary	_____	Girouard, G. .... Moncton	K. in A.
Gerangle F. .... Pt. Arthur	_____	Girouard, H. J. B. .... Moncton	_____
Gere R. H. .... Pacific D.	_____	Girvan J. B. .... N. Battleford	_____
Gergen R. W. ....	_____	Gladwin, A. J. .... Halifax	_____
Germain, E. C. .... New Glasgow	_____	Glencross, P. F. .... Moncton	_____
Germain, J. U. .... Campbellton	_____	Glover, J. W. .... Moncton	_____
Germain S. .... Prouleville	_____	Goddard H. E. .... Winnipeg	_____
Gerrard P. R. .... Pt. Arthur	_____	Goddard, R. .... Transcona	_____
Gervais A. L. .... Winnipeg	_____	Godfrey G. .... Winnipeg	_____
Gervais, H. .... Parent	_____	Godfrey T. .... Woodworth	W.
Gervais, L. P. .... Riv. du Loup	_____	Godwin C. .... Rainy River	K. in A.
Giardetti N. ....	_____	Goedbloed R. .... Neepawa	_____
Gibb G. ....	_____	Gogan, H. .... Elgin & Havelock	_____
Gibb J. .... Pt. Arthur	_____	Goguen, A. J. .... Moncton	_____
Gibbons A. .... Winnipeg	_____	Goguen F. E. .... Moncton	_____
Gibbons W. F. .... Winnipeg	_____	Goguen, R. .... Moncton	_____
Gibson, B. O. .... Moncton	_____	Goldthwaite E. F. .... Edmonton	_____
Gibson R. H. .... Winnipeg	W.	Golightly J. O. ....	_____
Gibson S. .... Winnipeg	M.M.	Good, H. .... Moncton	_____
Gibson C. E. .... Rossburn	W.	Goodman A. W. .... Rosedale	_____
Gibson, W. E. .... Transcona	_____	Goodman, E. S. .... Cochrane	_____
Giddings T. A. .... Winnipeg	_____	Goodman G. P. .... Winnipeg	W.
Giguere J. A. .... Big Valley	_____		1914-15 S.
Gilbert D. P. .... Toronto	_____	Goodmansen, O. W. .... Moncton	_____
Gilchrist A. .... Lampman	_____	Goodwin, J. A. .... Moncton	W.
Giles A. .... Winnipeg	_____	Gordon A. C. .... Paddington	_____
Giles, E. .... Newcastle	_____	Gordon, A. P. .... Transcona	D.



Gordon, D. W.	Stellarton	1914-15S.	
Gordon, J. F.	Charlottetown	1914-15S.	
Gordon, K.	Moncton	W.	
Gordon L.	Winnipeg	W.	
Gordon T.	Pacific D.		
Gordon W. C.			
Gore W. H.	Dist. 2/3 C.D.		
Goreman H.	Winnipeg		
Gorham C. A.	Rainy River	W.	
Gorman, M.	Halifax		
Gosling W.	Winnipeg		
Gossel A. M.	Winnipeg		
Gosselin, J. A.	Levis		
Gotham C. E.			
Gotthberg H.	Big Valley		
Gough D. C.	Newcastle		
Gough D. C.	Pacific D.	1914-15 S.	
		M.C.&M.D.	
Gough J.	Dauphin		
Goulet, J. A. M.	Transcona		
Goulet J. E.	Quebec		
Gould, L. E.	Moncton		
Gourley, C. A.	Moncton		
Gow J.	Edmonton		
Grabb, L. L.	Transcona		
Grabetsky J.	Tadmore		
Graffo A.	Winnipeg		
Granger P.	Sydney		
Graham D. A.	New Westm'str		
Graham D. S.	Saskatoon	M.D.	
Graham, D. K.	Campbellton	M.S.M.	
Graham, E.	Campbellton	K. in A.	
Graham G. M.	Pacific D.		
Graham, H.	Graham		
Graham, J.	Transcona		
Graham M.	Pt. Arthur		
Graham* N.	Pt. Arthur		
Graham, R. B.	Newcastle		
Graham S.	Toronto		
Graham T. M.	Pt. Arthur	W. & G.	
Graham W. R.			
Grant A. H.	Camross		
Grant H. K.	Edmundston		
Grant J. C.	Toronto		
Grant, J. N.	Truro		
Grant, J. E.	Truro	W.	
Grant P. A.	Toronto		
Grant W.	Pt. Arthur		
Grant, W. J.	St. John	W., 1914-15S.	
Grant, W. H.	James River		
Graveney W. R.	Pacific D.	K. in A.	
Graves, F. L.	Moncton		
Graves, H. V.	Moncton		
Gray A.	Winnipeg		
Gray A.	Winnipeg	W.	
		M.M.	
Gray, A. S.	Halifax		
Gray H.	Brandon	W.	
Gray, G. H.	Transcona	W.	
Gray, Harry.	Moncton		
Gray, H. D.	Transcona		
Gray, H. W.	Moncton		
Gray J. C.	Winnipeg		
Gray, P. L.	Moncton		
Gray S. W.	Westville		
Grayson G. L.	Dauphin		
Gregory J.	Winnipeg	W.	
Gregory, J.	Transcona		
Green A.	Winnipeg		
Green A. R.	Melfort	W.	
		1914-15 S.	
Green E. J.	Winnipeg	W.	
Green, M. G.	Stellarton		
Green O. J.	Toronto		
Green R. W.	Winnipeg		
Green, W. H.	Athol	K. in A.	
Greengrass E. J.	Winnipeg	W.	
Greening F.	Brandon		
Greening L.	Pr. Albert	W.	
Greenizan S.	Kamsack		
Greenman, C. C.	Halifax		
Greenough, G. R.	Truro		
Greenwood, C. A.	Sydney		
Greenwood E.H.D.	Ottawa		
Greenwood H.	Tor-Ottawa		
Greenwood H. S.	Toronto		
Greer A.	Winnipeg		
Greer, C. F.	Moncton		
Greer, G. P.	Sioux Lookout	W. & G.	
		M.M.	
		M.C.&B.	
		1914-15S.	
Greatham F. H.	Winnipeg		
Gregory J.	Winnipeg		
Green J.	Rhein	W.	
Gridley J. H.			
Green, W.	Transcona	W. & G.	
Griffith H. B.	Winnipeg		
Griffith H. G.	Pacific D.		
Griffin, L.	Halifax		
Griffin T.			
Grigg C. F.	Hanna	W.	
		1914-15 S.	
Grimes, J.	Winnipeg	W.	
Gritchen, P.	Kamsack		
Grobb, L.	Winnipeg		
Groffe, H.	Winnipeg		
Gross, C. L.	Moncton		
Gruchy, G.	Brandon		
Grumbo, G.	Baudette		
Grundy, S.	Pt. Arthur	K. in A.	
Gruse, E. W.	Radville		
Grute, G.	Winnipeg		
Grute, G. T.	Winnipeg	W.	
Guay, J. A.	Chaudiere Jct.		
Guernsey, G. F.	Big Valley		
Guilbault, C.	Winnipeg		
Guild, W.	Edmonton		
Guinan, L.	Halifax		
Gunn, A. S.	Moncton	M. C.	
Gunn, E. R.	Winnipeg		
Gunn, F. C.	Moncton	D. of W.	
Gunn, H. C.	New Glasgow		
Gunn, Peter.	Transcona	W.	
Gunn, W. W.	Moncton		
Gunning, J.	Humbolt		

Guthreau, E. D....	Stellarton	_____	_____	_____	_____
Guthrie, E. E....	Toronto	_____	_____	_____	_____
Guthrie, G....	Pacific D.	_____	_____	_____	_____
Guy, W. H....	Winnipeg	_____	_____	_____	_____
Hadfield, T....	Winnipeg	_____	_____	_____	_____
Hadwell, G....	Saskatoon	_____	_____	_____	_____
Hadwell, W....	Saskatoon	_____	_____	_____	_____
Hagen, A. J....	Dartmouth	_____	_____	_____	_____
Hagens, R. J....	Limouilou	1914-15 S.	_____	_____	_____
Haggerty, P....	Dwyer Hill	W.	_____	_____	_____
Haggarty, W. P....	Kamloops	W.	_____	_____	_____
Haggerty, W....	Dauphin	_____	_____	_____	_____
Haig, A....	Transcona	_____	_____	_____	_____
Haigh, C....	Prince Albert	1914-15 S.	_____	_____	_____
Haigh, J....	Toronto	W.	_____	_____	_____
Haigh, J. C....	Pacific D.	_____	_____	_____	_____
Haines, F....	_____	_____	_____	_____	_____
Hainsworth, A....	Humbolt	_____	_____	_____	_____
Haire, J....	Carlyle	_____	_____	_____	_____
Haire, F....	Winnipeg	_____	_____	_____	_____
Haley, A. B....	Moncton	_____	_____	_____	_____
Haley, D....	The Pas	W.	_____	_____	_____
Haley, E. B....	Moncton	_____	_____	_____	_____
Halford, W. E....	Winnipeg	_____	_____	_____	_____
Hall, A....	Pt. Arthur	_____	_____	_____	_____
Hall, C....	Humbolt	W.	_____	_____	_____
	_____	1914-15 S.	_____	_____	_____
Hall, E. M....	Brandon	_____	_____	_____	_____
Hall, H. L....	Rainy River	_____	_____	_____	_____
	_____	W.	_____	_____	_____
Hall, I. C....	Toronto	M.C. & B.	_____	_____	_____
	_____	M.D.	_____	_____	_____
Hall, J. L....	Leaside	_____	_____	_____	_____
Hall, K....	W. Lines	W.	_____	_____	_____
Hall, J....	Port Mann	_____	_____	_____	_____
Hall, T. F. A....	_____	_____	_____	_____	_____
Halle, J. E....	Levis	_____	_____	_____	_____
Hallgrath, L....	Saskatoon	_____	_____	_____	_____
Halliday, A. H....	Halifax	_____	_____	_____	_____
Halliday, D. S....	Stellarton	_____	_____	_____	_____
Hallisey, J. F....	_____	_____	_____	_____	_____
Halliman, O. S....	Ft. William	_____	_____	_____	_____
Hamblin, W. E....	Calgary	W.	_____	_____	_____
	_____	D.C.M.	_____	_____	_____
Hamel, J. C....	Quebec	_____	_____	_____	_____
Hamer, T. P....	Winnipeg	W.	_____	_____	_____
Hamilton, C. E....	Truro	_____	_____	_____	_____
Hamilton, H....	Lucerne	_____	_____	_____	_____
Hamilton, H. F....	Pt. Arthur	_____	_____	_____	_____
Hamilton, J. H....	Toronto	_____	_____	_____	_____
Hamilton, J. E....	Winnipeg	_____	_____	_____	_____
Hamilton, H. R....	Pacific D.	K. in A	_____	_____	_____
Hamilton, R. L....	Rainy River	K. in A	_____	_____	_____
Hamilton, S. A....	Toronto	_____	_____	_____	_____
Hamlet, N. G....	Toronto	_____	_____	_____	_____
Hamlin, L. B....	Toronto	K. in A	_____	_____	_____
Hamlin, W. C....	Calgary	_____	_____	_____	_____
Hampton, G....	Winnipeg	_____	_____	_____	_____
Hanway, F. L....	New Glasgow	_____	_____	_____	_____
Hancox, R....	Winnipeg	_____	_____	_____	_____
Handyside, H....	Joliette	_____	_____	_____	W.
	_____	_____	_____	_____	MM. DCM.
Hanna, W....	_____	_____	_____	_____	W.
Hannah, R....	Moncton	_____	_____	_____	_____
Hannan, E. C....	Rainy River	W. & G.	_____	_____	1914-15 S.
Hampton, J. H....	Moncton	_____	_____	_____	_____
Hannan, W. T....	Rainy River	G.	_____	_____	_____
Hannigan, F. J....	Moncton	W., D.C.M.	_____	_____	_____
Hannington, C. F....	Pacific D.	_____	_____	_____	_____
Hansen, F. B....	Dauphin	W.	_____	_____	_____
Hanson, B. L....	Fredericton	W.	_____	_____	_____
Hanson, H....	_____	_____	_____	_____	_____
Hanson, H. M....	Sunbury	K. in A.	_____	_____	_____
Hanson, I....	Transcona	_____	_____	_____	_____
Hanson, O. A....	Dauphin	_____	_____	_____	_____
Hanson, S....	Moncton	_____	_____	_____	_____
Hardie, W. H....	Winnipeg	1914-15 S.	_____	_____	_____
Harding, F....	Transcona	D. of W.	_____	_____	_____
Harding, G. R....	Pacific D.	_____	_____	_____	_____
Harding, P....	Transcona	_____	_____	_____	_____
Hardy, F. A....	Halifax	_____	_____	_____	_____
Hardy, J. S....	Regina	_____	_____	_____	_____
Hardy, R. B....	Toronto	_____	_____	_____	_____
Hardy, W. L....	Winnipeg	_____	_____	_____	_____
Hare, D. S....	Winnipeg	_____	_____	_____	_____
Harley, C....	Winnipeg	_____	_____	_____	_____
Harley, W. G....	Winnipeg	_____	_____	_____	_____
Harmer, H....	_____	_____	_____	_____	_____
Harold, A....	Emerson Jct.	_____	_____	_____	_____
Harper, F....	Neepawa	W.	_____	_____	_____
Harpley, T....	Toronto	W.	_____	_____	_____
Harpur, W. J. J....	Ft. William	W.	_____	_____	_____
Harrington, J. R....	St. John	_____	_____	_____	_____
Harris, C....	Hudson Bay J.	_____	_____	_____	_____
Harris, C. D....	Moncton	_____	_____	_____	_____
Harris, C. H....	Edmonton	W.	_____	_____	_____
	_____	M.S.M.	_____	_____	_____
Harris, E. E....	Toronto	_____	_____	_____	_____
Harris, E. H....	Edmonton	_____	_____	_____	_____
Harris, F. W....	Transcona	_____	_____	_____	_____
Harris, J. A....	Moncton	D. of W.	_____	_____	_____
Harris, R. W....	Winnipeg	_____	_____	_____	_____
Harris, W. G....	Sydney	_____	_____	_____	_____
Harrison, E....	Winnipeg	_____	_____	_____	_____
Harrison, J. A....	St. John	G.	_____	_____	_____
Harrison, M. C....	Munson	_____	_____	_____	_____
Harrison, T. E....	Rosedale	_____	_____	_____	_____
Harrison, W. L....	Winnipeg	_____	_____	_____	_____
Harrower, G....	Winnipeg	_____	_____	_____	_____
Hart, A....	Pacific D.	_____	_____	_____	_____
Hart, E....	Carlyle	_____	_____	_____	_____
Hart, W. B....	Pt. Tupper	_____	_____	_____	_____
Hartling, G. H....	Halifax	_____	_____	_____	_____
Hartlen, C. F....	Halifax	_____	_____	_____	_____
Hartnett, E. J....	Toronto	_____	_____	_____	_____
Hartry, F. L....	Sioux Lookout	_____	_____	_____	_____
Haruk, F....	Pt. Arthur	_____	_____	_____	_____
Harvey, J. F....	Winnipeg	_____	_____	_____	_____
Harvey, M....	Campbellton	_____	_____	_____	_____
Harvey, S. H....	Brandon	_____	_____	_____	_____
Harvey, V....	Riv. du Loup	D.	_____	_____	_____
Haskell, N. S....	Saskatoon	W.	_____	_____	_____



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Hasted A. A. ....	Winnipeg	—	Henry, P. A. ....	Dauphin	W.
Hastings D. R. ....	Winnipeg	—	Henry, W. T. ....	Toronto	—
Hatchard L. S. ....	Pacific D.	—	Hensler, A. A. ....	Halifax	M.M.
Hathaway W. J. ....	Kindersley	—	Herard, A. ....	Joliette	—
Hatter, G. A. ....	Halifax	—	Herbert, F. H. ....	Winnipeg	—
Haughey J. ....	Winnipeg	—	Herbert, H. ....	Neepawa	—
Haultain R. M. ....	Hawks-Mon.	—	Herbertson, W. ....	Saskatoon	—
Havard F. O. ....	Asco	—	Herron, J. B. ....	North Bay	—
Haven F. G. ....	Winnipeg	—	Heron, W. ....	Transcona	K. in A.
Hawes R. ....	Toronto	—	Hessian, E. P. ....	Halifax	—
Hawkes, M. H. ....	Chatham	K. in A.	Hetterley, A. ....	Toronto	—
Hawkins J. ....	Pt. Arthur	—	Hewett, R. ....	Pacific Div.	—
Hawthorne W. ....	Winnipeg	—	Hewey, R. J. ....	Dauphin	—
Hay F. ....	Morris	—	Hewitt, H. ....	N. Battleford	W.
Hay, J. A. ....	Stellarton	G.	Hewson, W. S. ....	Kamloops Jct.	—
Hay, W. H. ....	North Bay	—	Hiam, T. A. ....	Toronto	M.D.
Hayans, R. ....	—	—	Hicks, C. D. ....	Dalhousie	—
Hayes, R. ....	St. John	W., M.M.	Hickenbotham, C.M.P.	Port Mann	—
Hayden, J. J. ....	Calgary	—	Hickey, A. G. ....	Campbellton	W.
Hayes, H. O. ....	Rainy River	W.	Hickey, E. D. ....	Pacific Div.	—
Hayes, W. E. ....	Toronto	—	Hickey, M. J. ....	Cochrane	—
Hayward, F. A. ....	Halifax	K. in A.	Hickman, W. H. ....	Sydney	—
Hayward, J. ....	McRorie	W.	Hicks, F. W. ....	Calgary	—
Hayward, T. ....	Kamloops	W.	Hickson, H. S. ....	Orillia	W.
Hayward, R. H. ....	Pacific Div. ...	K. in A.	Higginbotham, J.H.	Winnipeg	—
Head, H. ....	Winnipeg	—	Highfield, T. S. ....	3rd Div.CD	W.
Heaps, K. W. ....	Swan River..	{	Hiles, H. ....	—	—
		W.	Hilibrand, .....	Delta	—
		M.M.	Hill, A. ....	Neepawa	—
Heaps, W. ....	Sandy Lake	—	Hill, A. F. ....	Winnipeg	—
Heard, O. G. ....	Truro	W.	Hill, C. ....	W. Lines	—
Hearne, A.D.C. ....	Pacific Div.	—	Hill, E. D. ....	Toronto	—
Heath, W. ....	Pacific Div.	—	Hill, E. M. M. ....	W. Lines	—
Heatherington, R. ....	Toronto	{	Hill, E. ....	Edmonton	—
		W.	Hill, G. A. ....	Moncton	—
		B. C. de. G.	Hill R. ....	Halifax	—
Heatherington, T. ....	Radville	—	Hill, R. S. ....	Edmonton	—
Hebert, J. ....	—	—	Hill, W. ....	Lucerne	—
Hebert, J. F. ....	Moncton	—	Hill, W. ....	Lovat	W.
Hebertson, W. ....	Saskatoon	K. in A.	Hill, W. J. ....	Edmonton	—
Heelis, E. T. ....	Winnipeg	W.	Hills, L. S. ....	Halifax	—
Hefferman, E. B. ....	Truro	—	Hilts, H. H. ....	Pacific D.	—
Hefler, H. E. ....	Moncton	1914-15S.	Hiltz, H. J. ....	Halifax	—
Heggie, R. ....	Prince Albert	W.	Hiltz, A. A. H. ....	Halifax	—
Heigh, J. ....	Winnipeg	—	Himpe, C. ....	Makinak	W.
Helston, H. T. ....	—	—	Hindley, F. ....	P.LaPrairie	—
Hemenway, H. H. ....	Prince Albert	W.	Hindley, J. ....	Regina	—
Hemphill, H. H. ....	Ft. William	W.	Hine, C. H. ....	Charlottetown	W.
Henderson, A. D. ....	Pangburn	—	Hinds, G. ....	McConnell	W.
Henderson, C. E. ....	Truro	—	Hingley, G. L. ....	Truro	—
Henderson, G. ....	Pacific Div.	—	Hladun, O. ....	Winnipeg	—
Henderson, H. D. ....	St. John	—	Hoar, J. H. ....	Moncton	W.
Henderson R. M. ....	Big Valley	—	Hoar, F. L. ....	Truro	—
Henderson, T. ....	Bantalar	—	Hoare, C. B. ....	Ft. William	—
Hendry, T. A. ....	Ottawa	—	Hobbs, L. A. ....	Edmonton	W.
Hennessy, B. O. ....	Moncton	—	Hobday, A. ....	Winnipeg	—
Hennessy, H. H. ....	Colborne	—	Hobson, G. ....	Oak Point	W.
Hennessy, J. T. ....	Moncton	—	Hobson, S. ....	Edmonton	—
Hennessy, C. A. ....	Moncton	—	Hockenhuell, J. O. ....	Joliette	—
Henrion, F. W. ....	Halifax	W.	Hodges, E. ....	Elphinstone	—
Henry, C. W. ....	Moncton	1914-15S.	Hodgson, A. E. ....	Edmonton	—
Henry, E. H. ....	Pacific Div.	—	Hodgson, C. ....	Winnipeg	{
Henry, I. ....	Dauphin	—			W.
Henry, J. R. ....	Campbellton	W.&G., M.M.			M.M.
Henry, J. T. ....	Dauphin	—			—

Hodgson, C. A.	Edmonton	—	
Hoeg, W. L.	Moncton	—	
Hoey, B. H.	Moncton	D. of W.	
Hoff, M.	Hope	—	
Hogarth, R.	Saskatoon	—	
Hogan, A. J.	Dartmouth	—	
Hogan, J. W. S.	Halifax	—	
Hogan, P. F.	Cochrane	—	
Hogg, W.	—	—	
Holditch, C. C.	Cochrane	—	
Holditch, R. J.	Cochrane	—	
Holland, F. R.	Sudbury	—	
Holland, J.	Winnipeg	1914-15 S.	
Holland, J. F.	Pt. Arthur	—	
Holliday, T.	Kamsack	—	
Holland, T. J.	Halifax	—	
Holland, W. L.	Transcona	D. of W.	
Holmes, C. W.	Grant	—	
Holmes, H. S.	Winnipeg	—	
Holmes, J. C.	Winnipeg	—	
Holmes, J.	Winnipeg	W.	
Holt, F. E.	Birch Island	—	
Home, J. C.	P. LaPrairie	W.	
Homer, D.	Halifax	W.	
Honess, H.	Winnipeg	—	
Hoeyman, P. D.	Pacific Div.	—	
Hook, A. T.	Halifax	D. of W.	
Hooley, S.	Winnipeg	W.	
		1914-15 S.	
Hopper, A. A.	Moncton	—	
Hooper, F. G.	Pt. Mann	—	
Hopper, W. S.	Moncton	W.	
Hope, C. D.	Halifax	—	
Hope, F. L.	Moncton	W.	
Hope, J. W.	Moncton	W.	
Hohey, F. S.	Moncton	M.M.	
Hopkinson, H. W.	Winnipeg	—	
Hopper, C. S.	Moncton	—	
Hooper, J. P.	Charlottetown	W.	
		M.M.	
Hopper, A. K.	Moncton	—	
Hopper, J. R.	Truro	K. in A.	
Horne, F. H.	Humbolt	—	
Horne, R. C.	Transcona	—	
Horner, W. H.	Winnipeg	—	
Horrocks, H. R.	Rainy River	W.	
Horsman, C. E.	Truro	W.	
		M.M.	
		D. of W.	
Horsman, E. E.	Moncton	—	
Horsman, Frank.	Moncton	—	
Horsman, G. S.	Moncton	—	
Horseman, A.	Berry's Mills	—	
Horseman, M. P.	Moncton	—	
Horseman, N.	Moncton	—	
Horton, A.	Moncton	W.	
Horton, O.	Winnipeg	—	
Horwill, H. E.	Toronto	—	
Hosking, G. F.	Winnipeg	W.	
Houck, L.	Winnipeg	—	
Houghton, H.	Pt. Arthur	—	
Houghton, S.	Moncton	1914-15 S.	
Houlihan, A. L.	Trenton	—	
Houston, E. F.	Joliette	—	
Houston, W.	Winnipeg	—	
Howard, E.	Brandon	—	W.
			M.M.
			W.
Howard, F.	Winnipeg	—	M.M.
Howard, T.	Grant	—	W.
Howatt, H. M.	Charlottetown	—	
Howe, A. A.	Transcona	—	
Howes, E. J.	Winnipeg	—	
Howse, A. E.	Brandon	—	W.
Hubrecht, U.	Transcona	—	W.
Hudd, R.	Pt. Arthur	—	
Huddleston, J.	Ft. William	—	W.
Huddleston, W.	—	—	
Hudson, C.	—	—	
Hudson, G.	Dana	—	
Hudson, G. K.	Limoilou	—	K. in A.
Hudson, L. J.	Lloydminster	—	W.
Hughes, G. B.	Vancouver I.	—	
Hughes, H.	Transcona	—	
Hughes, J.	Boston Bar	—	
Hughes, J. E.	Toronto	—	
Hughes, R.	Transcona	—	
Hughes, W.	Sturgis	—	
Hughes, W. J. J.	Riv. du Loup	—	G.
Hull, C. W.	New Glasgow	—	
Humphries, A. S.	Winnipeg	—	
Humphries, W.	Pelly	—	
Humphrey, H. W.	Moncton	—	
Hunker, N. H.	Riding Mt.	—	W.
Hunt, G.	P. LaPrairie	—	K. in A.
Hunt, H. E.	Ft. William	—	
Hunt, N.	Pacific Div.	—	
Hunter, A. W.	Rosedale	—	
Hunter, A. S.	Winnipeg	—	
Hunter, G. A.	Moncton	—	
Hunter, J.	Montreal	—	
Hunter, J. B.	Moncton	—	
Hunter, R.	Ottawa	—	
Hunter, R.	Winnipeg	—	
Hunter, W.	Hanna	—	
Hunter, W. S.	Moncton	—	
Huntingford, R.	Moncton	—	W.
			1914-15 S.
Huot, J. R.	Chaudiere Jct.	—	
Hurley, A.	Moncton	—	
Husselby, W.	Rosetown	—	
Hussey, C.	Ft. Frances	—	K. in A.
Hutchison, F. F.	Moncton	—	W.
Hutchinson, G. H.	Winnipeg	—	
Hutchinson, J.	Pacific Div.	—	
Hutchinson, W. H.	Truro	—	G.
Hutler, M.	Calder	—	
Hutton, C. P. R.	Calgary	—	K. in A.
Hyde, M.	Edmonton	—	
Hynes, E.	Transcona	—	K. in A.
Hyslop, W. E. F.	Moncton	—	
Ingham, J.	Trenton	—	
Ingram, A.	Toronto	—	
Ingram, H. H.	Newcastle	—	
Ingram, H. W.	Winnipeg	—	K. in A.
Ingram, W. U.	Winnipeg	—	
Innes, C. W.	Halifax	—	



Innis, G. S.	Moncton	_____	
Innis, W.	Regina	_____	K. in A.
Inrie, H. N.	Winnipeg	_____	
Iredall, W. R.	Kamloops	_____	
Ireland, E. D.	Winnipeg	_____	
Ironside, G. W.	Toronto	_____	
Irving, G.	Winnipeg	_____	W.
Irving, A. G.	Brandon	_____	K. in A.
Irving, H. A.	Ft. William	_____	
Irving, J.	Winnipeg	_____	
Irving, T.	_____	_____	
Irwin, E. F.	Toronto	_____	W.
Isner, C.	Halifax	_____	
Isner, F.	Halifax	_____	
Isnor, R.	Halifax	_____	
Jack, T.	Winnipeg	_____	W. M.M.
Jackman, H.	Dist. 2/3 CD	_____	
Jacks, W.	Kelwood	_____	
Jackson, D. V.	Toronto	_____	
Jackson, E. A.	Grandview	_____	
Jackson, F. G.	Ft. William	_____	
Jackson, G. A.	Dauphin	_____	1914-15 S. M.C.&M.D.
Jackson, H.	Dist. 2/3 CD	_____	
Jackson, J. V.	Edmonton	_____	
Jackson, L. W.	Winnipeg	_____	
Jakeman, S. P.	Dauphin	_____	
Jackson, T. F.	Halifax	_____	
Jackson, W.	Edmonton	_____	
James, A.	Sydenham	_____	
James, F.	Moncton	_____	
James, H. G.	Trenton	_____	
James, R.	Winnipeg	_____	
James, R. C.	Moncton	_____	W.
James, S.	Winnipeg	_____	
James, W.	Winnipeg	_____	M. deH
James, W. H.	Saskatoon	_____	
Jamieson, E. G.	Cochrane	_____	
Jamieson, J.	Cochrane	_____	S. S.
Jamieson, R. E.	Halifax	_____	
Jamieson, R. H.	Moncton	_____	
Jamieson, W.	Moncton	_____	
Jamieson, W. D.	Moncton	_____	
Jardine, J. S.	Newcastle	_____	
Jardine, S.	Saskatoon	_____	
Jarvis, E. R.	Moncton	_____	
Jarvis, G.	Kamsack	_____	
Jarvis, R.	Moncton	_____	
Jary, C. A.	Oshawa-Ruel	_____	W.
Jasper, C.	Winnipeg	_____	
Jasperson, F. S.	Winnipeg	_____	
Jeanette, W. F.	Halifax	_____	
Jeffrey, W. J.	Graham	_____	
Jeffs, A.	Port Mann	_____	
Jell, H. H.	Winnipeg	_____	
Jelly, F. W.	Dauphin	_____	
Jenkins, G.	Russell	_____	
Jenkins, H.	Transcona	_____	
Jenkins, J.	Russell	_____	W.
Jenkins, R.	Transcona	_____	
Jenkins, T.	Riv. du Loup	_____	
Jenkins, W. G.	Halifax	_____	
Jenks, A. S.	Halifax	_____	
Jennings, H.	Moncton	_____	
Jensen, J.	Grahamdale	_____	W.
Jessiman, D.	Winnipeg	_____	
Jessiman, T.	Winnipeg	_____	
Jetten, W.	Pt. Arthur	_____	
Jollie, O.	Pacific Div.	_____	
Jolley, J.	Brandon Jct	_____	
Joly, J. O. A.	Mont Joli	_____	
Jobin, P. L.	Graham	_____	W.
Jocelyn, F.	Stellarton	_____	
Johnson, A. A.	Ottawa	_____	
Johnson, A. P.	Saskatoon	_____	
Johnson, B.	Transcona	_____	W.
Johnson, C. D.	Hanna	_____	
Johnson, E.	Saskatoon	_____	
Johnson, E.	Winnipeg	_____	
Johnson, E. H. C.	_____	_____	K. in A. D.
Johnson, F. J.	Transcona	_____	
Johnson, F. W.	Saskatoon	_____	
Johnson, G. W. H. P.	LaPrairie	_____	W.
Johnson, H. H.	Trenton	_____	
Johnson, J. A.	Winnipeg	_____	
Johnson, J. C.	_____	_____	
Johnson, J. K.	Calgary	_____	
Johnson, J. O.	_____	_____	
Johnson, J. O.	Grant	_____	
Johnson, J. W.	Sudbury	_____	
Johnson, L. A.	Halifax	_____	D. of W.
Johnson, O. G.	Swan River	_____	
Johnson, P.	Hanna	_____	
Johnson, R.	Edmonton	_____	
Johnson, S.	Toronto	_____	
Johnson, S.	Pt. Arthur	_____	
Johnson, V. E.	Winnipeg	_____	
Johnson, W. A.	Halifax	_____	
Johnson, W. C.	Halifax	_____	
Johnson, W. M.	Mattice	_____	
Johnston, B. A.	Victoria	_____	W.
Johnston, B. D.	Toronto	_____	
Johnston, D. R.	Dist. 2/3 CD	_____	
Johnston, F.	Cochrane	_____	
Johnston, F. C.	Transcona	_____	
Johnston, G. C. S.	North Bay	_____	
Johnston, H. L.	Pacific Div.	_____	W. & G. M.D.&M.C.
Johnston, J.	Winnipeg	_____	
Johnston, L. L.	Pacific Div.	_____	
Johnston, R.	St. John	_____	
Johnston, R. M.	Winnipeg	_____	
Johnston, R. W.	Ft. William	_____	
Johnston, W. R.	Halifax	_____	
Johnstone, E.	Winnipeg	_____	W.
Jonah, I. B.	Moncton	_____	
Jones, A. E.	Saskatoon	_____	
Jones, C. E.	Winnipeg	_____	
Jones, C. J. G.	Winnipeg	_____	
Jones, D.	W. Lines	_____	W.
Jones, E. A.	St. John	_____	
Jones, E. L.	W. Lines	_____	W.
Jones, F. T.	Lovet	_____	
Jones, G.	Rosedale	_____	

Jones, G. A.	Moncton	_____	Keillor, D.	Transcona	_____
Jones, G. J.	Hanna	_____	Kelly, E.	Calgary	_____
Jones, H. A.	Lovat	W.	Kelley, E.	Charlottetown	_____
Jones, H. D.	Pacific Div.	_____	Kelly, G. B.	Winnipeg	_____
Jones, H. H.	Ft. Frances	_____	Kelley, G. D.	Sydney	_____
Jones, H. W.	Winnipeg	_____	Kelly, I.	Winnipeg	_____
Jones, J.	Montreal	W.	Kelly, J.	Brandon	_____
Jones, J. A.	Ft. William	_____	Kelley, J. W.	St. John	_____
Jones, J. A.	Ft. William	_____	Kelly, N.	Edmonton	_____
Jones, J. F.	Truro	_____	Kelly, S.	Winnipeg	_____
Jones, J. I.	Toronto	_____	Kelly, W. A.	Dauphin	W.
Jones, J. H.	Toronto	W.	Kelso, D. C.	Ft. William	_____
Jones, J. T.	Dauphin	_____	Kemkes, C.	Transcona	_____
Jones, L.	N. Battleford	_____	Kemp, E. W.	Winnipeg	W.
Jones, M. D.	Pacific Div.	_____	Kemp, G.	Winnipeg	_____
Jones, P. E.	Transcona	K. in A.	Kemshaw, D. W.	Transcona	_____
Jones, R.	Hanna	W.	Kendall, F. N.	Lucerne	_____
Jones, R. R.	Transcona	D. of W.	Kennelly, D. D.	Westfort	W.
Jones, R. W.	Winnipeg	_____	Kennedy, E. B.	Dist. 4 CD	_____
Jones, T. F.	Moncton	W.	Kennedy, G.	Truro	K. in A.
Jones, W.	Winnipeg	W.	Kennedy, G. A.	Moncton	_____
Jones, W.	Saskatoon	_____	Kennedy, G. H.	McCreary	_____
Jones, W.	Transcona	W.	Kennedy, G. T.	Camrose	_____
Jones, W. A. F.	Saskatoon	_____	Kennedy, H. J.	Mayfield	_____
Jones, W. H.	Winnipeg	W.	Kennedy, J.	Winnipeg	_____
Jones, W. H.	Moncton	_____	Kennedy, J. L.	Moncton	_____
Jones, W. J.	Winnipeg	_____	Kennedy, L.	Moncton	W.
Jordan, G. C.	Toronto	_____	Kennedy, M. J.	Edmonton	W.
Jordan, J.	Glenavon	_____	Kennedy, R. C.	Calgary	_____
Jordan, N. S.	Toronto	_____	Kenney, J. L.	Moncton	_____
Joslin, C. E.	Hanna	_____	Kenny, A.	Calidonia, N.S.	_____
Joubert, S. G.	Dauphin	_____	Kenny, R.	Winnipeg	_____
Joudray, A. L.	Moncton	_____	Kenny, H. J.	Joliette	W.
Joy, E. W.	Truro	K. in A.	Kenward, E.	Toronto	M.M.&M.D.
Joyce, C. F.	Winnipeg	W.	Keny, S.	Brandon	_____
Joyce, T. E.	Winnipeg	W.	Kerr, D.	Long Lake	_____
Judge, A. P.	Pacific D.	_____	Kerr, G. D.	Chatham	_____
Jupe, J.	Toronto	W.	Kerr, J.	Winnipeg	_____
Kane, M. A.	Winnipeg	_____	Kervin, W. F.	Moncton	_____
Kaine, B. E.	Campbellton	K. in A.	Ketchum, E. J.	Toronto	_____
Kaine, F. J. L.	Campbellton	M.M.	Kettle, T. D.	Transcona	W.
Kavanagh, J.	Winnipeg	_____	Kevier, W. B.	Moncton	_____
Kavanagh, J.H.A.	Winnipeg	W.	Key, W.	2nd Prair. D.	M.M.
Kay, D. J.	Winnipeg	_____	Keys, A. St. V.	Toronto	_____
Keaney, J.	Rideau Jct.	_____	Keys, H.	Winnipeg	_____
Kearns, J. B.	Moncton	_____	Keys, J. B.	Winnipeg	_____
Kearon, P.	Edmonton	_____	Kidston, A. V.	Winnipeg	_____
Kearvell, C.	Winnipeg	_____	Kiely, J. J.	South River	_____
Keating, D. E.	Moncton	_____	Kiersted, W. L.	Big Valley	{ W. M.D.
Keel, A. J.	Winnipeg	_____	Kift, E. F.	Toronto	_____
Keeley, O.	Toronto	_____	Kilby, W. H.	Winnipeg	_____
Keen, W.	Winnipeg	_____	Killam, C. E.	Campbellton	D. of W.
Keir, A. M.	Edmonton	_____	Killam, W. B.	Moncton	_____
Keir, W. D.	Winnipeg	_____	Killick, G. F.	Cobourg	W. & G.
Keirstead, R. S.	Upsalquitch	_____	Kilsbey, W.	Winnipeg	_____
Keith, H. J.	Campbellton	_____	King, C.	Pacific D.	_____
Keith, P. C.	Moncton	K. in A.	King, C. G.	Saskatoon	_____
Keith, R. S.	Moncton	_____	King, E.	Dauphin	_____
Keith, W. J.	Winnipeg	{ W. M.M.&B.	King, E.	Saskatoon	_____
Keith, R. C.	Pt. Arthur	K. in A.	King, F. B.	Sackville	_____
ellock, W. J.	Winnipeg	_____	King, F. H.	Transcona	_____
			King, G. K.	Moncton	_____



King, J. B. ....	Calgary	_____	
King, M. A. ....	Port Mann	_____	
King, R. ....	Prince Albert	D.	
King, S. ....	_____	_____	
King, W. W. ....	Winnipeg	_____	
Kinghorn, F. W. ....	Tor-Ott.	_____	
Kinnear, C. E. ....	Moncton	G.	
Kinnear, E. C. ....	Moncton	_____	
Kinnear, R. ....	Winnipeg	_____	
Kinney, G. S. ....	Toronto	_____	
Kinsey, V. ....	E. Lines	_____	
Kinsman, W. C. ....	Winnipeg	W.	
Kippling, G. ....	Minaki	K. in A.	
Kirk, C. W. ....	Rosedale	_____	
Kirk, E. C. ....	Moncton	_____	
Kirk, M. J. ....	Pacific D.	_____	
Kirk, T. ....	Pt. Arthur	_____	
Kirk, W. J. ....	Grant	_____	
Kirkbride, W. O. ....	Grant	_____	
Kirkland, L. ....	Transcona	_____	
Kissick, D. G. ....	Winnipeg	_____	
Kitchen, R. ....	Stellarton	G.	
		1914-15 S.	
Kitney, D. ....	Dauphin	_____	
Kittner, B. ....	_____	_____	
Kitts, A. R. ....	Parry Sound	_____	
Kline, F. G. ....	Truro	_____	
Kline, G. P. ....	Halifax	_____	
Kline, J. C. ....	Transcona	_____	
Kline, W. H. ....	Halifax	_____	
Klingbeil, C. K. ....	Transcona	_____	
Knapp, E. W. ....	Moncton	_____	
Knight, W. J. ....	Dauphin	_____	
Knowles, J. C. ....	Toronto	K. in A.	
Knox, J. ....	Portage	_____	
Knox, R. A. ....	Kamloops	_____	
Kocourek, J. W. ....	Humbolt	_____	
Kohler, W. W. ....	Montreal	W.	
Korseberg, A. E. ....	Duluth	_____	
Kostiuk, G. ....	Shellbrook Sub.	_____	
Kresytop, J. ....	Winnipeg	_____	
Kudy, C. G. ....	P. LaPrairie	_____	
Kutcher, H. ....	Verigin	_____	
LaBelle, D. ....	Graham	W., M.M.	
Labracques, J. ....	_____	_____	
LaBrish, R. S. ....	Graham	_____	
LaBuda, W. L. ....	Ft. Frances	_____	
Lacasse, A. ....	Jonquiere	_____	
Lacombe, J.N.C.E. ....	Riv. du Loup	_____	
Lacroix, O. ....	Bridge	_____	
LaFerla, C. ....	Transcona	W.	
		M in D.	
Laforest, J. F. ....	Riv. du Loup	_____	
Laferme, M. ....	Pt. Arthur	_____	
Lafermere, R. D. ....	Joliette	_____	
Laing, A. ....	Prince Albert	W.	
		1914-15 S.	
Laing, G. ....	Prince Albert	_____	
Laing, H. McL. L. ....	Prince Albert	_____	
Langley, J. F. ....	Pt. Tupper	_____	
Lajoie, J. L. A. ....	Campbellton	_____	
Laird, J. ....	St. John	_____	
Lake, H. W. ....	Winnipeg	_____	
Laker, P. A. ....	Winnipeg	_____	
Lakie, P. ....	Winnipeg	W.	
Lalonde, E. ....	Capreol	_____	
Lamb, F. ....	Pacific D.	_____	
Lamb, K. B. ....	Moncton	_____	
Lamb, J. E. ....	P. LaPrairie	W.	
Lamb, W. J. ....	Prince Albert	_____	
Lambert, H. ....	Graham	_____	
Lambert, J. A. E. ....	Chaudiere Jct.	_____	
Lamerton, A. F. ....	_____	_____	
Lamon, W. C. ....	_____	_____	
Lancaster, A. ....	Regina	_____	
Lancaster, F. ....	Westfort	_____	
Lanchester, A. O. ....	Hardy's	_____	
Landry, E. H. ....	Moncton	D, of W.	
Landry, F. ....	Moncton	_____	
Landry, H. A. ....	Stellarton	_____	
Lane, C. ....	Dauphin	_____	
Landers, F. J. ....	Cochrane	_____	
Lang, J. ....	Brandon	K. in A.	
Langevin, R. ....	Amos	_____	
Langham, D. ....	Winnipeg	_____	
Langille, A. ....	Halifax	_____	
Langille, W. L. ....	New Glasgow	D.	
Langley, J. F. ....	Pt. Tupper	G.S.W.	
Langley, E. ....	Pt. Tupper	_____	
Langley, H. ....	Humbolt	_____	
Langley, H. W. ....	Sydney	_____	
Langstaff, V. ....	_____	_____	
Langille, P. W. ....	Truro	_____	
Lansdell, C. A. ....	Toronto	_____	
Lanterne, J. ....	Montreal	W.	
		C. de G.	
		M. in D.	
Lannigan, J. ....	Campbellton	_____	
Lapointe, A. ....	Riv. du Loup	_____	
Lapointe, C. ....	Falls Brook	1914-15 S.	
Lapointe, J. ....	Bridge	_____	
Lapointe, J. A. ....	Quebec	_____	
Lapointe, J. A. C. ....	Edmundston	_____	
Laporte, T. ....	Joliette	W.	
LaPraik, G. J. H. ....	Campbellton	W.	
Lapremiere, R. D. ....	Montreal	_____	
Larden, W. ....	Lake Sup. D.	_____	
Larkins, W. A. ....	Winnipeg	_____	
Larouche, J. E. ....	Shaw. Falls	_____	
Larracy, A. J. ....	Moncton	_____	
Larson, M. C. ....	Gravelburg	_____	
Latellior, J. ....	_____	_____	
Latimer, V. N. ....	Edmonton	_____	
Latter, J. C. ....	Halifax	_____	
Latter, W. J. ....	Halifax	_____	
Lauder, C. ....	Winnipeg	_____	
Laurie, C. ....	Big Valley	_____	
Laurie, R. J. ....	Winnipeg	W.	
Laveigne, P. A. ....	Rainy River	_____	
Lavello, E. ....	Winnipeg	_____	
Laverack, S. A. ....	N. Battleford	W. 1914-15 S.	
Lavery, E. A. ....	Hamilton	W.	
		M. in D.	
Lavery, J. ....	_____	_____	
Lavoie, J. J. B. A. ....	Edmundston	_____	

Lavoie, O. ....	_____	_____
Lavoie, L. P. .... La Tuque	_____	_____
Law, L. .... Winnipeg	W.	_____
Lawford, J. ....	_____	_____
Lawless, J. L. .... Sylvester	_____	_____
Lawlor, G. C. .... Moncton	_____	_____
Lawlor, J. L. .... Cochrane	_____	_____
Lawrence, ..... Pacific D.	_____	_____
Lawrence, M. E. .... Mission	_____	_____
Lawrie, R. J. .... Winnipeg	_____	_____
Lawson, G. W. .... Hearst	_____	_____
Lawson, P. M. H. St. John	1914-15 S.	_____
Layton, F. B. .... Truro	_____	_____
Lea, W. T. .... Moncton	_____	_____
Leach, E. .... Sydney	_____	_____
Leach, J. O. ....	K. in A.	_____
Leach, S. .... Winnipeg	_____	_____
Leach, W. H. .... Winnipeg	_____	_____
Leach, W. J. .... Toronto D.	_____	_____
Leadwell, F. C. .... Graham	_____	_____
Lefrance, J. .... Moncton	_____	_____
Leah, W. H. .... Winnipeg	I.	_____
Leaman, A. A. .... Moncton	_____	_____
Leaman, L. .... Moncton	_____	_____
Leaman, Edward. .... Moncton	_____	_____
Leaman, G. H. .... Moncton	K. in A.	_____
Leaman, P. D. .... Moncton	K. in A.	_____
Leaman, W. .... Moncton	_____	_____
Leaning, B. .... Pacific D.	_____	_____
Leaper, W. A. .... Montreal	W.	_____
	M.S.M.	_____
Leash, P. O. .... Pembroke	_____	_____
LeBel, J. S. .... Edmundston	_____	_____
LeBlanc, A. F. .... Moncton	_____	_____
LeBlanc, A. J. .... Moncton	_____	_____
LeBlanc, A. J. .... Moncton	_____	_____
LeBlanc, A. P. .... Moncton	_____	_____
LeBlanc, A. P. .... Moncton	_____	_____
LeBlanc, C. F. .... Moncton	_____	_____
LeBlanc, E. .... Moncton	_____	_____
LeBlanc, E. B. .... Moncton	K. in A.	_____
LeBlanc, E. T. .... Moncton	_____	_____
LeBlanc, E. T. .... Moncton	_____	_____
LeBlanc, F. .... Moncton	_____	_____
LeBlanc, F. I. .... Moncton	_____	_____
LeBlanc, F. R. .... Moncton	_____	_____
LeBlanc, H. .... Moncton	_____	_____
LeBlanc, H. J. .... Pt. Arthur	G.	_____
LeBlanc, H. M. .... Moncton	_____	_____
LeBlanc, J. A. .... Moncton	_____	_____
LeBlanc, J. A. .... Moncton	_____	_____
LeBlanc, J. A. .... Campbellton	W.	_____
LeBlanc, J. A. .... Moncton	_____	_____
LeBlanc, J. A. .... Moncton	_____	_____
LeBlanc, J. A. .... Moncton	_____	_____
LeBlanc, J. A. .... Moncton	_____	_____
LeBlanc, J. C. .... Moncton	_____	_____
LeBlanc, J. C. A. .... Moncton	W.	_____
LeBlanc, J. E. .... Moncton	_____	_____
LeBlanc, J. E. .... Moncton	_____	_____
LeBlanc, J. E. .... Moncton	_____	_____
LeBlanc, J. E. E. .... Moncton	_____	_____
LeBlanc, J. I. .... Moncton	_____	_____
LeBlanc, J. N. S. .... Moncton	_____	_____
LeBlanc, J. P. .... Moncton	_____	_____
LeBlanc, J. S. .... Moncton	_____	_____
LeBlanc, J. S. E. .... Moncton	_____	_____
LeBlanc, N. .... Moncton	_____	_____
LeBlanc, P. .... Moncton	_____	_____
LeBlanc, P. A. .... Campbellton	W.	_____
LeBlanc, P. M.G.E. .... Moncton	D.	_____
LeBlanc, S. .... Springhill, Jct.	_____	_____
LeBlanc, T. R. .... Moncton	_____	_____
LeBlanc, Z. .... Moncton	_____	_____
LeBrock, C. A. .... Halifax	_____	_____
LeBrun, J. .... Anderson	_____	_____
Lecko, P. .... Winnipeg	_____	_____
Leclerc, E. .... Emdundston	_____	_____
Leclerc, J. W. .... Py. Sound	W.	_____
Leclerc, J. A. C. A. Riv. du Loup	_____	_____
Lecuyer, J. M. .... Transcona	_____	_____
Lecuyer, W. .... Rainy River	_____	_____
Ledwell, T. .... Souris	M.M.	_____
Lee, A. H. .... Hanna	_____	_____
Lee, R. E. ....	_____	_____
Leeming, G. W. .... Winnipeg	_____	_____
LeFrance, J. E. C. Parent	_____	_____
LeGallias, J. W. .... Stanmore	_____	_____
Leger, C. .... Moncton	_____	_____
Leger, E. J. .... Moncton	_____	_____
Leger, F. J. .... Moncton	_____	_____
Leger, J. .... Newcastle	_____	_____
Leger, J. A. .... Dalhousie	_____	_____
Leger, J. A. .... Moncton	W.	_____
Leger, J. A. .... Moncton	_____	_____
Leger, J. A. B. .... Moncton	_____	_____
Leger, J. F. .... Moncton	_____	_____
Leger, J. F. A. .... Moncton	_____	_____
Leger, L. .... Moncton	_____	_____
Leger, L. A. .... Moncton	_____	_____
Leger, L. J. .... Moncton	_____	_____
Leger, T. S. .... Halifax	_____	_____
Legg, A. .... Winnipeg	W.	_____
Legg, F. .... Brandon	_____	_____
Legge, A. H. .... Winnipeg	_____	_____
Legge, G. S. ....	_____	_____
Leightizer, J. F. .... Moncton	M.M.	_____
Leighton, D. .... Moncton	_____	_____
Leise, T. .... Saskatoon	_____	_____
Leitch, S. L. .... Winnipeg	_____	_____
Leitch, W. .... Winnipeg	_____	_____
Leith, T. L. .... Transcona	K. in A.	_____
Lemauevil, R. .... Edmonton	_____	_____
LeMesurier, G. ....	_____	_____
Lemieux, G. .... Edmundston	_____	_____
Lemieux, J. A. ....	_____	_____
Lemieux, J. J. N.G. .... Edmundston	_____	_____
Lemond, G. .... Ste. Rosalie	_____	_____
LeMoine, J. D. .... Quebec	_____	_____
Lemoreaux, B. ....	_____	_____
Lenard, S. .... Capreol	_____	_____
Leon, D. .... Kashaw	_____	_____
Leonard, F. P. .... Truro	_____	_____
Leonard, P. .... Truro	W.	_____
Lepage, J. A. .... Campbellton	_____	_____
Leppard, C. R. .... Kamsack	_____	_____



Leppard, F. H.	Kamsack	_____
Leslie, J.	Transcona	_____
Leslie, J. A.	Boston Bar	_____
Leslie, M. A.	Halifax	_____
Leslie, W. G.	Toronto	_____
Lester, C. P.	Big Valley	_____
Lester, L. W.	Winnipeg	W.
Letch, H. G.	Tamworth	W.
Levesque, A. D.	Edmundston	_____
Levesque, E. H.	Riv. du Loup	_____
Levesque, J. A.	Campbellton	_____
Levesque, J. J. B. A.	St. Anselme	_____
Levesque, J. W.	Riv. du Loup	_____
Levasseur, J. P. O.	Chaudiere, Jct.	_____
Lewis, C. E.	Delta	_____
Lewis, D. E.	Transcona	_____
Lewis, F. L.	Toronto	_____
Lewis, I.	North Branch	_____
Lewis, J.	Rainy River	_____
Lewis, H. M.	Pacific D.	_____
Lewis, R.	Winnipeg	_____
Lewis, W.	Winnipeg	_____
Lethaby, W.	Algar	W.
Leybourne, F.	P. LaPrairie	_____
Liard, J. R.	Toronto	W.
Lidstone, H. J.	Pt. Arthur	_____
Lidstone, J.	Pacific D.	_____
Lightner, G. W. C.	Moncton	_____
Lindberg, G.	Rainy River	W.
Linder, A.	Erikson	W.
Lindsay, C. S.	Winnipeg	_____
Lindsay, L. W.	Winnipeg	_____
Lindsay, W. R.	Troi Pistoles	_____
Linney, T.	Wordsworth	_____
Linge, J. A.	_____	_____
Lingford, C.	Winnipeg	_____
Lintaman, H.	Halifax	_____
Lintick, J.	_____	_____
Lirett, J. A.	Moncton	_____
Lirette, R.	Moncton	_____
Lister, G.	Winnipeg	_____
Lister, G.	Winnipeg	_____
Little, C. A.	Ft. William	_____
Little, F. M.	Toronto	_____
Littlejohn, A.	Winnipeg	_____
Livingstone, J.	Big Valley	_____
Lizotte, J. A. R.	Armagh	_____
Lloyd, A.	Campbellton	_____
Lloyd, E. R.	Joliette	_____
Lloyd, F.	Winnipeg	_____
Lloyd, J.	Humbolt	_____
Lloyd, O. M.	Rainy River	_____
Lloyd, W.	Brockville	_____
Lobb, H. L.	_____	_____
Lobban, J.	Regina	_____
Lock, A. V.	Saskatoon	W.
Lock, W.	Moncton	_____
Lockhart, C. E.	Moncton	_____
Lockhart, O. F.	Moncton	_____
Lockhart, S. J.	Moncton	K. in A.
Logan, F. W.	Truro	_____
Logan, J.	Winnipeg	_____
Logue, M. R.	Moncton	_____
Lohnes, R. C.	Truro	_____
Loly, S.	Pacific D.	_____
London, C. A.	Moncton	_____
London, S. J.	Moncton	_____
Lone, J. C.	N. Battleford	_____
Loney, E. J. O.	Winnipeg	_____
Long, H. T.	Toronto	_____
Long, R.	Emerson Jct.	_____
Long, W. E.	Limouliou	{ 1914-15 S.
		M.M.
Long, W. S.	South Devon	_____
Longford, C.	_____	_____
Longhurst, F.	Rainy River	_____
Lonedell, C. A.	Toronto	_____
Lord, E. R.	Pacific D.	_____
Lothman, C. E.	Winnipeg	{ W.
		D.C.M.
		1914-15 S.
Lott, D.	_____	_____
Loudon, B. H.	Bay of Quinte	_____
Loudoun, David.	Levis	K. in A.
Lounsbury, E. H.	Moncton	_____
Lovell, J. G.	Winnipeg	I.
Lovell, H. P.	Pacific Div.	_____
Low, C. M.	Sudbury	_____
Low, J.	Sioux Lookout	W.
Louden, A.	Transcona	K. in A.
Lowden, W. J.	Pacific Div.	_____
Lowe, A.	Winnipeg	_____
Lowe, D.	Dist. 2/3 CD	_____
Lowe, F.	Saskatoon	_____
Lowe, M.	_____	_____
Lowe, R.	Pacific Div.	_____
Lowell, H. P.	Pacific Div.	_____
Lowry, R.	Pacific Div.	_____
Lozier, W.	Edmundston	_____
Lucas, A.	Collins	_____
Lucas, C.	Edmundston	_____
Lucas, J. C.	_____	_____
Lucy, T.	Moncton	_____
Ludovico, P.	Transcona	_____
Lumsden, W. E.	Toronto	_____
Lund, E. N.	1st Div. E.	_____
Lund, R.	Big Valley	_____
Luney, W. J.	Transcona	_____
Lunn, W.	Halifax	_____
Lutes, A.	Moncton	_____
Lutes, C.	Moncton	_____
Lutes, E. P.	Moncton	_____
Lutes, J.	Moncton	S. S.
Lutes, J. E.	Campbellton	_____
Lutes, J. G.	Campbellton	_____
Lutes, J. J.	Moncton	_____
Lutes, L.	Moncton	_____
Lutes, L. C.	Brandon	_____
Lutes, V. M.	Moncton	M.
Lutz, W.	Berry's Mills	_____
Lye, G. T.	Halifax	K. in A.
Lymburn, J. F.	_____	_____
Lynam, J.	Calgary	_____
Lynch, J. H.	Edmundston	G.
Lynham, W.	Cochrane	W.
Lyons, G. L.	Edmonton	W. M.M.

THEIR PART IN THE WAR

Lyons, H. A.....	Trenton	_____	
Macbell, H.....	Winnipeg	_____	
MacAuley, A.....	Edmonton	} M.C. & D.C.M.	
MacDonald, A.....	_____		
Macdonald, D. E.....	_____	W.	
MacDonald, F.....	Rainy River	W.	
		D.C.M.M.M.	
		1914-15S.	
MacDonald, G.....	White Plains	_____	
MacDonald, H. B.	Dunsmore	_____	
MacDonald, R.....	Pt. Arthur	W.	
Mackasey, F. S.....	Moncton	W.	
MacKenzie, A. M.	Prince Albert	_____	
MacKenzie, C. J. M.	Saskatoon	K. in A.	
MacKenzie, D.....	Winnipeg	_____	
MacKenzie, M.....	_____	_____	
MacKenzie, W. J.....	_____	W.	
Mackie, J.....	Dauphin	_____	
Mackie, R.....	Transcona	M.	
MacLachlan, J. G.	Sud-P.A.	_____	
MacLaren, G. P.....	East Lines	_____	
McLaughlin, W.....	Dauphin	_____	
McLean, E. O.....	Toronto	_____	
MacLeay, W. M.....	Hearst	W. M.S.M.	
MacLennan, D. M.	Regina	_____	
MacLennan, K. B.....	Pacific D.	K. in A.	
MacLennan, R. A.	Alsask	W.	
MacLeod, W. G.....	Brandon	W.	
MacMillan, J. R.....	_____	_____	
MacNab, R.....	Toronto	_____	
MacNamara, J. C.....	_____	_____	
MacNamara, G. A.	Winnipeg	W.	
MacNaughton, A. F.	Winnipeg	W.	
		1914-15 S.	
		M.M.	
Macpherson, A. R.	Winnipeg	_____	
Macpherson, D. E.	Vegreville	_____	
Madden, M. J.....	Cochrane	_____	
Madden, T. H.....	Transcona	_____	
Maddox, F. W.....	Brandon	_____	
Madill, H.....	Toronto	_____	
Magee, C. H.....	St. John	_____	
Magee, J. J.....	Winnipeg	_____	
Magee, W. D.....	Moncton	_____	
Magor, H.....	Rosedale	W.	
Magro, L.....	Transcona	_____	
Maguire, E. E.....	Humbolt	_____	
Maguire, J. P.....	P. LaPrairie	W.	
Mahoney, F. G.....	St. John	_____	
Mahoney, J. P.....	St. John	K. in A.	
Maillet, J. P. T. A.	Moncton	_____	
Mailly, J. A.....	Chaudiere Jct.	_____	
Main, J.....	Dauphin	_____	
Main, J. R. K.....	Cent. Dist.	_____	
Main, T. C.....	Cent. Dist.	W.	
		It. C. deG.	
Mair, W.....	Toronto	_____	
Major, A. C.....	Ottawa	K. in A.	
Makin, J.....	Rose Isle	W.	
Malcolm E. B.....	Campbellton	_____	
Malcolm, S. C.....	Pacific Div.	W.	
Malcomber, W. B.	Campbellton	_____	
Mallen, J.....	Toronto	_____	
Maller, H.....	Prince Albert	_____	
Mallett, A. E.....	Winnipeg	_____	
Mallory, J. L.....	Toronto	_____	
Malourin, J. U. A.	Chaudiere Jct.	_____	
Manchester, S. J. B.	Dist. 2/3 C.D	_____	
Manette, J. G.....	Dartmouth	_____	
Mangiorette, A.....	Pt. Arthur	_____	
Manley, A. E.....	Halifax	W.	
Mann, H.....	Brandon	_____	
Mann, P.....	Brandon	_____	
Mann, W.....	Pacific Div.	_____	
Manning, G. H.....	St. John	K. in A.	
Manning, R. C.....	Moncton	D. of W.	
Mansell, G. J.....	Pt. Arthur	W.	
Mansfield, P. B.....	Pt. Arthur	_____	
Manson, E. D.....	Vancouver	_____	
Manson, H.....	Winnipeg	_____	
Manson, R.....	Winnipeg	_____	
Mantion, F. J.....	_____	_____	
Mantle, W.....	Joliette	_____	
Manuel, J. G.....	Pacific Div.	_____	
Margach, G. MCK	Edmonton	_____	
Margach, J. J.....	Winnipeg	_____	
Margey, J. J.....	Rainy River	W.	
Marginson, W.....	Winnipeg	M. D.	
Mariafiery, R.....	Halifax	_____	
Marino, J.....	Winnipeg	_____	
Mark W. C.....	Rosedale	W.	
Marks, W. J.....	St. John	_____	
Marlowe E. W.....	Saskatoon	M.M.	
Marlow F.....	Edmonton	_____	
Marlowe G. C.....	Toronto	_____	
Maroney T.....	_____	_____	
Marquis, J.....	Riv. du Loup	_____	
Marquis, J. E.....	Riv. du Loup	_____	
Marquis, J. L. A.	Trois Pistoles	_____	
Marquis, J. L. E.	Riv. du Loup	_____	
Marquis, P. J. A.	Riv. du Loup	_____	
Marr, C. B.....	Truro	W.	
Marr, G. S.....	Toronto	_____	
Marreau J.....	Quebec	_____	
Marsden W. E.....	2nd Prair. Div.	_____	
Marsden H.....	Toronto	_____	
Marsden, E. F.....	Winnipeg	_____	
Marsh, A. H.....	Winnipeg	_____	
Marsh, F. G.....	Winnipeg	_____	
Marsh, J. W.....	Cochrane	K. in A.	
Marsh, T. G.....	Transcona	W.	
Marshall, A. H.....	Winnipeg	_____	
Marshall, F.....	Winnipeg	_____	
Marshall, J. N.....	Transcona	_____	
Marshall, J. T.....	Humbolt	_____	
Marshall, M. I.....	Woodlawn	_____	
Marshall, S.....	Saskatoon	_____	
Martin, A.....	St. John	_____	
Martin, C. F.....	Halifax	W.	
Martin, E. C.....	Winnipeg	_____	
Martyn, P. A.....	Winnipeg	_____	
Martin, F.....	Edmundston	_____	
Martin, J.....	Winnipeg	_____	
Martin, J.....	Brandon	_____	
Martin, T.....	Winnipeg	_____	



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Martin, W. J.	Edmundston	W.	McCalder, W. A.	Charlottetown	_____
Mason, F. A.	_____	_____	McCallum, D.	Winnipeg	_____
Mason, H. T. R.	Toronto	W.	McCallum, G. E.	Moncton	_____
Mason, J.	Pacific Div.	_____	McCallum, C. W.	Moncton	K. in A.
Mason, J. E.	Williams	_____	McCallum, H. R.	Saskatoon	_____
Mason, P. C.	Halifax	_____	McCallum, J.	Winnipeg	_____
Masson, G. M.	Newcastle	W.	McCammon, L.	Toronto	M. D.
Massare, C.	Winnipeg	_____	McCarthy, C. J.	Halifax	_____
Massey, J.	Dist. 1 W. Div.	_____	McCarthy, G. W.	Stellarton	_____
Massicotte, L. P.	Amos	_____	McCarthy, P. A.	Lundar	_____
Matheny, H.	Winnipeg	_____	McCaul, J. G.	Toronto	_____
Matheson, C. V.	Transcona	_____	McCauley, R.	Winnipeg	_____
Matheson, D. W.	Stellarton	_____	McCharles, R.	Moncton	_____
Matheson, F.	_____	_____	McClarty, J. M.	Dauphin	_____
Matheson, G.	_____	_____	McClatchie, G.	Winnipeg	_____
Matheson, N. D.	Sydney	W. G.	McClaverty, W.	Sydney	_____
Matheson, P. J.	Toronto	M.D. 1914-15 S.	McCleave, B.	_____	K. in A.
Matheson, P. W.	Truro	_____	McClintock, J.	Winnipeg	_____
Matheson, S. C.	_____	_____	McClure, T. D.	Moncton	_____
Mathew, W. J.	Edmonton	W.	McClure, I. G.	Moncton	_____
Mathews, E.	Yarmouth	_____	McClure, W. B.	Winnipeg	_____
Mathews, F.	Truro	_____	McCluckey, J.	_____	_____
Mathews, R.	Humbolt	_____	McClure, T. De W.	Moncton	W. M.M.
Mathews, W. F.	_____	_____	McCluskey, I. C.	Napadogan	_____
Matson, L. W.	Moncton	W.	McCluskey, L. C.	Napadogan	_____
Matthews, A. H.	Newcastle	_____	McCluskey, T.	Edmonton	_____
Matthews, E. C.	Truro	_____	McColl, J. B.	Winnipeg	_____
Matthews, G. A.	Campbellton	K. in A.	McCollum, J.	Capreol	_____
Matuga, M.	Tranquille	_____	McCollum, T.	Moffats	_____
Mauchee, R. S.	Pt. Arthur	_____	McComb, W. J.	Transcona	_____
Mawson, R.	_____	_____	McConbrey, J. L.	Pacific Div.	_____
Maxwell, D. J.	Halifax	_____	McConnell, J.	Winnipeg	_____
Maxwell, J. G.	Transcona	_____	McCorkindale, P.	Humbolt	_____
Maxwell, T.	Moncton	_____	McCormick, C.	Levis	_____
May, E. O.	Rainy River	W.	McCourt, R. J.	Winnipeg	_____
May, J.	Winnipeg	1914-15 S.	McCoy, C. A.	Moncton	_____
May, J.	_____	_____	McCourt, _____	St. John	_____
Maybin, R.	Prince Albert	D.	McCray, E. McL.	Newcastle	_____
Mayette, J.	Montreal	_____	McCrea, H. J.	Winnipeg	_____
Maynard, A. G.	Halifax	_____	McCreeley, A.	Winnipeg	_____
McAdam, J. J.	Sydney	_____	McCuaig, R. J.	Brandon	W.
McAdie, N. S.	Fairlight	_____	McCubbin, R.	Winnipeg	_____
McAlder, R.	Halifax	_____	McCulley, C. P.	Pacific Div.	_____
McAllen, F.	Ft. William	_____	McCully, G.	Transcona	_____
McAmmond, J. W.	Winnipeg	_____	McCully, L. R.	Stellarton	_____
McAndrew, J. W.	Russell	M.B.K.	McCulloch, F.	Toronto	_____
McAnn, A.	Transcona	_____	McCulloch, H.	Payton	_____
McArthur, E. G.	Edmonton	_____	McCulloch, J.	Toronto	_____
McArthur, J.	Winnipeg	W.	McCulloch, J. P.	Neepawa	W.
McArthur, J. A.	Gilbert Plains	_____	McCurdy, C. B.	Edmonton	1914-15 S.
McArthur, J. A.	Transcona	_____	McCurdy, J.	Dauphin	_____
McArthur, R.	Saskatoon	W.	McCurdy, L. B.	Halifax	_____
McArthur, W. W.	Moncton	_____	McCurdy, R. J.	Toronto	W.
McAskill, D.	Cochrane	_____	McCurdy, R. J.	Toronto	C. de G.
McAskill, D.	Ft. William	_____	McCurdy, W. M.	Halifax	_____
McAuley, W. A.	Winnipeg	_____	McDaid, R.	Pt. Arthur	_____
McBarritt, G. H.	Moncton	_____	McDairmid, H. W.	New Glasgow	D. of W.
McBean, R. M.	McGee	_____	McDavid, J.	Moffats	_____
McBeth, D.	Calgary	_____	McDermid, A.	Winnipeg	_____
McBriarty, R.	_____	_____	McDevitt, E. L.	Parry Sound	_____
McBride, P. L.	St. John	_____	McDevitt, G. L.	Moncton	_____
McBride, R. L.	St. John	W.	McDonald, A.	Toronto	G.

McDonald, A. .... Kamsack	_____	
McDonald, A. .... Ft. William	_____	
McDonald, A. .... Craham	_____	
McDonald, A. .... Transcona	_____	
McDonald, A. .... New Glasgow	_____	
McDonald, A. B. ... Sydney	_____	
McDonald, A. C. ... Moncton	_____	
McDonald, A. D. ... New Glasgow	D. of W.	
McDonald, A. R. ... Stellarton	_____	
McDonald, A. S. ... Stellarton	_____	
McDonald, A. T. ... Halifax	_____	
McDonald, A. V. ... Winnipeg	K. in A	
McDonald, A. X. ... Sydney	_____	
McDonald, B. A. ... Halifax	_____	
McDonald, C. L. ... Stellarton	_____	
McDonald, D. ... Hunter River	_____	
McDonald, D. H. ... Stellarton	_____	
McDonald, D. H. ... Sydney	_____	
McDonald, E. W. ... Stellarton	_____	
McDonald, G. ... Winnipeg	W.	
McDonald, G. E. ... Halifax	_____	
McDonald, G. G. ... Halifax	_____	
McDonald, G. H. ... Truro	_____	
McDonald, G. S. ... Moncton	K. in A.	
McDonald, G. W. ... Moncton	_____	
McDonald, H. C. ... Stellarton	K. in A.	
McDonald, H. J. ... Pacific D.	_____	
McDonald, I. ... Pt. Arthur	_____	
McDonald, J. ... Transcona	W., K's.M.	
McDonald, J. ... Stellarton	_____	
McDonald, J. ... Rainy River	W.	
McDonald, J. A. ... Sydney	D. of W.	
McDonald, J. A. ... New Glasgow	_____	
McDonald, J. A. ... Halifax	_____	
McDonald, J. A. ... Sydney	_____	
McDonald, J. A. ... Stellarton	_____	
McDonald, J. C. ... Halifax	_____	
McDonald, J. F. ... Sydney	_____	
McDonald, J. H. ... Moncton	_____	
McDonald, J. H. ... Halifax	_____	
McDonald, J. H. ... Moncton	_____	
McDonald, J. V. ... Charlottetown	_____	
McDonald, L. A. ... Pt. Arthur	_____	
McDonald, L. J. ... Charlottetown	G.	
McDonald, M. ... Cochrane	_____	
McDonald, M. A. J. Iona	_____	
McDonald, N. ... Graham	_____	
McDonald, P. ... Sydney	_____	
McDonald, R. F. ... Longue Pte.	K. in A.	
McDonald, R. R. ... West Bay Road	_____	
McDonald, T. G. W. Halifax	_____	
McDonald, W. ... Edmonton	_____	
McDonald, W. ... Stellarton	_____	
McDonald, W. A. ... Moncton	_____	
McDonald, W. H. ... Moncton	_____	
McDonald, W. J. ... Moncton	W. & G.	
McDonnell, A. ... Kamloops	_____	
McDougald, C. ... Pacific D.	_____	
McDougall, A. D. ... Stellarton	_____	
McDougall, D. A. ... Stellarton	_____	
McDougall, E. E. ... Loggieville	_____	
McDougall, G. A. ... Moncton	K. in A.	
McDougall, J. ... Ellerslie	_____	
McDougall, J. D. ... Pictou	_____	
McDougall, M. J. ... Pictou	_____	
McDougall, R. C. ... Moncton	_____	
McDougall, R. J. ... Toronto	_____	
McDougall, R. ... Pictou	_____	
McDougall, R. C. ...	_____	
McDougall, W. W. Moncton	_____	
McDowell, J. A. ... Transcona	_____	
McEachren, A. J. ... Sydney	_____	
McEachern, A. P. ... Charlottetown	_____	
McEachern, D. A. ... Sydney	_____	
McEachern, L. B. ... Mulgrave	_____	
McEachern, G. H. Moncton	_____	
McEachern, V. ... Stellarton	*K. in A.	
McElroy, E. J. ... Winnipeg	_____	
McElroy, J. E. ... Kamloops	_____	
McEwan, G. M. ... Winnipeg	_____	
McEwan, J. ... Armstrong	_____	
McFadyen, L. ... Winnipeg	_____	
McFarlane, B. ... Dauphin	_____	
McFarlane, C. E. ... Dauphin	_____	
McFarlane, D. ...	_____	
McFarlane, J. ... Winnipeg	_____	
McFarlane, J. B. ... Kingsclear	_____	
McFarlane, R. H. ... Winnipeg	_____	
McFarlane, W. D. ... Parry Sound	_____	
McFarlane, W. G. Moncton	W.	
McFee, C. H. ... Winnipeg	K. in A.	
McFeat, A. ... Winnipeg	K. in A. M.M.	
McGeachey, E. ... Winnipeg	_____	
McGee, G. ... Toronto	_____	
McGeorge, A. ... Winnipeg	_____	
McGill, H. G. ... St. Laurent	_____	
McGillivray, D. ... Truro	W.	
McGillivray, D. A. Sydney	_____	
McGinity, F. O. ... Moncton	_____	
McGoughey, J. J. ... Rock Falls	_____	
McGourty, W. J. ... St. John	_____	
McGovern, A. ... Toronto	W.	
McGowan, J. T. ... St. John	1914-15 S.	
McGrath, E. T. ... Halifax	_____	
McGrath, H. ... Winnipeg	_____	
McGrath, L. A. ... Bridgewater	W. 1914-15 S.	
McGrath, T. J. ... Halifax	_____	
McGregor, J. ... Halifax	_____	
McGregor, J. D. ... Oxford	W.	
McGregor, P. D. ... Ft. William	W.	
McGuigan, A. ... Gravelbourg	_____	
McHenry, H. ... No. Battleford	_____	
McIlroy, C. P. ... Camrose	_____	
McIlroy, D. A. ... Winnipeg	_____	
McIntosh, A. A. ... Winnipeg	_____	
McInnes, D. ... Sydney	_____	
McInnis, A. ... Sydney	_____	
McInnis, C. J. ... Moncton	_____	
McInnis, D. H. ... Kamloops	_____	
McInnes, E. ... New Glasgow	_____	
McInnis, N. J. ... Sydney	_____	
Mcinnis, W. ... Rainy River	_____	
McIntosh, C. C. ... Sydney	_____	
McIntosh, J. P. ... Pictou	G.	



Martin, W. G. H.	Transcona	_____
McIntosh, L.	Truro	_____
McIntyre, H. E.	Moncton	W.
McIsaac, H. D.	Kamsack	_____
McIsaac, J. S.	New Glasgow	_____
McIver, D.	Ft. William	_____
McIver, D.	Lake Supr.	_____
McIver, D.	Ft. William	_____
McIver, J.	Winnipeg	_____
McKaracher, F. S.	Trenton	D.
McKay, A.	_____	W.
		{ 1914-15 S.
McKay, A. N.	Prince Albert	_____
McKay, C. S.	Camora	_____
McKay, D.	Winnipeg	_____
McKay, G. A.	Stellarton	_____
McKay, G. S.	St. P. deMetis	_____
McKay, J.	Graham	_____
McKay, J. D.	West River	_____
McKay, J. E.	Winnipeg	_____
McKay, J. H.	Edmonton	_____
McKay, N. C.	Campbellton	_____
McKay, S. M.	Charlottetown	_____
McKay, T. R.	Stellarton	_____
McKay, V. L.	Dauphin	_____
McKean, A.	_____	_____
McKeand, S.	Winnipeg	_____
McKee, J.	Pt. Arthur	W.
		{ 1914-15 S.
McKee, W. A.	Moncton	W.&G., S.S.
McKeever, J.	Winnipeg	_____
McKeigan, M.D.E.	Leitches Creek	_____
McKellar, A.	Grandview	_____
McKenna, B.	Charlottetown	_____
McKenna, H. V.	Halifax	S. S.
McKenzie, A. D.	Truro	_____
McKenzie, A. J.	Trenton	M.
McKenzie, A. I.	Grant	_____
McKenzie, D.	Winnipeg	_____
McKenzie, D.	Winnipeg	_____
McKenzie, H.	Dist. 2/3 CD	_____
McKenzie, H. A.	Charlottetown	_____
McKenzie, J. F.	Campbellton	_____
McKenzie, J. J.	Radville	W.
McKenzie, J. J.	Stellarton	_____
McKenzie, LeRoy	Moncton	W.
McKenzie, S. H.	Boston Bar	_____
McKenzie, V. A.	Lucerne	_____
McKenzie, W. C.	Ft. William	_____
McKenzie, W. C.	Ft. William	_____
McKenzie, W.	Rainy River	_____
McKenzie, W. A.	Sudbury	_____
McKenzie, W. F.	Halifax	_____
McKeon, A.	Winnipeg	_____
McKillop, D.	Pacific D.	_____
McKim, J.	Winnipeg	W.
McKinney, J. E.	Moncton	W.M.
		{ G 1914-15 S.
McKinnon, A. H.	Charlottetown	_____
McKinnon, C.	Moncton	W.
McKinnon, C. R.	Moncton	_____
McKinnon, D. A.	Moncton	_____
McKinnon, H.	Transcona	_____
McKinnon, J. B.	Truro	{ W. 1914-15 S
		M.M.
McKinnon, J. C.	Sydney	K. in A.
McKinnon, J. D.	Moncton	K. in A.
McKinnon, R.	Florence	_____
McKinnon, W. H.	Moncton	_____
McKittrick, W.	Winnipeg	_____
McKnight, D.	Winnipeg	_____
McKnight, W. A.	Capreol	_____
McLagan, H.	Saskatoon	D.
McLagan, W. B.	Saskatoon	_____
McLai, D. K.	Big Valley	_____
McLaine, B. P.	Charlottetown	_____
McLaren, S. R.	Moncton	_____
McLatchie, A.	Paddington	_____
McLaughlin, J. R.	Campbellton	_____
McLaughlin, J. R.	Charlottetown	_____
McLaughlin, N. V.	Edmonton	W.
McLaughlin, V.	Newcastle	_____
McLaughlin, W. L.	St. John	_____
McLaren, C.	Moncton	_____
McLarin, P. F.	Brandon	_____
McLean, A.	Blue River	_____
McLean, A.	Transcona	_____
McLean, A. B.	Winnipeg	_____
McLean, A. R.	Graham	K. in A.
McLean, C. D.	Napadogan	_____
McLean, G.	Winnipeg	W.
McLean, G. D.	Ft. William	M.C.M.
McLean, J. C.	Sydney	_____
McLean, J. F.	Limouliou	_____
McLean, J. T.	Moncton	_____
McLean, R.	Transcona	_____
McLennan, C.	Pacific Div.	K. in A.
McLellan, F. G.	Moncton	_____
McLellan, H.	Kamsack	_____
McLellan, J. A.	South River	_____
McLellan, S. A.	Winnipeg	W.
McLellan, T.	Moncton	_____
McLellan, R.	Neepawa	_____
McLellan, T.	Low Bush	_____
McLennan, A. D.	Murray Harbour	_____
McLennan, H. B.	Winnipeg	_____
McLennan, J. E.	_____	_____
McLennan, K.	Sydney	_____
McLennan, O.	Regina	_____
McLeod, A.	Lake Sup. D.	W.
McLeod, A.	Graham	_____
McLeod, A.	Sydney	_____
McLeod, C.	Stellarton	_____
McLeod, D. A.	Sydney	_____
McLeod, F. W.	Moncton	_____
McLeod, G.	Stellarton	_____
McLeod, H.	Truro	W.
McLeod, I. S.	Westville	_____
McLeod, J.	Pacific Div.	_____
McLeod, J. K.	Winnipeg	_____
McLeod, J. M.	Superior Div.	W.
McLeod, J. M.	Ft. William	_____
McLeod, J. P.	SS. P.E.I.	_____
McLeod, K.	Cochrane	_____
McLeod, K. E.	Victoria	_____
McLeod, L.	Hanna	_____

THEIR PART IN THE WAR

McLeod, M. . . . .	Pt. Arthur	_____	McNeill, W. L. . . . .	Tranquille	_____
McLeod, M. . . . .	Stellarton	_____	McNevin, C. W. . . . .	Moncton	_____
McLeod, M. M. . . . .	Cochrane	_____	McNevin, P. W. . . . .	Charlottetown	D.C.M.
McLeod, N. . . . .	New Glasgow	_____	McNinton, L. K. . . . .	Moncton	_____
McLeod, N. A. . . . .	Stellarton	_____	McNintch, R. E. . . . .	Moncton	_____
McLeod, R. . . . .	Winnipeg	_____	McNutt, J. A. . . . .	St. John	_____
McLeod, S. . . . .	Dauphin	W.	McNutt, W. . . . .	Truro	W.
McLeod, T. . . . .	Pt. Arthur	_____	McPhail, J. . . . .	Dauphin	_____
McLeod, W. . . . .	Winnipeg	W.	MacPhail, J. E. N. . . . .	Stellarton	_____
McLeod, W. D. . . . .	Truro	_____	McPhee, D. . . . .	Sydney	W.
McLeod, W. H. . . . .	Calgary	_____	McPhee, M. . . . .	Vancouver	_____
McLeod, W. O. . . . .	N. Battleford	_____	McPherson, A. R. . . . .	Winnipeg	_____
McMann, L. . . . .	Borden	_____	McPherson, A. R. . . . .	Halifax	W.
McManus, E. J. . . . .	St. John	_____	McPherson, H. A. . . . .	Stellarton	_____
McMarron, W. . . . .	Edmonton	_____	McPherson, J. A. . . . .	Westville	_____
McMaster, T. A. . . . .	Winnipeg	_____	McPherson, J.H.F. . . . .	Pt. Tupper	_____
McMath, J. . . . .	Kamloops	_____	McPherson, R. . . . .	West Lines	_____
McMichael, R. L. . . . .	Belmont	_____	McPherson, W. . . . .	Winnipeg	_____
McMillan, A. . . . .	Brandon	W.	McPherson, W. . . . .	Rose Isle	W.
McMillan, A. D. . . . .	Beaudette	M.M.	McPherson, W. W. . . . .	Bridgewater	_____
McMillan, D. . . . .	Stellarton	W.	McPike, E. . . . .	Transcona	W.
McMillan, F. . . . .	Winnipeg	_____	McQuarrie, J. . . . .	Moncton	_____
McMillan, G. N. . . . .	Winnipeg	_____	McQueston, G. . . . .	Winnipeg	_____
McMillan, H. . . . .	Stellarton	_____	McQueston, R. . . . .	Winnipeg	_____
McMillan, M. J. . . . .	Halifax	_____	McQueen, M. . . . .	Charlottetown	_____
McMillan, R. . . . .	Transcona	W.	McQueen, N. P. . . . .	Sydney	G.
McMillan, W. H. . . . .	Truro	K. in A.	McRae, D. McL. . . . .	Ft. William	_____
McMorrin, J. . . . .	Winnipeg	W.	McRae, D. R. . . . .	Hanna	M.M.
McMullin, B. R. . . . .	Halifax	W.	McRae, G. D. . . . .	New Glasgow	_____
McMullin, D. . . . .	Sydney	W. 1914-15 S.	McRae, G. T. . . . .	Campbellton	K. in A.
McMurray, L. W. . . . .	Winnipeg	W.	McRitchie, J. A. . . . .	Sydney	W.
McMurray, R. A. . . . .	Newcastle	K. in A.	McRoberts, A. . . . .	Vermillion	W.
McMurray, W. T. . . . .	Winnipeg	_____	McRoberts, C. . . . .	Winnipeg	_____
McNab, G. C. . . . .	Ft. William	_____	McSkimmings, J.A. . . . .	Winnipeg	_____
McNabb, J. E. . . . .	Dauphin	W.	McSwain, M. J. . . . .	Cochrane	D.
McNab, J. S. . . . .	Winnipeg	_____	McSween, A. . . . .	Sydney	_____
McNabb, R. C. . . . .	Calgary	W.	McSween, A. F. . . . .	Sydney	W.
McNabb, R. J. . . . .	Dauphin	M. D.	McSweeney, D. A. . . . .	Halifax	_____
McNair, K. F. . . . .	Edmonton	_____	McTaggart, J. R. . . . .	Gibson	G.
McNally, G. . . . .	_____	_____	McTavish, P. A. . . . .	Sydney	_____
McNally, J. W. . . . .	Borden	_____	McTavish, P. A. . . . .	Sydney	_____
McNamara, G. A. . . . .	Winnipeg	W.	McVarish, D. . . . .	Truro	_____
McNaughton, D. . . . .	Winnipeg	_____	McVay, J. . . . .	Winnipeg	_____
McNaughton, J. A. . . . .	Winnipeg	_____	McWhirter, D. L. . . . .	Moncton	W.
McNaughton, J. A. . . . .	Campbellton	_____	McWilliams, J. M. . . . .	_____	_____
McNaughton, M. . . . .	Transcona	_____	Meade, E. W. . . . .	Transcona	_____
McNeal, G. S. . . . .	Moncton	_____	Meade, W. B. . . . .	Campbellton	_____
McNeil, A. . . . .	Stellarton	_____	Meagher, E. M. . . . .	Halifax	_____
McNeill, C. . . . .	Youngstown	W.	Meagher, W. N. . . . .	Mulgrave	W.
McNeil, H. A. . . . .	Sydney	_____	Meahan, J. M. . . . .	Bathurst	_____
McNeil, H. A. . . . .	Moncton	_____	Melanson, A. . . . .	Moncton	_____
McNeil, H. M. . . . .	Maple Grove	_____	Melanson, O. V. . . . .	Sav. & Kamloops	_____
McNeil, J. . . . .	Halifax	_____	Melanson, J. A. . . . .	Moncton	_____
McNeil, J. . . . .	Sydney	_____	Melanson, J. A. . . . .	Moncton	_____
McNeill, J. A. . . . .	Ottawa	_____	Melanson, J. A. S. . . . .	Moncton	_____
McNeil, J. A. . . . .	West Lines. . . . .	W.	Melkonian, J. M. . . . .	Saskatchewan	_____
McNeil, J. D. . . . .	Sydney	M.M.	Mellick, A. . . . .	Brandon	_____
McNeil, N. L. . . . .	Moncton	_____	Mellich, G. T. . . . .	Moncton	_____
McNeil, S. . . . .	Sydney	_____	Mellich, J. M. . . . .	Moncton	_____
			Membership, M. H. . . . .	Toronto	_____
			Menard, J. E. A. . . . .	Doucet	_____
			Meneilly, J. . . . .	Transcona	W.
			Menpes, C. . . . .	Toronto	W.
					{ M.C. & M.D.



Menzies, A. F.	Winnipeg	—	Minns, W. E.	Kamsack	—
Merceil, J. B.	Hanna	—	Misskelly, H. M.	Winnipeg	—
Mercer, A.	Winnipeg	—	Mitchell, B.	Pacific D.	—
Mercier, P. E.	Riv. du Loup	W.G.	Mitchell, C. A.	Rainy River	—
Mercer, T.	Winnipeg	—	Mitchell, C. W.	Rainy River	—
Meredith, E. L.	Toronto	W.	Mitchell, D. L.	Raith	—
Merson, E. T.	Halifax	—	Mitchell, D. L.	Raith	—
Merino, J.	Winnipeg	—	Mitchell, E. B.	Stellarton	—
Merle, P.	Winnipeg	—	Mitchell, F.	Minatree	—
Messner J. C.	Transcona	—	Mitchell, F. E.	Truro	D.
Messurvey, F. R.	Halifax	—	Mitchell, H. C.	Prince Albert	—
Metcalfe, C. L.	Moncton	—	Mitchell, J.	Winnipeg	W.
Mewson, R.	—	—	Mitchell, W.	Winnipeg	—
Meyers, E. H.	Transcona	—	Mitchell, W. E.	Moncton	—
Michaud, C.	Edmundston	—	Mitton, G.	Moncton	—
Michaud, E.	Edmundston	—	Mitton, G. E.	Moncton	—
Michaud, J. A.	Riv. du Loup	—	Mitton, T. R.	Moncton	—
Michaud, J. E.	Kempt	—	Moffatt, A. S.	Winnipeg	—
Middleditch, A.	1st Div. W.D.	—	Mollet, E.	Pacific Div...	—
Middlehurst, J.	Transcona	—	Mollet, T. M.	Pacific Div.	—
Middlehurst, W. H.	Transcona	—	Moir, W. C.	Halifax	—
Middlemas, J.	Winnipeg	—	Moir, W. C.	Halifax	—
Middlemas, T.	Port Mann	—	Molbette, E.	Pacific Div.	—
Middleton, A. S.	—	D. of W.	Molbette, T. R.	Pacific Div.	—
Milan, E.	Prince Albert	—	Moline, L.	Winnipeg	—
Milburn, A.	Moncton	W.	Mollins, C.	Moncton	—
Miles, C.	Edmonton	—	Mollins, C. D.	Moncton	—
Miles, G. F.	Campbellton	—	Molloy, J. F.	Toronto	—
Miles, G. T.	Truro	—	Mongieretti, A.	Pt. Arthur	—
Miles, J.	Edmonton	W.	Montgomery, D. G.	No. Bay	—
Milhearn, A. S.	Winnipeg	—	Montgomery, N.	Winnipeg	W.
Milholland, D. B.	Minneapolis	—	Moody, G. G.	Bridgewater	—
Millar, H. H.	Halifax	—	Mooney, M. G.	Charlottetown	—
Millar, H. V.	Halifax	—	Mooney, S.	Boston Bar	W. S.S.
Millar, J. M.	Survey	—	Moore, A.	Emerson	—
Millar, S. J.	Edmonton	W.	Moore, A. E.	Winnipeg	W.
Miller, A. E.	Winnipeg	—	Moore, C. J.	Moncton	W.
Miller, E.	Erickson	W.	Moore, C. R.	Toronto	W.
Miller, G.	Regina	—	Moore, E. J.	Sudbury	—
Miller, H. G.	Lloydminster	—	Moore, D.	Truro	—
Miller, L. G.	Winnipeg	M.M.	Moore, F.	Transcona	W.
Miller, J. R.	Fredericton	—	Moore, G.	Brandon	W.
Miller, J.	No. Regina	W.	Moore, G. E.	Toronto	—
Miller, S.	Moncton	—	Moore, H. E.	Charlottetown	—
Miller, W.	Toronto	W.	Moore, H. S.	Dartmouth	—
		M.M.	Moore, J. E. A.	Halifax	W.
Miller, W. E.	Stellarton	—	Moore, J. P.	Halifax	—
Milligan, J.	Transcona	—	Moore, J. W.	Halifax	K. in A.
Milligan, M. O.	Transcona	—	Moore, M. J.	Superior D.	—
Millin, R. L.	Truro	—	Moore, R. J.	Kindersley	—
Mills, B. O.	Winnipeg	—	Moore, T.	Emerson	—
Mills, E.	Charlottetown	—	Moore, W.	Cochrane	—
Mills, J. M.	Toronto	—	Moore, W. F.	Calgary	—
Mills, J. W.	Transcona	—	Moran, F. X.	Moncton	—
Mills, P.	Emerson	—	Moran, J. E.	Truro	W.
Milne, C. G.	Cochrane	W.	Moorehouse, A.	Transcona	—
Milne, G. R.	Winnipeg	W.	Morben, C. O.	Winnipeg	—
Milner, M. L.	Moncton	W.	Morehouse, D.	Pt. Arthur	—
Minchin, .	Pacific D.	—	Morell, Sylvio.	Edmundston	—
Minchinton, G. E.	Winnipeg	K. in A.	Morgan, C. E.	Pt. Arthur	W.
Minchinton, R. A.	Winnipeg	K. in A.	Morick, H. A.	Meota	W.
Minhinnick, R. F.	Transcona	W.	Morin, E. L.	Quebec	—
Minnhnick, W. T.	Transcona	G.	Morman, A.	Longue Pte.	—

Morneau, J. A. E.	Fitzpatrick	_____	Munsie, W. F.	Truro	_____
Morphet, J.	Pt. Arthur	W.	Murdin, J.	Prince Albert	W.
Morriarity, R.	Halifax	_____	Murdoch, R.	Winnipeg	_____
Morin, C. H.	Truro	_____	Murphy, A. A.	Campbellton	_____
Morin, J. A.	Edmundston	_____	Murphy, D. O.	Halifax	_____
Morin, J. A. W.	Moncton	_____	Murphy, J.	Saskatoon	_____
Morris, B.	McGivney's	W.	Murphy, J. B.	Transcona	_____
Morris, J. H.	Winnipeg	W.	Murphy, J. F.	Pacific Div.	_____
		1914-15 S.	Murphy, J. F.	Halifax	_____
Morris, V.	Winnipeg	_____	Murphy, J. W.	Edmonton	W.
Morrison, A. K.	Halifax	W.			M.M.
		W.	Murphy, L. P.	Vernon	_____
Morrison, A. McL.	Pacific Div.	M.C., D.CM	Murphy, T. J.	Winnipeg	_____
		M.D.	Murphy, W.	Transcona	_____
		1914-15 S.	Murray, A.	Cochrane	_____
Morrison, C.	Winnipeg	_____	Murray, A. J.	Newcastle	_____
Morrison, D.	Saskatoon	_____	Murray, C. L.	Baudette	_____
Morrison, E. G.	Rainy River	W.	Murray, C. H.	Toronto	_____
		1914-15 S.	Murray, C. R.	New Glasgow	_____
Morrison, F. H.	Winnipeg	_____	Murray, D.	Transcona	_____
Morrison, H. K.	Toronto	_____	Murray, D. R.	New Glasgow	M.S.M.
Morrison, J.	Lake Sup. Div.	_____	Murray, F.	Moncton	W. & G.
Morrison, J.	Ft. William	_____	Murray, H.	Winnipeg	W.
Morrison, J. F.	Winnipeg	_____	Murray, H.	Truro	D.
Morrison, J. M.	Sydney	_____	Murray, H. W.	_____	_____
Morrison, P.	Kamsack	W.	Murray, J. B.	Springhill Jct.	_____
Morrison, W. L.	_____	_____	Murray W. A.	Sydney	_____
Morrison, W. M.	Trenton	_____	Murray, W. J.	Moncton	_____
Morrisette, J. L. G.	Routhierville	_____	Murrell, J. N.	Toronto	_____
Morse, J. T.	N. Battleford	_____	Myers, A.	St. John	D. of W.
Morse, R. C.	Moncton	W.	Myers, D. W.	Radville	K. in A.
Mortel, H.	Joliette	W.	Myers, P. L.	Moncton	M.B.K.
Mortham, J. W.	Transcona	_____			_____
Morton, G.	Winnipeg	_____	Naigle, M.	Moncton	_____
Morton, R.	Englefield	_____	Nairne, C.	Terence	_____
Morton, T. E.	Hornepayne	_____	Naish, H. R.	_____	_____
Mosher, L. R.	Cochrane	_____	Napier, P.	_____	W.
Mosher, W. P.	St. John	_____	Napier, W.	Transcona	W.
Mott, B. C.	Humbolt	_____	Naven, E. V.	Winnipeg	W.
		_____	Neale, H. G.	Toronto	_____
		W.	Nearing, J.	Sydney	_____
Mowatt, A.	Winnipeg	M.M. & B.	Neary, A. V.	Winnipeg	_____
		1914-15 S.	Neate, F. O.	_____	_____
		_____	Neil, A.	Pacific D.	K. in A.
		W.	Neil, A.	Winnipeg	W.
Mowatt, D.	Winnipeg	D.C.M.	Neil, R.	Winnipeg	_____
		_____	Neill, D. J.	Pacific D.	_____
Mowatt, J.	Winnipeg	_____	Neilson, A. E.	Moncton	S.S.
Mowatt, J. J.	Truro	_____	Neilson, H. K.	_____	_____
Mowatt, W.	Winnipeg	W., M.M. &	Neitz, W.	Yarmouth	_____
		1914-15 S.	Nelson, A. B.	Winnipeg	_____
		_____	Nelsen, E. M.	Duluth	_____
Mowbray, W. J.	Moncton	_____	Nelson, J.	Wawanesa	_____
Muir, E. E.	Edmonton	_____	Nelson, L.	Wawanesa	_____
Muirhead, T.	Muir	_____	Nesbitt, F. W.	_____	_____
Mulholland, F. D.	Pacific Div.	_____	Nestar, A.	Transcona	_____
Mulligan, B.	Cochrane	_____	Nevin, T.	Winnipeg	W.
Mullina, H.	Winnipeg	_____	Nevin, W.	On line	_____
Mullins, F. J.	Moncton	_____	New, C. G.	1st D. WD.	W.
Mullis, W. J.	Pacific Div.	_____			1914-15 S.
Mulock, T. A.	Bridgewater	_____	New, R.	Lovat	_____
Mulroney, J.	Moncton	_____	Newcombe, J. A.	Halifax	_____
Mumford, R.	Transcona	_____	Newman, A. E.	Sydney	_____
Munns, B.	Trenton	_____			_____
Munro, H.	Transcona	_____			_____
Munro, J. M.	Moncton	_____			_____
Munro, W. B.	Campbellton	_____			_____
Munshaw, W. M.	Toronto	_____			_____



Newton, W. .... Westfort	_____	
Newton, W. .... Truro	_____	
Niblett, A. ....	_____	
	W.	
	1914-15 S.	
Nickerson, C. O. .... Moncton	_____	
Nickerson, J. W. .... Moncton	_____	W. & G.
Nichol, D. R. .... Moncton	_____	
Nichol, J. D. .... Radville	_____	W.
Nicholas, C. .... St. John	_____	
Nichols, L. .... Rainy River	_____	
Nicholson, H. H. .... Charlottetown	_____	
Nicholson, H. M. .... Sydney	_____	
Nicholson, J. .... Brandon	_____	
Nicholson, J. D. .... N. Battleford	_____	
Nicholson, V. .... Belleville	_____	
Nicholson, W. .... Winnipeg	_____	
Nicholson, W. .... Winnipeg	_____	
Nickerson, J. E. .... Moncton	_____	
Nickle, J. .... Winnipeg	_____	
Nicoll, A. .... Winnipeg	_____	
Nicoll, F. W. M. .... Halifax	_____	W.
Nicol, J. .... Dauphin	_____	1914-15 S.
Nicolson, J. S. .... Brandon	_____	M. D.
Nightingale, B. .... Winnipeg	_____	W.
Nightingale, J. W. .... Toronto	_____	
Nimmo, J. V. .... Pacific D.	_____	
Nishett, A. V. .... Winnipeg	_____	G.
Noddin, C. .... Halifax	_____	
Noddin, W. .... Moncton	_____	
Nolan, J. .... Winnipeg	_____	
Nolan, J. P. .... Winnipeg	_____	
Nolin, G. E. .... Rainy River	_____	
Nolin, J. W. O. .... Chaudiere Jct.	_____	
Norris, P. H. .... W. Lines	_____	
North, G. A. .... Winnipeg	_____	W.
North, W. E. .... Graham	_____	
Northcote, W. .... Winnipeg	_____	W.
Norton, J. .... Sydney	_____	
Norton, J. C. .... Montreal	_____	
Norton, L. C. .... Sydney	_____	W.
Norwood, D. .... Edmonton	_____	
Nuttall, E. .... Winnipeg	_____	W.
Nutter, L. .... Saskatoon	_____	
Nye, C. .... Toronto	_____	
	K. in A.	
	M. in D.	
Oakley, W. H. .... Winnipeg	_____	
Oakes, F. L. .... Halifax	_____	
Obrile, W. .... Winnipeg	_____	
O'Brien, F. W. .... Moncton	_____	
O'Brien, G. C. .... St. John	_____	1914-15 S.
O'Brien, H. H. .... Transcona	_____	
O'Brien, J. E. .... Rainy River	_____	W.
O'Brien, M. G. .... Halifax	_____	
O'Connell, C. A. .... Chaudiere Jct.	_____	
O'Connell, J. .... Campbellton	_____	
O'Connell, W. .... Edmonton	_____	W.
O'Connell, W. .... Atikokan	_____	
O'Connor, F. H. .... Toronto	_____	
O'Connor, J. .... Mission	_____	
O'Connor, J. F. .... Mission	_____	
O'Dell, H. L. .... St. John	_____	
O'Donnell, S. R. .... Winnipeg	_____	
Oestreich, G. .... Duluth	_____	
O'Farrell, M. .... Fort William	_____	
Ogden, J. E. .... Humbolt	_____	
O'Hara, F. J. .... Springhill Jct.	_____	
O'Hara, J. P. .... Moncton	_____	
Oldale, T. J. .... Westfort	_____	G.
Olds, A. .... Winnipeg	_____	
O'Leary, C. B. .... North Bay	_____	W.
Oliphant, J. H. .... Ft. William	_____	
Oliphant, J. K. .... Ft. William	_____	W.
	M. in D.	
Oliver, J. G. .... Dalmeny	_____	
Oliver, J. .... Prince Albert	_____	
Oliver, H. J. V. .... Pt. Tupper	_____	
Oliver, L. M. .... Pacific D.	_____	K. in A.
Oliver, R. R. ....	_____	
Oliver, W. E. ....	_____	
O'Loghlin, W. E. .... Toronto	_____	
Olsen, H. P. .... Winnipeg	_____	W.
Olson, O. R. .... Winnipeg	_____	
O'Malley, W. A. .... Winnipeg	_____	
O'Neill, C. .... Moncton	_____	
O'Neill, J. .... Toronto	_____	
O'Neill, J. A. .... Kamloops	_____	W.
O'Neill, J. A. .... Bridge	_____	
O'Neill, L. C. .... Winnipeg	_____	
O'Neill, M. D. .... Ottawa	_____	
O'Neill, S. .... Toronto	_____	
Orcini, F. ....	_____	
Orde, F. H. .... Winnipeg	_____	K. in A.
Omerod, F. .... Winnipeg	_____	
Ormsby, J. F. .... Hawks-Mt	_____	
Ormsby, W. R. G. K. .... Ottawa	_____	
O'Rourke, J. .... Winnipeg	_____	
Orr, A. .... Winnipeg	_____	
Orr, P. J. .... Moncton	_____	
Orser, L. .... Toronto	_____	
Orton, H. .... Toronto	_____	
Orton, K. J. .... Raith	_____	
Osborne, W. .... Prince Albert	_____	W.
Oscroft, E. ....	_____	
Ostrander, N. .... Winnipeg	_____	K. in A.
O'Sullivan, W. P. .... St. John	_____	
O'Toole, T. L. .... Halifax	_____	
O'Toole, W. E. .... Halifax	_____	W.
Otto, A. .... Graham	_____	
Otto, C. A. .... Winnipeg	_____	
Otto, J. .... Ft. William	_____	
Otto, J. H. C. .... Roseisle	_____	
Ouellette, E. .... Amqui	_____	
Ouellet, E. .... Edmundston	_____	
Ouel't, F. O. .... Truro	_____	
Ouellet, J. H. .... Riv. du Loup	_____	M.M. & 1914-15 S.
Ouellett, J. N. A. L. Riv. du Loup	_____	
Ouellet, W. J. .... Cochrane	_____	
Oulster, G. D. .... Winnipeg	_____	R. O. St. A.
Oulton, H. D. .... Moncton	_____	
Owers, W. .... Winnipeg	_____	
Oxburgh, C. H. .... Edmonton	_____	
Oxley, E. ....	_____	
Oxner, W. .... Halifax	_____	
Ozeransky, W. ....	_____	

Pace, W. G.....	Pacific D.	_____	
Padlowski, S.....		_____	
Page, A.....	Winnipeg	_____	W.
Page, G.....	Moncton	_____	
Paget, J.....	Rainy River	_____	W.
Painter, H.....	Toronto	_____	M.M.
Paisley, J. L.....	South Devon	_____	
Palin, B. J.....	Calgary	_____	
Palmer, F. A.....	Humbolt	_____	W.
		_____	D.C.M.
Palmer, G. H.....	Edmonton	_____	
Palmer, H. A.....		_____	
Palmer, H. R. B.....	Bedford	_____	W.
Palmer, J. R.....	Capreol	_____	G.
Panting, A.....	Winnipeg	_____	W.
Papillion, N.....	Limoulou	_____	
Papps, V. J.....		_____	
Paquin, J. A.....	Montmagny	_____	
Paquin, J. H.....	Calgary	_____	
Paradice, G. F.....	Winnipeg	_____	W.
Paradise, C.....	Winnipeg	_____	
Parcells, C. E.....	Transcona	_____	
Parenteau, M.....	Rainy River	_____	
Park, G.....	Saskatoon	_____	
Park, J.....	Capreol	_____	W.
Park, P. M.....	Leaside	_____	
Parker, L. F.....		_____	
Parkhill, W. J.....	Halifax	_____	
Parkinson, J.....	Sydney	_____	
Parkinson, J. A.....	Moncton	_____	K. in A.
Parkinson, T.....	Brandon	_____	K. in A.
Parks, G.....	Pt. Arthur	_____	
Parks, J. G.....	Toronto	_____	W.
Parks, J. H.....	Tor-Ottawa	_____	
Parlee, C. E.....	St. John	_____	
Parlee, F.....	Edmonton	_____	W.
Parr, C. B.....		_____	
Parrott, H.....	Edmonton	_____	
Parson, C.....	Saskatoon	_____	
Parsons, F. C.....	Winnipeg	_____	
Parsons, R.....	Winnipeg	_____	
Parsons, W.....	N. Battleford	_____	W.
Parton, J. G.....	Winnipeg	_____	
Passmore, F.....	Saskatoon	_____	
Pasmore, F. J.....	Dauphin	_____	
Patenaude, A.....	Rockland	_____	
Paterson, D. A.....	Winnipeg	_____	
Paterson, J.....	Winnipeg	_____	
Paterson, R.....	Winnipeg	_____	
Paterson, W.....	Winnipeg	_____	W.
Patrick, A.....	Winnipeg	_____	W.
Patriquin, J. G.....	Edmonton	_____	
Patterson, D.....		_____	W.
Patterson, F. L.....	Ft. Rouge	_____	
Patterson, G. A.....	Moncton	_____	
Patterson, G. H.....	New Gladgow	_____	K. in A.
Patterson, J.....	Winnipeg	_____	
Paterson, J.....	Calgary	_____	
Patterson, J. A.....	Belleville	_____	
Patterson, J. B.....	Stellarton	_____	
Patterson, J. M.....		_____	
Patterson, R.....	Winnipeg	_____	W.
Patterson, S. L.....		_____	
Pattison, J. M.....	Boston Bar	_____	
Pattison, W. W.....	Edmonton	_____	
Paul, P. C.....	Capreol	_____	
Paulowich, G.....	Winnipeg	_____	
Pawlisohn, F.....	Winnipeg	_____	
Pawson, H. G.....	Trenton	_____	
Pawson, N.....	Pt. Arthur	_____	K. in A.
Paxton, J. G.....	Winnipeg	_____	
Payeur, J. A.....	Graham	_____	
Paylor, G.....	Kamsack	_____	
Payne, A. D.....	Pacific D.	_____	
Payne, A. E.....	Transcona	_____	
Payne, H.....	Pacific D.	_____	
Payne, J.....	Kamsack	_____	
Payne, J. H.....	Campbellton	_____	K. in A.
Payne, P. C.....	Toronto	_____	
Payne, L.....	Kamsack	_____	
Peacock, W.....	Regina	_____	
Peake, C. A.....	Moncton	_____	
Pearce, C.....	Winnipeg	_____	
Pearce, L. M.....	Big Valley	_____	W.
Pearson, C. D.....	Stellarton	_____	
Pearson, H. W.....	Transcona	_____	
Pearson, J. F. P.....	Moncton	_____	
Pearston, G.....	Winnipeg	_____	
Peat, F.....	Winnipeg	_____	
Pebbles, L.....	Halifax	_____	
Peckham, A. H.....	Halifax	_____	
Peck, H. W.....	Carsdale	_____	
Pederson, C. J.....	Rainy River	_____	W.
Pederson, J.....	Erickson	_____	K. in A.
Pedrick, H.....	Transcona	_____	W. & G.
Peel, G. N.....	Pacific D.	_____	
Peever, A.....	Rideau Jct.	_____	
Pegge, A.....	Pt. Mann	_____	
Pelham, E.....	Halifax	_____	
Pelissier, G. W.....	Winnipeg	_____	W.
Pelkey, A.....	St. John	_____	
Pell, G.....	Pacific D.	_____	
Pellerin, E.....	Edmundston	_____	
Pellerin, J. A.....	Moncton	_____	
Pelletier, J. A. J.....	Ottawa	_____	
Pelletier, J. O.....	Riv. du Loup	_____	
Pelletier, M. J. P. A.....	Levis	_____	
Penfold, J.....	Transcona	_____	
Penfold, T.....		_____	
Pennington, W. C.....	Transcona	_____	K. in A.
Penny, E.....	Winnipeg	_____	
Penny, J.....	Winnipeg	_____	
Penney, R.....	Graham	_____	
Penny, R. A.....	Ft. Francis	_____	
Penston, W. R.....	Winnipeg	_____	W.
Pentrie, G.....	Brandon	_____	
Peperill, W.....		_____	
Percival, H. B.....	Toronto	_____	
Perkin, B.....	Winnipeg	_____	W.
		_____	1914-15 S.
Perkins, G. F.....	Moncton	_____	
Perkins, G. G.....	Pacific D.	_____	
Perley, G. W. H.....	New Gladgow	_____	W.
Perrault, E. J.....	Dauphin	_____	
Perrault, W.....	Oak Point	_____	



Perrier, J. C.	Transcona	_____	
Perron, J.	Saguenay D.	_____	
Perry, A.	Halifax	M.M.	
Perry, A. F. W.	Kamsack	_____	
Perry, C. S.	Pt. Arthur	_____	
Perry, J.	Edmonton	_____	
Perry, J. W.	Big Valley	W.	
Perry, O. J.	Pt. Arthur	_____	
Person, E.	Graham	W.	
Peters, C.	Dist. 2/3 CD	_____	
Peters, C. C.	Winnipeg	W.	
Peters, W. D.	Winnipeg	W.	
Peterson, C. H.	Moncton	_____	
Peterson, G. L.	Winnipeg	_____	
Petite, J.	North Sydney	_____	
Petrie, G.	Winnipeg	W.	
		M.M.	
Petrie, W.	Edmonton	_____	
Pettett, W.	Transcona	_____	
Pettigrew, W.	Transcona	_____	
Petten, E.	Sydney	W.	
Pettipas, M. W.	Bayfield Road	_____	
Pfeil, H. H.	Cochrane	_____	
Phare, G.	Dauphin	D. of W.	
Pheasant, W. C.	Saskatchewan	_____	
Philon, A.	Capreol	_____	
Philon, L.	Prince Albert	_____	
Philon, W. O.	Prince Albert	W.	
Phillips, H. J.	Rainy River	_____	
Phillips, J.	Winnipeg	_____	
Phillips, J. E.	Sandy Lake	_____	
Phillips, F.	Grand View	_____	
Phillips, H. J.	Toronto	_____	
Phillips, I.	Winnipeg	_____	
Phillip, T.	Moncton	_____	
Philo, C. P.	Regina	W.	
		1914-15 S.	
Phinney, F. H.	Truro	_____	
Phinney, C. H.	Moncton	_____	
Piche, J. L.	Campbellton	M.	
Piche, R.	Fitzpatrick	_____	
Pickles, F.	Moncton	_____	
Pickup, G. W.	Halifax	_____	
Pico, J.	Wiseton	_____	
Pidgeon, T.	Winnipeg	_____	
Pierson, J. H.	Graham	_____	
Pinchin, J. H.	Rosedale	_____	
Pineo, R. M.	Halifax	W.	
Pink, A. J.	Winnipeg	_____	
Pink, H. W.	Winnipeg	_____	
Pinkney, W. L.	Toronto	_____	
Pinnette, J. R.	_____	_____	
Pinnock, C.	Toronto	_____	
Pithart, I.	Brandon	_____	
Piton, E.	Levis	_____	
Pitts, C. M.	Halifax	_____	
Playfoot, S.	Marshall	_____	
Plouffe, E.	Pt. Arthur	_____	
Plouffe, T.	Pt. Arthur	_____	
Plourde, J. E.	Riv. du Loup	_____	
Plourde, L. J. N.	Chaudiere Jct.	_____	
Plunkett, E. J.	Winnipeg	_____	
Poaps, R. S.	Winnipeg	W.	
Pockett, G. W.	Rainy River	W.	
Pockett, J.	Dauphin	_____	
Pockett, R. A.	Dauphin	_____	
Point, H. M.	Halifax	_____	
Poirier, J. A.	Joliette	_____	
Poirier, J. A.	Mont Joli	W.	
Poirier, J. E.	Transcona	W.	
Poirier, J. P.	Campbellton	K. in A.	
Poirier, J. T.	Moncton	_____	
Polhamus, T.	Rosedale	_____	
Polleys, E. H.	Moncton	K. in A.	
Polson, H. G.	Transcona	_____	
Polyblank, K. G.	Pt. Arthur	_____	
Pond, J. A.	Edmundston	_____	
Ponomarenke, W.	Hanna	W.	
		St. G. Cr.	
Poole, A. E.	Toronto	M.M.	
Poole, G. C.	St. John	_____	
Poole, W. R.	Sydney	_____	
Pooley, W.	Ft. William	_____	
Pope, R. C.	Brandon	M.M.	
Popham, A. M.	Toronto	_____	
Popham, A. E.	Toronto	M.M.	
Porter, G.	Lucerne	_____	
Porter, W. J.	Hanna	M.M.	
Porter, W. V.	Springhill Jct	_____	
Porteous, R. M.	Regina	K. in A.	
Portloch, F. G.	Pt. Arthur	_____	
Portman, H. G.	P. LaPrairie	M.M.	
Portyer, J.	Youngstown	_____	
Potter, P.	Winnipeg	W.	
		M. in D.	
Potticary, H. M.	Montreal	_____	
Potts, A. O.	Winnipeg	_____	
Potvin, E.	Sterling	_____	
Potvin, J. A.	Riv. du Loup	_____	
Potvin, R.	Parent	_____	
Poucher, L. R.	Winnipeg	_____	
Pouliot, J. A. A.	Parent	_____	
Pouliot, J. E.	St. Malachie	_____	
Powell-Jones, W. J.	Pacific D.	_____	
Powell, L. C.	Painsec Jct.	_____	
Powell, O. E.	Moncton	_____	
Power, F. O.	Moncton	_____	
Power, G. E.	Moncton	G.	
Power, G. H.	Halifax	_____	
Power, G. W.	Moncton	D. of W	
Power, H.	Moncton	_____	
Power, H. E.	Moncton	_____	
Power, J. F.	Campbellton	_____	
Power, L.	Calgary	_____	
Power, M.	Quebec	_____	
Power, M. J.	Charlottetown	W.	
Power, S. W.	Halifax	_____	
Power, W.	Moncton	_____	
Power, W. E. S.	Moncton	M.M.	
Pratt, G. A.	Campbellton	K. in A.	
Prentice, W.	_____	_____	
Pressling, J.	Emerson Jct.	W.	
Preston, C. G.	Pacific D.	_____	
Preston, J.	Humbolt	_____	
Prevost, E.	Rawdon	_____	
Price, D.	Halifax	_____	

# THEIR PART IN THE WAR

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Price, E.....	Edmundston	—	Rand, C. F.....	Winnipeg	—
Price, E. L.....	Moncton	—	Rand, C. W.....	Moncton	W.
Price, F. G.....	—	—	Randall, B. C.....	Moncton	—
Price, H. J.....	Winnipeg	—	Randall, E.....	Moncton	K. in A.
Price, L. E.....	Winnipeg	W.	Rankine, D.....	Transcona	M.
Price, W. B.....	Moncton	—	Rankin, W. E.....	Ft. William	—
Price, W. E.....	Moncton	—	Ranson, R.....	Walachin	W. & G.
Price, W. G.....	Moncton	—	Ransted, F.....	Prince Albert	—
Priest, S.....	Edmonton	—	Ralston, W. A.....	Edmundston	—
Primrose, H. P.....	—	—	Rassboro, F.....	Rainy River	—
Prinn, P. A.....	Winnipeg	—	Ratcliffe, F. M.....	Transcona	—
Pring, F. G.....	Hanna	—	Rathwell, L. G. F.	Graham	—
Prior, H.....	Brandon	—	Rattray, A.....	Hillier	W.
Prior, P. G.....	—	—			M.M.
Pritchard, C. G.....	—	—	Rattray, J. P.....	Dist. 2/3 CD	—
Probert, A.....	Truro	G.	Raven, R. F.....	Transcona	W., G. & S.S.
Probert, J. T.....	Halifax	K. in A.	Raven, W. F.....	Transcona	—
Proctor, B. P.....	Winnipeg	—	Rawling, T.....	Moncton	—
Profit, J. C.....	Pictou	—	Rawlings, J. V.....	Toronto	—
Pronovost, J. O.....	Montreal D.	—	Raymond, C.....	Toronto	W.
Prosser, R. E.....	New Glasgow	—	Raymond, S. J.....	Trenton	—
Proteau, J. H.....	Kamloops	—	Raymour, K.....	Pacific D.	—
Proud, G. J.....	Kamsack	—	Rea, C. A.....	Winnipeg	—
Proudfoot, D. G.....	—	—	Read, C. G.....	Moncton	—
Proulx, J.....	Joliette	—	Read, V. C.....	Toronto	—
Prout, E.....	Winnipeg	—	Read, W. W.....	Toronto	—
Prowse, J. E.....	Calgary	—	Reading, A. L.....	Pacific D.	—
Pryor, J. H.....	Warroad	—	Redgrave, W.....	Pt. Arthur	W.
Publicover, W. P.....	Halifax	—	Redmond, R.....	Halifax	W.
Pullar, J.....	Moncton	—	Redwood, S. C.....	Edmonton	—
Pumphrey, F. A.....	Pacific D.	—	Reed, A. H.....	Winnipeg	—
Puner, A.....	—	—	Rees, T.....	Winnipeg	W.
Purcell, H. J.....	Halifax	—	Rees, W. J.....	—	—
Purser, J.....	Transcona	—	Reeve, A.....	Toronto	M.B.K.
Purser, W. R.....	Transcona	—	Reeves, W.....	Toronto	—
Purslow, W. H.....	Winnipeg	—	Regan, J.....	Edmonton	W.
Purvis, C. E.....	Stellarton	—	Reid, A.....	Fairfax	W.
Purvis, I. A.....	Toronto	—	Reid, G. C.....	Yorkton	M.M.
Purvis, J. R.....	Pacific D.	—	Reid, G. E.....	Sup. Div.	—
Purvis, W. L.....	—	—	Reid, H.....	Edmonton	W.
Pyatt, P.....	Westfort	K. in A. & MM	Reid, J.....	Winnipeg	W.
Pyrah, J. W.....	Transcona	—	Reid, J. A.....	Dauphin	—
		—	Reid, L. C.....	Saskatoon	—
Quail, T.....	Transcona	—	Reid, R. B.....	Moncton Dist.	—
Quealy, O. H.....	Winnipeg	—	Reid, W.....	Sup. Div.	—
Quiggin, D.....	Winnipeg	W.	Reid, W. W.....	Winnipeg	—
		M.M.	Reidy, J. P.....	Winnipeg	W.
Quince, E.....	Winnipeg	—			1914-15S
Quinn, E. G.....	Campbellton	—			W.
		—	Reilly, A. J.....	Moncton	—
Race, J.....	Rainy River	—	Reilly, V. L.....	Lucerne	—
Racine, J. A.....	Edmundston	—	Rennick, J. B.....	Winnipeg	—
Radford, R. A.....	Dist. 4 C.D.	—	Rennels, A. J.....	Halifax	—
Rae, M.....	Toronto	—	Rennels, M. J.....	Grant	—
Rafter, C. J. H.....	Edmonton	W.	Rennie, W.....	Winnipeg	1914-15 S.
Rafter, W.....	Windsor, Jct.	W.	Renton, P.....	Moncton	—
Ragan, B.....	Big Valley	—	Renton, W. A.....	Moncton	—
Ragotte, E.....	Winnipeg	—	Revell, J. T.....	Charlottetown	M.M.
Ragotte, G.....	Winnipeg	—	Reynolds, G.....	Winnipeg	—
Rainville, A.....	Rainy River	W.	Rhodes, H.....	Moncton	1914-15S.
Ramsay, J. A.....	W. Lines	—	Rheinhart, I. E.....	Dauphin	—
Ramsay, J. F.....	Roblin	W.	Rialland, J.....	Winnipeg	—
Ramsay, P. G.....	Edmonton	—	Rice, L. H.....	Rosedale	—
		—	Rice, J. F. A.....	Transcona	—



Richard, A. . . . .	Moncton	_____	
Richard, A. . . . .	Moncton	_____	
Richard, C. . . . .	Moncton	_____	
Richard, C. J. . . . .	Big Valley	_____	
Richard, F. . . . .	Tyrene	_____	W.
Richard, F. F. . . . .	Moncton	_____	
Richard, J. D. . . . .	Moncton	_____	
Richard, W. . . . .	Moncton	_____	
Richards, C. H. . . . .	N. Battleford	_____	
Richards, J. T. . . . .	Rosedale	_____	
Richards, T. . . . .	Rosedale	_____	
Richardson, C. A. . . . .	Moncton	_____	
Richardson, D. . . . .	Parent	_____	
Richardson, F. H. . . . .	Toronto	_____	
Richardson, G. . . . .	Dauphin	_____	
Richardson, R. . . . .	Sydenham	_____	
Richardson, R. S. . . . .	Ft. William	_____	W.
Richmond, A. . . . .	Rainy River	_____	W.
Rickard, C. J. . . . .	Winnipeg	_____	
Ricketts, W. A. L. . . . .	Edmonton	_____	
Riddington, J. . . . .	Battleford	_____	
Riddell, S. C. . . . .	Toronto	_____	W.
		_____	M.M.
Riddick, J. . . . .	L. St. John	_____	
Riddiford, A. W. . . . .	Todmorden	_____	
Rideout, C. M. . . . .	Edmundston	_____	
Riehl, J. H. . . . .	Dauphin	_____	W.
Riley, F. . . . .	Moncton	_____	
Riley, M. . . . .	Quebec	_____	
Rimmer, T. J. . . . .	Winnipeg	_____	W.
Rimington, J. C. . . . .	Winnipeg	_____	
Rink, A. . . . .	Winnipeg	_____	
Rioux, J. G. P. . . . .	Mont Joli	_____	
Ripley, F. R. . . . .	Halifax	_____	
Risbey, T. E. . . . .	Transcona	_____	
Rispin, J. . . . .	Edmonton	_____	W.
		_____	1914-15 S.
Ritchie, A. . . . .	Winnipeg	_____	W.
Ritchie, G. J. . . . .	Moncton	_____	
Ritson, T. . . . .	Winnipeg	_____	
Rivard, A. . . . .	Drummondville	_____	
Rivers, W. E. . . . .	Vancouver	_____	
Rivest, G. . . . .	Limoulu	_____	
Rix, C. S. . . . .	Transcona	_____	
Robb, S. . . . .	Winnipeg	_____	W.
Robb, W. G. . . . .	Ft. Frances	_____	
Robert, J. A. T. . . . .	Joliette	_____	
Roberts, G. A. . . . .	Calgary	_____	
Roberts, G. H. . . . .	Winnipeg	_____	
Roberts, G. M. . . . .	Transcona	_____	
Roberts, H. . . . .	Transcona	_____	
Roberts, H. E. . . . .	Dist. 1 CD	_____	
Roberts, J. . . . .	Rosedale	_____	
Roberts, J. . . . .	Transcona	_____	W.
Roberts, J. H. . . . .	Ft. William	_____	
Roberts, J. L. . . . .	Montreal	_____	
Roberts, S. . . . .	Halifax	_____	
Roberts, T. . . . .	Transcona	_____	D.
Roberts, W. H. . . . .	Transcona	_____	
Robertson, A. N. . . . .	Ft. Frances	_____	
Robertson, A. . . . .	Winnipeg	_____	
Robertson, C. R. . . . .	Transcona	_____	W.
Robertson, F. G. . . . .	Halifax	_____	W.
Robertson, G. . . . .	Toronto	_____	
Robertson, G. . . . .	Toronto	_____	W.
Robertson, H. G. . . . .	Winnipeg	_____	
Robertson, J. B. . . . .	Charlottetown	_____	
Robertson, R. B. . . . .	Winnipeg	_____	
Robichaud, N. . . . .	Moncton	_____	
Robillard, C. E. . . . .	Joliette	_____	W.
Robin, O. . . . .	Dingle	_____	
Robindaine, S. . . . .	Joliette	_____	
Robidoux, M. J. P. E. . . . .	Moncton	_____	
Robinson, F. . . . .	P. LaPrairie	_____	
Robinson, G. R. . . . .	Moncton	_____	
Robinson, G. T. . . . .	Toronto	_____	
Robinson, H. M. . . . .	Pt. Arthur	_____	
Robinson, H. P. . . . .	Graham	_____	D. of W.
Robinson, J. . . . .	Saskatoon	_____	W.
		_____	1914-15 S.
Robinson, J. B. . . . .	St. John	_____	
Robinson, W. . . . .	Pt. Arthur	_____	K. in A.
Roblin, A. T. . . . .	Cochrane	_____	
Robson, W. . . . .	Winnipeg	_____	W.
		_____	1914-15 S.
Roche, H. E. . . . .	Halifax	_____	
Roche, J. L. . . . .	Cochrane	_____	
Rochefort, J. A. A. . . . .	Levis	_____	
Rochester, H. C. . . . .	Vancouver	_____	
Rochette, H. . . . .	Joliette	_____	
Roddy, T. . . . .	Winnipeg	_____	
Rodgers, J. . . . .	Winnipeg	_____	W.
Rodgers, R. St. C. . . . .	Moncton	_____	
Rogers, A. R. . . . .	Rainy River	_____	W.
Rogers, A. W. . . . .	Brandon	_____	W.
Rogers, H. E. A. . . . .	Pt. Arthur	_____	W.
Rogers, H. P. . . . .	Winnipeg	_____	
Rogers, J. J. . . . .	Maivene	_____	W.
Rogers, P. . . . .	Pt. Arthur	_____	
Rogers, R. R. . . . .	Winnipeg	_____	W.
Rogers, W. . . . .		_____	
Rolfe, J. D. . . . .	Halifax	_____	G.
Roiland, J. . . . .		_____	
Rolland, T. M. . . . .	Winnipeg	_____	
Romans, W. F. . . . .	Halifax	_____	D.
Rondorf, R. . . . .	Transcona	_____	
Rorke, D. R. . . . .	Raith	_____	
Rose, B. D. . . . .	Winnipeg	_____	
Rose, H. . . . .	Pacific D.	_____	
Rosling, C. . . . .	Neepawa Jct.	_____	
Ross, A. . . . .	Winnipeg	_____	
Ross, A. G. . . . .	Toronto	_____	
Ross, B. D. . . . .	Winnipeg	_____	
Ross, D. E. . . . .	Vancouver	_____	
Ross, D. N. . . . .	Stellarton	_____	W.
Ross, F. . . . .	St. John	_____	
Ross, G. . . . .	Rainy River	_____	W.
Ross, G. E. . . . .	P. LaPrairie	_____	
Ross, J. J. . . . .	Moncton	_____	K. in A.
Ross, W. J. . . . .		_____	
Ross, W. S. . . . .		_____	
Ross, W. W. . . . .	Mulgrave	_____	W.
Rowe, A. J. . . . .	Toronto	_____	
Rowe, C. H. . . . .	Moncton	_____	
Rowe, F. H. . . . .	Moncton	_____	

THEIR PART IN THE WAR

Rowland, W. C. . . . . N. Battleford	W.	Sargent, L. W. . . . . Rosedale	
Rowley, J. C. . . . . North Bay	1914-15 S.	Sark, J. J. . . . . Moncton	
Rowley, R. C. . . . . Pt. Arthur		Satterthwaite, W. . . . . Beulak	
Roy, A. . . . . Forsythe		Saull, L. J. . . . . Westfort	
Roy, A. W. . . . . Stellarton		Saunders, F. L. . . . . Amherst	
Roy, J. . . . . Winnipeg		Savage, B. A. . . . .	
Roy, J. A. L. . . . . Bridge		Savage, F. E. . . . . Humbolt	
Roy, J. C. . . . . Diamond Jct.		Savage, R. . . . . St. Boniface	M.M. 1914-15 S.
Roy, J. P. E. . . . . Moncton		Savage, P. . . . . Fort William	
Roy, L. A. . . . . Parent		Savoie, H. . . . . Moncton	M.M.
Roy, R. H. . . . . Stellarton.		Savoie, J. E. . . . . Moncton	
Roxburgh, W. H. . . . . Lloydminster		Sawrie, J. . . . . Transcona	
Rudland, R. . . . . Halifax	W.	Sawyer, W. H. . . . .	
Rudman, W. S. . . . . Saskatoon		Scarth, H. L. . . . . Winnipeg	1914-15 S
Rue, T. F. . . . . Winnipeg		Scates, W. . . . . Winnipeg	
Runions, A. . . . . Cochrane	M.	Scallion, H. . . . . Halifax	
Rush, H. B. . . . .		Scannell, J. G. . . . . Westfort	
Rushby, D. . . . . No. Battleford	W.	Seeli, G. W. . . . . Winnipeg	
Rushton, I. W. . . . . Halifax		Scheid, S. P. . . . . Hanna	
Russell, A. T. G. . . . . St. John		Schofield, A. C. . . . . Winnipeg	K. in A.
Russell, D. S. . . . . St. John		Schofield, S. . . . . Winnipeg	W.
Russell, F. . . . . No. Battleford		Schram, H. A. . . . . Ft. William	
Russell, E. S. . . . .		Schreiber, C. . . . .	
Russell, F. J. . . . . Calgary		Schwieger, H. . . . . Edmonton	
Russell, M. F. . . . . Newcastle		Scottford, L. H. . . . . Winnipeg	
Russell, W. A. . . . . Steep Rock		Scottford, W. E. . . . . Ft. Rouge	
Russell, W. K. . . . . Transcona		Scott, A. J. . . . . Brandon	
Rutherford, J. M. . . . . Truro		Scott, C. M. . . . . Winnipeg	
Rutherford, S. . . . . Winnipeg		Scott, D. . . . . Pacific D.	
Rutland, W. W. . . . . Toronto	W.	Scott, D. C. . . . . Winnipeg	
Ryan, G. . . . . Moncton		Scott, D. J. C. . . . . Winnipeg	
Ryan, T. C. . . . . Napadogen		Scott, F. . . . . Somerset	W.
Ryan, T. E. . . . . Hillsport		Scott, F. B. . . . . Sackville	K. in A.
Ryan, W. J. F. . . . . Cochrane		Scott, F. W. . . . . Edmonton	
Ryland, J. E. . . . . Dist. 2/3 CD		Scott, G. . . . . Winnipeg	
Ryrie, E. . . . . North Bay		Scott, J. . . . . Saskatoon	
Ryan, G. . . . . Transcona	D.	Scott, M. F. . . . . Transcona	
Sadler, S. . . . . Toronto		Scott, R. C. . . . . Winnipeg	
Salisbury, W. A. . . . . N. Battleford		Scott, T. L. . . . . Mulgrave	
Salmon, J. F. . . . . Moncton		Scott, W. . . . . Toronto	
Salmon, T. . . . . Brandon		Scott, W. J. C. . . . . Winnipeg	
Saltiel, J. . . . .		Scott, W. W. . . . . Moncton	
Salvason, P. . . . . Winnipeg		Scriberras, P. . . . . Transcona	
Salvatore, D. M. . . . .		Sculland, M. F. . . . . Capreol	
Salvatore, E. . . . . Winnipeg		Scurr, F. M. . . . . Moncton	W.
Samson, H. C. . . . . Campbellton		Scurr, W. R. . . . . Moncton	D. of W.
Samson, J. O. . . . . Levis		Seager, E. C. . . . . Edmonton	
Samuel, S. H. . . . . Montreal		Seal, C. R. . . . . Saskatoon	W.
Sanchagrin, J. E. . . . . Natagan		Seaman, S. R. . . . . Moncton	
Sandbeck, H. M. . . . . Williams	W. & G.	Sears, J. L. . . . . Moncton	
Sanders, G. P. . . . . Saskatoon	W.	Searle, J. J. . . . . Truro	W.
Sanderson, G. G. . . . . Graham		Searles, D. A. . . . . Rosedale	
Sanderson, H. . . . . Toronto		Seath, A. F. . . . . Prince Albert	W. 1914-15 S.
Sanderson, J. E. . . . . Winnipeg	1914-15 S.	Sebinak, N. . . . . Winnipeg	
Sanderson, V. K. . . . . Morell		Seeley, G. F. . . . . Moncton	
Sandmoen, T. O. . . . . Rainy River		Segouin, P. . . . . Fisher	
Sandola, T. . . . . Winnipeg		Selicks, H. J. . . . .	
Sands, R. E. . . . . Moncton		Sergeantson, R. L. . . . . Toronto	
Sargeant, D. . . . .		Servais, A. J. . . . . Pt. Arthur	
Sargent, H. . . . . Birds Hill		Sevigny, J. O. . . . . Leveux	
Sargent, H. G. . . . . Truro		Sevri, M. . . . . Redditt	



Sewell, G. F. .... Pt. Arthur	_____	Sinclair, D. H. .... Toronto	{ W.
Sewell, J. C. .... Moncton	_____	Sinclair, J. S. .... Winnipeg	{ 1914-15 S
Seymour, P. .... Belmont	_____	Sinclair, T. .... Rosedale	{ W.
Shales, A. J. .... Winnipeg	_____	Sinoneau, J. A. .... Levis	_____
Shand, E. A. L. .... Dauphin	{ W.	Skellhorn, T. .... Graham	_____
	{ M.C.	Skidmore, S. E. .... Stellarton	K. in A.
Shannon, J. .... Transcona	_____	Skidmore, W. .... Winnipeg	_____
Shannon, J. S. .... Campbellton	M.M.	Skilski, J. E. .... Sprague	_____
Shannon, M. P. .... Campbellton	_____	Skinner, C. W. .... Dauphin	_____
Sharp, D. .... Winnipeg	_____	Skinner, F. .... Winnipeg	_____
Sharp, J. .... Winnipeg	W.	Skirrow, H. G. .... Toronto	_____
Sharpe, V. ....	_____	Skinner, F. G. .... Winnipeg	_____
Shave, G. .... Winnipeg	W.	Skinner, J. W. .... Dauphin	W.
Shaw, B. B. .... Radville	W.	Skinner, W. .... Joliette	W.
Shaw, C. J. .... No. Regina	W.	Skohood, A. .... Maidstone	_____
Shaw, J. .... Brandon	_____	Skolrood, L. .... Maidstone	_____
Shaw, R. .... Truro	_____	Slack, C. .... Amherst	W.
Shea, G. D. .... Truro	W.	Slack, J. K. .... Truro	_____
Shea, H. W. .... Saskatoon	1914-15 S.	Slack, R. .... Athol	_____
Shears, W. .... Winnipeg	_____	Slack, R. .... Dauphin	_____
Sheffels, B. .... Pacific D.	_____	Slade, H. A. .... Truro	D. of W.
Sheldon, G. .... Graham	_____	Slidders, J. S. .... Winnipeg	_____
Shelly, A. G. ....	_____	Sliter, G. .... Brandon	_____
Shells, A. .... Winnipeg	_____	Sloan, C. W. .... Toronto	_____
Shenton, H. F. J. .... Glenavon	_____	Sloan, H. M. .... Radville	_____
Shepherd, J. .... Toronto	_____	Sloat, C. B. .... Transcona	_____
Shepherd, T. .... Pt. Arthur	_____	Smedley, N. F. .... Winnipeg	_____
Shepherd, W. J. .... Winnipeg	W.	Smellie, A. .... Toronto	_____
Sheppard, P. .... Beulak	_____	Small, C. W. .... Toronto	_____
Sherrett, S. V. .... Winnipeg	_____	Small, J. .... Moncton	_____
Sherrett, Y. P. .... Pacific D.	_____	Smith, A. .... Cochrane	_____
Shiels, H. H. .... Rainy River	W.	Smith, A. G. .... Ft. Frances	W.
Shields, J. ....	_____	Smith, A. .... Brandon	_____
Shields, R. .... Winnipeg	K. in A.	Smith, A. E. .... Saskatoon	_____
Shields, R. A. .... Ft. William	W.	Smith, A. B. .... Toronto	W.
Shillabeer, L. R. ....	W.	Smith, A. D. .... Pictou	K. in A.
Shirley, C. H. .... Moncton	_____	Smith, A. J. .... Rainy River	K. in A.
Short, W. J. .... St. John	1914-15 S.	Smith, A. P. .... Rainy River	_____
Shultz, A. W. .... Pictou	W., 1914-15 S.	Smith, C. A. .... Amherst	W.
Shypriet, N. ....	_____	Smith, C. A. .... Portage	_____
Siddle, F. J. .... Dauphin	_____	Smith, C. A. .... Moncton	_____
Siden, H. .... Regina	W.	Smith, C. C. .... Nappan	W.
Sigouin, P. .... Spirit Lake	_____	Smith, D. .... Pacific D.	W.
Silverthorn, H. F. .... Edmonton	_____	Smith, D. A. .... Moncton	_____
Sin, A. .... Winnipeg	_____	Smith, E. .... Toronto	_____
Sincox, J. E. .... Wanawansa	_____	Smith, E. M. .... Capreol	_____
Simms, G. .... Dauphin	_____	Smith, F. .... Winnipeg	_____
Simms, R. L. .... Halifax	W.	Smith, F. G. .... Emerson Jct.	_____
Simon, P. M. G. .... Toronto	_____	Smith, G. F. .... Toronto	M.M.
Simmons, A. E. .... Halifax	_____	Smith, G. .... Pt. Arthur	_____
Simonson, A. C. .... Campbellton	_____	Smith, G. H. ....	K. in A.
Simonds, C. B. .... Pacific D.	_____	Smith, G. R. ....	_____
Simpson, A. E. .... Edmonton	_____	Smith, H. .... Pacific D.	_____
Simpson, A. P. .... St. John	_____	Smith, H. E. B. .... Moncton	_____
Simpson, C. .... Lucerne	_____	Smith, H. G. L. .... Sud. P. Arthur	K. in A.
Simpson, C. .... Winnipeg	_____	Smith, H. E. .... Ft. William	{ W.
Simpson, G. H. .... St. John	_____		{ M. in D.
Simpson, G. .... St. John	W., 1914-15 S.		
Simpson, H. .... Edmonton	_____	Smith, H. L. .... Moncton	_____
Simpson, R. W. .... Stellarton	_____	Smith, H. M. .... Sydney	_____
Simpson, S. .... Transcona	W.	Smith, H. M. .... Campbellton	_____
Simpson, W. .... Toronto	_____	Smith, J. .... Westfort	_____
Simpson, W. J. .... Toronto	_____	Smith, J. .... Stellarton	_____
Sies, C. W. .... Hanna	M.M.		

Smith, J. R. ....	_____	_____	
Smith, L. E. ....	Dauphin	_____	
Smith, J. P. ....	Charlottetown	_____	
Smith, J. T. ....	Sydney	_____	
Smith, R. ....	Cochrane	_____	
Smith, R. ....	Humbolt	_____	
Smith, R. A. ....	Moncton	_____	
Smith, R. E. ....	Mulgrave	K. in A.	
Smith, R. H. ....	Capreol	_____	
Smith, R. S. ....	Dauphin	W.	
Smith, S. ....	Pacific D.	_____	
Smith, S. G. ....	Toronto	_____	
Smith, T. ....	Winnipeg	_____	
Smith, T. B. ....	Transcona	_____	
Smith, W. ....	_____	_____	
Smith, W. ....	Kamsack	1914-15 S.	
Smith, W. D. ....	St. John	W., 1914-15 S.	
Smith, W. S. ....	Winnipeg	_____	
Smyth, L. P. ....	Port Mann	_____	
Snafe, J. B. ....	Pacific D.	_____	
Snarr, A. W. ....	Moncton	G. 1914-15 S.	
Sneddon, J. ....	Winnipeg	_____	
Snell, L. ....	Winnipeg	_____	
Sniveley, S. C. ....	Toronto	_____	
Snodgrass, J. L. ....	Moncton	_____	
Snow, R. N. ....	N. Battleford	_____	
Snyder, W. E. ....	Moncton	_____	
Soderberg, P. ....	Edmonton	_____	
Somers, T. R. ....	Toronto	_____	
Somerville, J. L. ....	Transcona	W.	
Sommerville, C. ....	Brandon	W.	
Soper, S. H. ....	Transcona	_____	
Sopick, M. ....	Galilee	W.	
Soucy, A. ....	Edmundston	_____	
Spacone, M. ....	Winnipeg	_____	
Spaetgens, C. R. ....	Kamsack	_____	
Spaetgens, H. ....	Kamsack	W.	
Spahr, J. E. ....	Graham	D. of W.	
Spargo, A. ....	Beulah	_____	
Spence, A. ....	Transcona	W.	
Spence, E. R. ....	Truro	_____	
Spence, H. J. ....	Toronto	W.	
Spence, H. A. ....	Ottawa	_____	
Spence, H. S. ....	Toronto	_____	
Spence, R. ....	Winnipeg	_____	
Spencer, W. R. ....	Cochrane	M.S.M.	
Speight, J. E. ....	St. John	_____	
Speitfore, S. ....	Mordveg	_____	
Spooncer, A. ....	Saskatoon	_____	
Sprague, C. M. ....	Marlbank	M.M.	
		{ W. 1914-15 S.	
Sprague, F. A. ....	Pacific D.	_____	
Spratt, H. ....	Kindersley D.	W.	
Sprickerhoff, H. ....	Cochrane	_____	
Springer, R. ....	Yellowhead Pass	_____	
Spurgeon, E. W. ....	W. Lines	_____	
St. Clair Pike H.E.	Smith Falls	_____	
Stacey, G. V. ....	N. Battleford	W.	
Stacey, H. ....	N. Battleford	_____	
Stalker, E. L. ....	Parry Sound	W.	
Standish, W. J. ....	Regina	_____	
Stanley, W. S. ....	Prince Albert	K. in A.	
Stanners, G. M. ....	Winnipeg	_____	
Stapleton, A. ....	Brandon	W. 1914-15 S.	
State, A. F. ....	Moncton	_____	
Steadman, E. C. ....	Joliette	_____	
Stebbing, E. ....	Dist. 2/3 CD	_____	
Steele, G. ....	Winnipeg	_____	
Steel, G. S. ....	Winnipeg	_____	
Steeves, A. W. ....	Moncton	_____	
Steeves, B. J. ....	Moncton	_____	
Steeves, C. G. ....	Moncton	_____	
Steeves, D. ....	Moncton	_____	
Steeves, F. ....	Moncton	_____	
Steeves, F. A. R. ....	Moncton	_____	
Steeves, J. E. ....	Moncton	W.	
Steeves, S. A. ....	Moncton	_____	
Steeves, W. ....	Moncton	_____	
Steeves, W. A. ....	Moncton	_____	
Steeves, W. A. ....	Moncton	_____	
Steeves, W. H. ....	Moncton	_____	
Stenning, F. ....	Calgary	_____	
Stentiford, B. ....	Charlottetown	_____	
Stephen, W. ....	Transcona	D.	
Stephenson, G. D. ....	Winnipeg	_____	
Stephenson, W. ....	Pt. Arthur	W.	
Sterling, S. L. ....	Winnipeg	_____	
Steven, J. H. A. ....	_____	W. & G.	
Steven, P. O. D. ....	Moncton	W.	
Stevens, C. ....	_____	_____	
Stevens, D. H. ....	Halifax	_____	
Stevens, D. P. V. ....	Pacific Div.	K. in A.	
Stevens, G. W. ....	Halifax	D. of W.	
Stevens, M. H. ....	Toronto	W.	
Stevenson, A. F. ....	Rosedale	_____	
Stevenson, L. ....	Toronto	_____	
Stewart, H. R. ....	Transcona	_____	
Stewart, H. R. ....	Transcona	_____	
Stewart, J. ....	Mission	K. in A.	
Stewart, K. ....	Cochrane	_____	
Stewart, R. R. ....	Graham	_____	
Stewart, M. ....	Ft. William	_____	
Stewart, R. ....	Halifax	_____	
Stewart, R. ....	Truro	_____	
Stewart, R. F. ....	Graham	_____	
Stewart, W. ....	Winnipeg	_____	
Stewart, W. H. ....	St. John	_____	
Stidston, J. ....	Winnipeg	_____	
Stiles, B. S. ....	Moncton	_____	
Stillwell, F. ....	Cobourg	_____	
Stimpson, C. ....	Winnipeg	_____	
Stirling, W. ....	Winnipeg	W.	
		{ 1914-15 S.	
Stirat, J. R. ....	Codova	_____	
Stirret, C. P. ....	Pacific Div.	_____	
Stitt, C. M. ....	Fort William	W.	
St. Laurent, J. O. ....	Chaudiere	_____	
St. Onge, J. E. ....	Holiday	_____	
St. Onge, J. L. ....	Riv. du Loup	W. G.	
Stobart, J. E. ....	Edmonton	_____	
Stock, B. R. ....	Kamsack	_____	
Stockall, G. F. ....	Halifax	D. of W.	
Stockwell, F. ....	_____	_____	
Stockall, T. ....	Halifax	M.	
Stokes, A. C. ....	Moncton	W.	



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Stokes, L. T.....	Moncton	K. in A.	Sweeny, M.....	Winnipeg	_____
Stokes, R. E.....	Winnipeg	W.	Sweet, R. B.....	Truro	D.
		1914-15 S.	Swetman, J. H.....	Moncton	_____
Stone, G. T.....	Moncton	W.	Swetman, W. G.....	Moncton	_____
Stone, R. M.....	_____	_____	Swetnam, D. DeW.	Moncton	D. of W.
Stone, W.....	Brandon	W.	Swetnam, H. B.....	Moncton	D. of W.
		1914-15 S.	Swinton, J. J.....	Brandon	_____
Stonehouse, J. W..	North Bay	_____	Swiriduk, P.....	Transcona	W.
Store, G.....	Pacific D.	_____	Sykes, E. E.....	Ft. William	_____
Storey, H.....	Dist. 2/3 CD	_____	Sylvester, C. C.....	P. LaPrairie	_____
Storey, H.....	Halifax	_____	Sylvester, H.....	Saskatoon	_____
Storm, D. H.....	_____	_____	Sylvester, T.....	Toronto	_____
Storrie, T. R.....	Yorkton	_____	Symes, A. W.....	Toronto	W.
Strahan, D. J.....	Halifax	_____	Synott, J. D.....	Halifax	_____
Stratford, H.....	Saskatoon	_____	Syons, G.....	Edmonton	M.M.
Street, C.....	Goose Lake	G.	Tabbarnar, F. H..	Munson	W.
Strong, G. A.....	Edmonton	_____	Talford, N.....	Dauphin	_____
Strong, J. B.....	Moncton	_____	Tait, G.....	Winnipeg	_____
		M.C. M.D.	Tait, W.....	Moncton	_____
Stronge, J. W.....	Rainy River	D.C.M.	Tait, W.....	Moncton	_____
		M.M.	Tandy, J. W.....	Winnipeg	_____
		W.	Tanner, H. J. H..	New Glasgow	_____
Strange, H.....	Winnipeg	_____	Tanner, T.....	Winnipeg	_____
Sturgeon, R.....	Winnipeg	_____	Tape, E. S.....	Winnipeg	_____
Stuart, A. B.....	Transcona	_____	Tardif, J. Z. O...	Levis	_____
Stuart, C.....	Radville	W.	Tardif, S.....	Levis	_____
Stultz, H. H.....	Moncton	_____	Tardrew, H. M..	Edmonton	W.
Stultz, W. A.....	Moncton	_____	Tate, H.....	Winnipeg	_____
Sturrock, J.....	W. Lines	_____	Taunton, A. J. S..	Winnipeg	W.
Sudsbury, P.....	Moncton	_____			D.S.O., M.D.
Sullivan, H. E.....	McGivney's	_____	Tavare, L.....	Pacific D.	_____
Sullivan, J. M.....	Linko	W.	Tawse, H. S.....	_____	_____
Sullivan, J. M.....	Linko	_____	Taylor, A.....	Winnipeg	_____
Sullivan, J. W.....	Stellarton	_____	Taylor, A.....	Pacific D.	W.
Sullivan, M. J.....	Moncton	W. 1914-15 S.	Taylor, C.....	Winnipeg	_____
Sullivan, T. A.....	Halifax	_____	Taylor, C. J.....	Calgary	W.
Sullivan, T. M.....	Winnipeg	_____	Taylor, F.....	Winnipeg	_____
Sullivan, W. S.....	Halifax	_____	Taylor, F.....	Toronto	_____
Sullivan, W. T.....	Halifax	W. & G.	Taylor, F.....	Richmond	_____
Summer, R.....	_____	_____	Taylor, G.....	Winnipeg	_____
Summerhayes, L..	Chicago	_____	Taylor, J.....	Moncton	_____
Summerhill, J. S..	Big Valley	_____	Taylor, L.....	Winnipeg	W.
Summick, H. E.....	Pacific D.	_____			M.M.
Surbey, E. F.....	Pr. Albert	_____	Taylor, R. E.....	Winnipeg	_____
Surrett, G. J.....	Moncton	_____	Taylor, R. M.....	Pacific Div.	_____
Suter, H. P.....	Rosedale	_____	Taylor, S. G.....	Winnipeg	_____
Suter, T. S.....	_____	_____	Taylor, T.....	Swan Lake	W.
Sutherland, D.....	Winnipeg	_____	Taylor, W.....	St. Boniface	_____
Sutherland, J. O..	Winnipeg	W.	Tebo, L. E.....	Edmonton	_____
Sutherland, L. R..	Halifax	_____	Teddesley, C. W..	Pacific Div.	_____
Sutherland, P.....	Bridgewater	_____	Telfer, A.....	_____	W.
Sutherland, R.....	Winnipeg	_____			1914-15 S.
Suttie, K. R.....	Winnipeg	G.	Telfer, G.....	Dauphin	_____
Suttie, J. G.....	Halifax	_____	Telford, N.....	Winnipeg	1914-15 S.
Sutton, J. N.....	_____	_____	Temple, J. J.....	Wawanesa	W.
Svenceski, L. S..	Pacific D.	D.S.O.CdeG.			M.M.
Swan, W. S.....	Pacific D.	_____	Templeton, A. P..	Winnipeg	_____
Swanson, W. B.....	Winnipeg	_____	Terry, H.....	Winnipeg	_____
Swanson, W. J.....	Winnipeg	_____	Terry, S. J.....	Truro	_____
Swayne, V.....	Winnipeg	W.	Terry, W. E.....	Pacific Div.	_____
		M.M. & B.	Tester, C.....	Winnipeg	_____
Sweeney, C. A.....	Moncton	_____	Teulon, C. C.....	N. Regina	W.
Sweeney, F. J.....	Moncton	W., M.M.	Thacker, E.....	Winnipeg	W. & G.
Sweeney, G. G.....	Sioux Lookout	_____			_____

Theobald, P. T.	Joliette	_____	
Theobald, B.	Joliette	_____	S.S.
Therriault, J. O.N.	Riv. du Loup	_____	
Thibault, C.	Edmundston	_____	
Thibeault, C. H.	Levis	_____	
Thibault, W.	Mont Joli	_____	
Thibeault, D.	Limoulois	_____	W.
		{	1914-15 S.
Thibeault, G.	Joliette	_____	
Thibodeau, B.	Moncton	_____	
Thiverge, J. D.	Bridge	_____	
Thom, D.	Oak Curn	_____	
Thomas, A. C.	Stellarton	_____	
Thomas, E.	Winnipeg	_____	
Thomas, E. C.	Transcona	_____	
Thomas, R.	Winnipeg	_____	
Thomas, T. P.	Shellmouth	_____	
Thomas, W. J.	Halifax	_____	
Thomson, A.	Sibbald	_____	W.
Thompson, A.	Joliette	_____	
Thompson, A.	Winnipeg	_____	
Thompson, A. A.	Moncton	_____	
Thompson, A. S.	Saskatoon	_____	M.M.
Thompson, A. W. D.	Halifax	_____	
Thompson, C.	Winnipeg	_____	
Thompson, C. L.	Dauphin	_____	
Thompson, E. A.	Moncton	_____	
Thompson, F. L.	St. Catherine's	_____	
Thompson, G. S.	Truro	_____	
Thompson, G. H.	Zealandia	_____	
Thompson, G. S.	St. John	_____	
Thompson, J.	Transcona	_____	
Thompson, J. E.	Rosedale	_____	
Thompson, J. E.	Moncton	_____	
Thompson, R.	Winnipeg	_____	
Thompson, R.	Moncton	_____	
Thompson, V.	Napanee	_____	
Thompson, W.	Brandon	_____	
Thompson, W.	Halifax	_____	
Thompson, W. B.	Stellarton	_____	
Thompson, W. H.	Deseronto	_____	
Thompson, W. J.	Radville	_____	W.
		{	M.M.
Thompson, W. J.	Winnipeg	_____	
Thorner, F.	Edmonton	_____	
Thornton, H.	Toronto	_____	
Thornwaite, A. H.	Oxford Jct.	_____	D. of W.
Thornwaldson, W.	Brandon	_____	K. in A.
Thurrott, H. A.	Moncton	_____	
Thurlbeck, J. H.	Winnipeg	_____	W.
Tidd, C. B.	Brandon	_____	
Tienrock, O.	Winnipeg	_____	
Tiffin, M. D.	2nd D. P. Div.	_____	
Tigh, F. J.	Ottawa	_____	K. in A.
Tilley, T. H.	Pacific Div.	_____	
Timins, D. J.	_____	_____	
Tingley, S. K.	Stellarton	_____	D.
Tipton, H.	Halifax	_____	
Tobin, F. M.	Halifax	_____	
Tod, P.	Winnipeg	_____	
Todd, W.	Transcona	_____	
Tomes, J.	Winnipeg	_____	
Tompkins, P.	Truro	_____	
Tony, G.	Cisco	_____	W.
Tooke, A. A.	Halifax	_____	
Tope, J. A.	Campbellton	_____	D.
Torrie, A.	Pt. Arthur	_____	
Tough, J.	Winnipeg	_____	
Tough, W.	Winnipeg	_____	
Tourdin, T.	Dauphin	_____	
Toutant, G.	Tarrien	_____	
Tovare, L. A.	Pacific Div...	_____	
Towner, C.	Bridge	_____	
Townsend, G. M.	New Glasgow	_____	
Townsend, H. J.	Truro	_____	
Townshend, J. E.	Halifax	_____	
Toye, E. D.	Toronto	_____	
Tracey, Y. B.	Richmond Hill	_____	M.M. & B.
Trafford, G. H.	Pacific Div.	_____	
Trainer, F.	Winnipeg	_____	W.
Trails, A. D.	Big River	_____	K. in A.
		{	M.M.
Traise, C. T.	Halifax	_____	
Traise, F. B.	Halifax	_____	D.
Travers, J. J.	Halifax	_____	
Tree, L. E.	Winnipeg	_____	M.M.
Treilhard, S. B.	St. Boniface	_____	W.
Trelford, A. R.	Munson	_____	
Tremble, F.	Moncton	_____	
Trempe, R.	Joliette.	_____	
Tremroth, G.	_____	_____	
Trepanier, J. V.	Campbellton	_____	
Treslove, W.	Fort William	_____	
Trew, J.	Dauphin	_____	
Trickett, G. J.	Saskatoon	_____	
Trider, A. W.	Halifax	_____	
Trider, H. A.	Moncton Dist.	_____	K. in A.
Trimble, W. H.	Winnipeg	_____	
Trimmings, E.	Rosedale	_____	
Trisch, H. J.	Westfort	_____	
Trites, F. H.	Moncton	_____	
Trites, J. E.	Moncton	_____	
Trites, M. R.	Moncton	_____	
Trites, C. A.	Moncton	_____	
Trites, L. W.	Moncton	_____	
Trites, R.	Winnipeg	_____	
Trites, W. H.	Moncton	_____	
Tropp, J.	_____	_____	
Trotier, J. R. N.	Bridge	_____	
Trueman, H. G.	Moncton	_____	
Trueman, R. J.	Moncton	_____	
Tulianello, A.	_____	_____	
Turgeon, W.	St. Maurice Div.	_____	
Turgeon, J. B.	Moncton	_____	
Turgeon, W.	Bridge	_____	
Turnbull, J.	Winnipeg	_____	
Turner, A. W.	Winnipeg	_____	
Turner, A. McI.	Winnipeg	_____	W.
Turner, C. E.	Campbellton	_____	D. of W.
Turner, D. D.	Winnipeg	_____	
Turner, G. E.	Moncton	_____	
Turner, S.	Campbellton	_____	
Turner, W.	Pacific Div.	_____	
Turner, W.	N. Battleford	_____	
Turner, W. J.	Rainy River	_____	
Tustin, T.	Drummer	_____	



Tweedie, T. . . . .	Winnipeg	_____	
Twigger, A. G. . . . .	Moncton	_____	
Tuxford, T. G. . . . .	Transcona	_____	
Ultican, F. R. . . . .	Moncton	_____	
Upshur, H. . . . .	Winnipeg	_____	
Upton, C. S. . . . .	Moncton	_____	
Ussher, J. S. . . . .	Winnipeg	_____	
Vaillencourt, J. A. . . . .	Quebec	_____	
Valiquette, C. E. . . . .	Montreal	_____	
Valley, F. . . . .	Winnipeg	_____	
Valley, J. M. . . . .	Trenton	_____	
VanBuskirk, A. G. . . . .	Moncton	_____	
VanBuskirk, W. J. . . . .	Moncton	_____	
Varinan, L. . . . .	Prince Albert	_____	
Vaughan, A. E. . . . .	Radville	_____	
Vautour, J. P. . . . .	Moncton	_____	
Vegina, A. . . . .	Limoulou Jct.	_____	
Veinst, C. F. . . . .	Rideau Jct. . . . .	_____	
Verge, M. . . . .	Winnipeg	_____	
Verville, T. H. . . . .	La Reine	_____	
Veysey, N. . . . .	Bloomfield	_____	
Vezina, O. . . . .	Bridge	_____	
Vickery, E. J. . . . .	Winnipeg	_____	
Vickery, H. . . . .	Winnipeg	_____	
Vigneault, J. A. . . . .	Chaudiere Jct.	_____	
Villeneuve, J. E. . . . .	Kamsack	_____	
Villiard, J. . . . .	Redditt	_____	
Vincent, C. J. . . . .	Winnipeg	_____	
Vincent, E. . . . .	Transcona	_____	
Vine, A. . . . .	Brandon	_____	
Virtue, A. . . . .	Joliette	_____	
Vlaminck, A. . . . .	Transcona	_____	
Volmer, G. F. . . . .	_____	_____	
Vorster, C. J. . . . .	Prince Albert	_____	
Vorster, J. . . . .	Pt. Arthur	_____	
Voutour, J. P. . . . .	Moncton	_____	
Wadde l, J. . . . .	Hawks-Mtl.	_____	
Waddell, J. . . . .	Pacific Div.	_____	
Waddell, N. McM. Pt. Arthur	_____	_____	
Waddell, V. . . . .	_____	_____	
Waddell, W. . . . .	Winnipeg	_____	
Waddington, N. . . . .	Winnipeg	_____	
Wade, B. . . . .	Penniac	_____	
Wade, F. . . . .	Pacific Di . . . . .	_____	
Wade, G. . . . .	Prince Albert	_____	
Wade, H. G. . . . .	2nd District	_____	
Wagstaff, C. G. . . . .	Halifax	_____	
Wagstaff, H. . . . .	Radville	_____	
Waight, W. . . . .	N. Battleford	_____	
Wain, G. . . . .	Winnipeg	_____	
Wainwright, C. G. . . . .	Dauphin	_____	
Walker, A. . . . .	Cochrane	_____	
Walker, A. . . . .	Transcona	_____	
Walker, A. E. . . . .	Moncton	_____	
Walker, C. H. . . . .	P. LaPrairie	_____	
Walker, E. H. . . . .	Radville	_____	
Walker, G. . . . .	Winnipeg	_____	
Walker, G. H. . . . .	Toronto	_____	
Walker, J. . . . .	Transcona	_____	
Walker, J. J. . . . .	Canaan	_____	
Walker, J. R. . . . .	Winnipeg	_____	
Walker, J. R. . . . .	Transcona	_____	
Walker, J. S. . . . .	Pacific Div.	_____	
Walker, L. . . . .	Winnipeg	_____	
Walker, L. C. . . . .	Winnipeg	_____	
Walker, L. H. . . . .	Pacific Div.	_____	
Walker, P. . . . .	Westfort	_____	
Walker, R. . . . .	Winnipeg	_____	
Walker, R. G. . . . .	Transcona	_____	
Walker, R. J. . . . .	Winnipeg	_____	
Walker, R. R. . . . .	Dauphin	_____	
Walker, W. . . . .	Dauphin	_____	
Walker, W. . . . .	Edmonton	_____	
Walker, J. R. . . . .	Humbolt	_____	
Walker, W. . . . .	Winnipeg	_____	
Wall, A. M. . . . .	Moncton	_____	
Wall, B. C. . . . .	Moncton	_____	
Wall, M. J. . . . .	_____	_____	
Wall, W. W. . . . .	Campbellton,	_____	
Wallace, A. . . . .	_____	_____	
Wallace, A. . . . .	Moncton	_____	
Wallace, H. . . . .	Moncton	_____	
Wallace, H. C. . . . .	Kamsack	_____	
Wallace, J. . . . .	Winnipeg	_____	
Wallace, R. F. . . . .	North Bay	_____	
Wallace, W.A.I. . . . .	Toronto	_____	
Walley, C. S. . . . .	Winnipeg	_____	
Wallis, G. G. . . . .	Winnipeg	_____	
Walsh, C. J. . . . .	Transcona	_____	
Walsh, J. . . . .	Prince Albert	_____	
Walsh, J. P. . . . .	Moncton	_____	
Walsh, R. . . . .	Prince Albert	_____	
Walsh, R. L. . . . .	Winnipeg	_____	
Walsh, T. B. . . . .	Winnipeg	_____	
Wlash, T. J. . . . .	Quebec	_____	
Walsh, W. . . . .	Saskatoon	_____	
Walsh, W. H. . . . .	Levis	_____	
Walt, A. S. . . . .	Hanna	_____	
Walton, G. U. . . . .	Moncton	_____	
Walton, M. . . . .	Transcona	_____	
Walton, R. . . . .	Winnipeg	_____	
Walton, S. . . . .	No. Battleford	_____	
Ward, F. D. . . . .	Moncton	_____	
Ward, F. M. . . . .	Campbellton	_____	
Ward, H. J. . . . .	Cochrane	_____	
Ward, J. L. . . . .	St. John	_____	
Ward, S. A. . . . .	Ft. Frances	_____	
Ward, W. . . . .	Myrtle	_____	
Ward, W. M. . . . .	St. John	_____	
Ward, V. W. . . . .	Neepawa	_____	
Wardell, A. T. . . . .	Winnipeg	_____	
Waring, J. . . . .	Winnipeg	_____	
Warren, E. . . . .	Ft. Frances	_____	
Warren, H. R. . . . .	Toronto	_____	
Warrilow, F. . . . .	Edmonton	_____	
Warwick, A. T. . . . .	Melfort	_____	
Washington, A. E. . . . .	Saskatoon	_____	
Wasswell, H. . . . .	Transcona	_____	
Waterbury, P. R. . . . .	Moncton	_____	
Waterer, H. . . . .	Saskatoon	_____	
Waters, F. J. . . . .	Saskatoon	_____	
Waterton, R. . . . .	Pacific Div.	_____	

K. in A.  
G.  
M.M.

W.

W.

G.

K. in A.

G.

W.

M.B.K.

W.

K. in A.

W.

W.

M.C.

W.

W.

Wathen, J. M.....	Campbellton	_____		Wheatley, J. A.....	Halifax	_____	
Wathen, F. B.....	Chatham	G.		Whiddon, W. J.....	Rainy River	_____	
Watson, A. T.....	Winnipeg	_____		Whincup, D.....	Pt. Arthur	_____	
Watson, C. G.....	Moncton	_____		Whitaker, J. A.....	Rainy River	_____	
Watson, E. T.....	N. Battleford	_____		Whitaker, M.....	Toronto	_____	
Watson, G. S.....	Rainy River	_____		White, A.....	Brandon	_____	
Watson, J. S.....	Edmonton	M. in D.		White, A. C.....	Rosedale	G.	
Watson, R. B.....	Sydney	W.		White, B. W.....	Halifax	W.	
Watson, W.....	Winnipeg	W.		White, C.....	Winnipeg	_____	
Watson, W. G.....	Truro	_____		White, C.....	_____	_____	
Watson, W. H.....	Regina	_____		White, F.....	Norton	D.	
Watt, C.....	Winnipeg	_____		White, J.....	Brandon	_____	
Watt, C.....	Winnipeg	W.		White, J. S.....	Transcona	_____	
Watt, J. A.....	Winnipeg	_____		White, T. R.....	Toronto	_____	
Watters, J. H.....	Pt. Arthur	M. in D.		White, W.....	Winnipeg	_____	
Watts, A. F.....	Winnipeg	_____		White, W. E.....	Charlottetown	_____	
Watts, H. J.....	Winnipeg	W.		Whitehead, J.....	Winnipeg	_____	
Watts, J. A.....	Winnipeg	_____		Whitehead, W. H.	Moncton	_____	
Watts, T. A.....	Winnipeg	1914-15 S.		Whitehead, W. S.	Toronto	_____	
Weatherbee, F.....	Halifax	_____		Whitely, F.....	Winnipeg	_____	
Webb, B. R.....	Winnipeg	_____		Whiteneck, J. B.	Moncton	_____	
Webb, E.....	Winnipeg	_____		Whitlock, L. A.....	W. Lines	_____	
Webb, G.....	Mounville	_____		Whithan, F.....	_____	_____	
Webb, J.....	Sud-Toronto	_____		Whitnell, W.....	Saskatoon	1914-15 S.	
Webb, W. T.....	Winnipeg	_____		Whitson, McL.....	Winnipeg	_____	
Webber, A. H.....	Transcona	_____		Whittaker, H.....	Wolfenden	_____	
Webber, H.....	Winnipeg	G.		Whittaker, O.....	Rosedale	_____	
Webster, F.....	Winnipeg	_____		Whittaker, W. A.....	Edmonton	_____	
Webster, W.....	Dist. 2/3 CD	_____		Whyard, D. R.....	Winnipeg	G.	
Wedge, E.....	Borden	_____		Widdowson, C. T.	Winnipeg	_____	
Weeks, H. H.....	Moncton	_____		Wiggins, T. C.....	St. John	_____	
Weeson, C.....	Winnipeg	_____		Wilbur, N. R.....	Moncton	G.	
Weir, H. R.....	Moncton	_____		Wilde, C. N.....	Vancouver	_____	
Weir, J. W.....	Toronto	_____		Wilde, J. E.....	Chipman	W.	
Weiss, A.....	Emerson	_____		Wildfong, G.....	_____	_____	
Welbourn, F. R.....	Pacific Div.	_____		Wiles, A. W.....	Winnipeg	W.	
Welch, W.....	Saskatoon	_____		Wilkes, A.....	Saskatoon	_____	
Welham, J. W.....	Winnipeg	_____		Wilkes, B.....	Hanna	_____	
Welley, W. S.....	Hanna	_____		Wilkins, A.....	Moncton	_____	
Weller, W. A.....	Rainy River	_____		Wilkins, A. W.....	Moncton	K. in A.	
Welling, A. M.....	Moncton	_____		Wilkins, R.....	Moncton	_____	
Wells, D.....	_____	_____		Wilkinson, C. H.	Graysville	W.	
Wenham, W.....	Carlyle	_____		Wilkinson, C. R.	Toronto	_____	
West, A. H.....	Humphreys	_____		Wilkinson, H. R.	Spences Brdg.	_____	
West, A. W.....	Moncton	_____		Wilkinson, R. W.	Winnipeg	_____	
West, H. H.....	Moncton	_____		Wilkinson, W. S.	Winnipeg	_____	
West, J.....	Winnipeg	M. in D.		Willacy, J. P.....	Transcona	K. in A.	
West, J.....	Harford	_____		Willerton, W. E.	Neepawa	_____	
West, T. A.....	Yorkton	_____		Willey, H. S.....	Hanna	_____	
West, V.....	Moncton	_____		Williams, A.....	Dist. 2/3 CD.	_____	
West, W.....	Pacific Dist.	_____		Williams, A. L.....	Cochrane	_____	
West, W. S.....	Port Mann	_____		Williams, B. G.....	Cochrane	_____	
Westaway, M.....	Winnipeg	K. in A.		Williams, C.....	Winnipeg	_____	
Westaway, R.....	Sydney	_____		Williams, E.....	Sprague	_____	
Westcott, J. L.....	Vegreville	W. & G.		Williams, E.....	Transcona	_____	
Westfall, C.....	Toronto	_____		Williams, G. A.....	Winnipeg	_____	
Westin, P. A.....	Winnipeg	_____		Williams, H.....	Halifax	_____	
Weston, G.....	Transcona	_____		Williams, H.....	Stellarton	M.	
Weston, J.....	_____	_____		Williams, J. C.....	Halifax	_____	
Whalan, J.....	Winnipeg	_____		Williams, J. H.....	Toronto	K. in A.	
Whalen, A.....	Moncton	_____		Williams, J. H.....	St. John	_____	
Whalen, J. R.....	Moncton	_____		Williams, J.....	Port Mann	_____	
Whalen, W. N.....	Charlo	_____		Williams, R. J.....	Ft. William	_____	



Williams, S. ....	Dauphin	_____	_____
Williams, V. H. ....	Moncton	_____	_____
Williams, W. ....	Lovat	_____	_____
Williams, W. ....	Transcona	_____	_____
Williams, Z. B. ....	Transcona	_____	_____
Williamson, D. ....	Winnipeg	_____	_____
Willis, C. ....	Dauphin	_____	_____
Willis, F. W. ....	Winnipeg	_____	_____
		{	W.
			1914-15 S.
Willis, F. C. ....	Vermilion	_____	_____
Wills, R. ....	Halifax	_____	_____
Williston, R. A. ....	Newcastle	_____	_____
Willows, G. C. ....	Winnipeg	_____	_____
Wills, A. ....	_____	_____	_____
Wilshire, W. ....	_____	_____	_____
Wilson, A. ....	Winnipeg	_____	_____
Wilson, A. M. ....	Rosedale	_____	W.
Wilson, C. ....	Prince Albert	_____	K. in A.
Wilson, C. ....	Transcona	_____	_____
Wilson, C. A. ....	Toronto	_____	_____
Wilson, C. A. ....	Edmonton	_____	_____
Wilson, C. D. ....	Saskatoon	_____	_____
Wilson, C. B. ....	Winnipeg	_____	W. & G.
Wilson, C. W. ....	Hearst	_____	_____
Wilson, D. F. ....	Toronto	_____	_____
Wilson, E. C. ....	Saskatoon	_____	_____
Wilson, G. E. ....	Rosedale	_____	_____
Wilson, G. R. ....	Moncton	_____	_____
Wilson, H. ....	Hornepayne	_____	W.
Wilson, H. M. ....	Edmonton	_____	_____
Wilson, J. G. ....	Truro	_____	_____
Wilson, I. ....	Paddington	_____	_____
Wilson, J. A. ....	Pt. Arthur	_____	_____
Wilson, J. A. ....	Moncton	_____	_____
Wilson, J. C. ....	Ottawa	_____	_____
Wilson, J. C. ....	Ottawa	_____	_____
Wilson, J. H. ....	Lumsiden	_____	_____
		{	W.
			1914-15 S.
Wilson, J. H. ....	Pt. Arthur	_____	_____
Wilson, J. P. D. ....	Drummondville	_____	_____
Wilson, J. R. ....	Winnipeg	_____	_____
Wilson, L. A. ....	Rainy River	_____	_____
Wilson, L. R. ....	Moncton	_____	_____
Wilson, R. D. ....	Winnipeg	_____	_____
Wilson, S. ....	Moncton	_____	_____
Wilson, S. E. ....	Neepawa	_____	W.
Wilson, T. ....	Cochrane	_____	_____
Wilson, T. H. ....	Winnipeg	_____	S.S.
Wilson, T. L. ....	Battleford	_____	W.
Wilson, T. M. ....	Humboldt	_____	W.
Wilson, W. ....	Hearst	_____	_____
Wilson, W. C. ....	Moncton	_____	_____
Wilson, W. L. ....	Joliette	_____	_____
Wilson, W. F. ....	Brandon	_____	_____
Wilson, W. H. ....	N. Regina	_____	_____
Wilson, W. J. ....	Winnipeg	_____	_____
Wiltshire, C. S. ....	Dauphin	_____	_____
Wimbush, H. ....	Saskatoon	_____	_____
Wingrove, W. ....	Limoulu	_____	_____
Winner, A. E. ....	_____	_____	_____
Winter, J. A. ....	_____	_____	_____
Winter, R. ....	Saskatoon	_____	_____
Wise, H. ....	Kamsack	_____	W.
Wiseman, P. P. ....	Moncton	_____	_____
Wite, C. E. ....	Caldonia	_____	_____
Woitovicz, J. ....	Edmonton	_____	_____
Wolotko, J. ....	Pt. Arthur	_____	_____
Woltje, L. R. ....	Rosetown	_____	_____
Wood, A. E. ....	Dist. 2/3 CD	_____	_____
Wood, C. ....	Winnipeg	_____	_____
		{	M.S.M.
			C de. G.B.
			W.
Wood, C. G. ....	Vermilion	_____	_____
Wood, R. S. ....	Edmonton	_____	_____
Wood, W. F. ....	Winnipeg	_____	W.
Woodard, S. ....	_____	_____	W.
Woodbridge, W. S. ....	Toronto	_____	_____
Wooden, C. W. ....	Winnipeg	_____	_____
Woodhouse, W. P. ....	Makinak	_____	_____
		{	M.S.M.
			1914-15 S.
			W.
Woodhurst, D. ....	Brandon	_____	_____
Woodman, Alonzo. ....	Transcona	_____	_____
Woods, A. E. ....	Winnipeg	_____	W.
Woods, C. ....	Winnipeg	_____	_____
Woods, C. A. ....	Newcastle	_____	_____
Woods, C. A. ....	Hanna	_____	_____
Woods, G. C. ....	Vermilion	_____	_____
Woods, T. ....	Transcona	_____	K.M.
Woods, W. J. ....	Winnipeg	_____	_____
Woolston, A. T. ....	Winnipeg	_____	_____
Wooster, H. ....	Dauphin	_____	_____
Woodworth, P. W. ....	Moncton	_____	_____
Workman, R. ....	Winnipeg	_____	W.
Workman, S. F. ....	Pacific D.	_____	M.C.
		{	M. in D.
			W.
Worsfold, J. H. ....	Calgary	_____	_____
Wright, A. ....	Saskatoon	_____	_____
Wright, A. E. ....	_____	_____	_____
Wright, C. P. ....	Halifax	_____	D. of W.
Wright, D. ....	Winnipeg	_____	_____
Wright, F. ....	Parry Sound	_____	W.
Wright, F. D. ....	Winnipeg	_____	_____
Wright, G. ....	Toronto	_____	_____
Wright, St.G. ....	Halifax	_____	D.
Wright, W. F. ....	Moncton	_____	_____
Wright, W. H. ....	Toronto	_____	W.
Writer, B. ....	_____	_____	_____
Wyllie, D. V. ....	Kamloops	_____	W.
Wyllie, J. ....	Cochrane	_____	_____
Wynn, L. ....	Ft. William	_____	W.
Yates, F. A. ....	Saskatoon	_____	_____
Yates, H. H. ....	Prince Albert	_____	K. in A.
Yaworski, P. ....	Kilwinning	_____	W. & G.
Yeo, L. E. ....	_____	_____	_____
York, R. D. ....	Graham	_____	_____
Youlds, J. O. ....	Halifax	_____	W.
Young, A. ....	Pacific Div. ....	_____	_____
Young, A. ....	Pt. Arthur	_____	_____
Young, A. A. ....	Pt. Arthur	_____	_____
Young, A. L. ....	Winnipeg	_____	_____
Young, C. ....	Stellarton	_____	1914-15 S.
Young, C. A. ....	Limoulu	_____	M.C.
Young, C. ....	Edmonton	_____	_____
Young, C. D. ....	Brandon	_____	_____
Young, C. S. ....	Toronto	_____	_____
Young, E. ....	Rainy River	_____	_____

Young, F. J.....	_____	_____	Youngberg, F.....	Rainy River	_____
Young, G.....	Brandon	_____	Younghusband, F. L.	Dauphin	K. in A.
Young, G. A.....	Moncton	_____	Younglove, B. LeR.	Chicago	_____
Young, H.....	Bramson	_____	Youngson, C. D.....	_____	W.
Young, H. A. J.....	Halifax	_____	Youngson, T. R.....	Kamsack	W.
Young, H. E.....	Kamsack	_____			
Young, J. A.....	Neepawa	W.	Zazzard, S.....	_____	_____
Young, J. E.....	Bathurst	_____	Zeitler, H.....	Winnipeg	_____
Young, J. G.....	Sag. Div.	1914-15 S.	Zharmarz, G.....	Woodridge	_____
Young, L.....	Winnipeg	_____	Zryd, C. J. L.....	_____	_____
Young, M.....	Cochrane	_____	Zuboski, I.....	_____	_____
Young, R. C.....	_____	_____	Zwisker, A. A.....	_____	_____
Young, W. S.....	Pt. Arthur	G.			