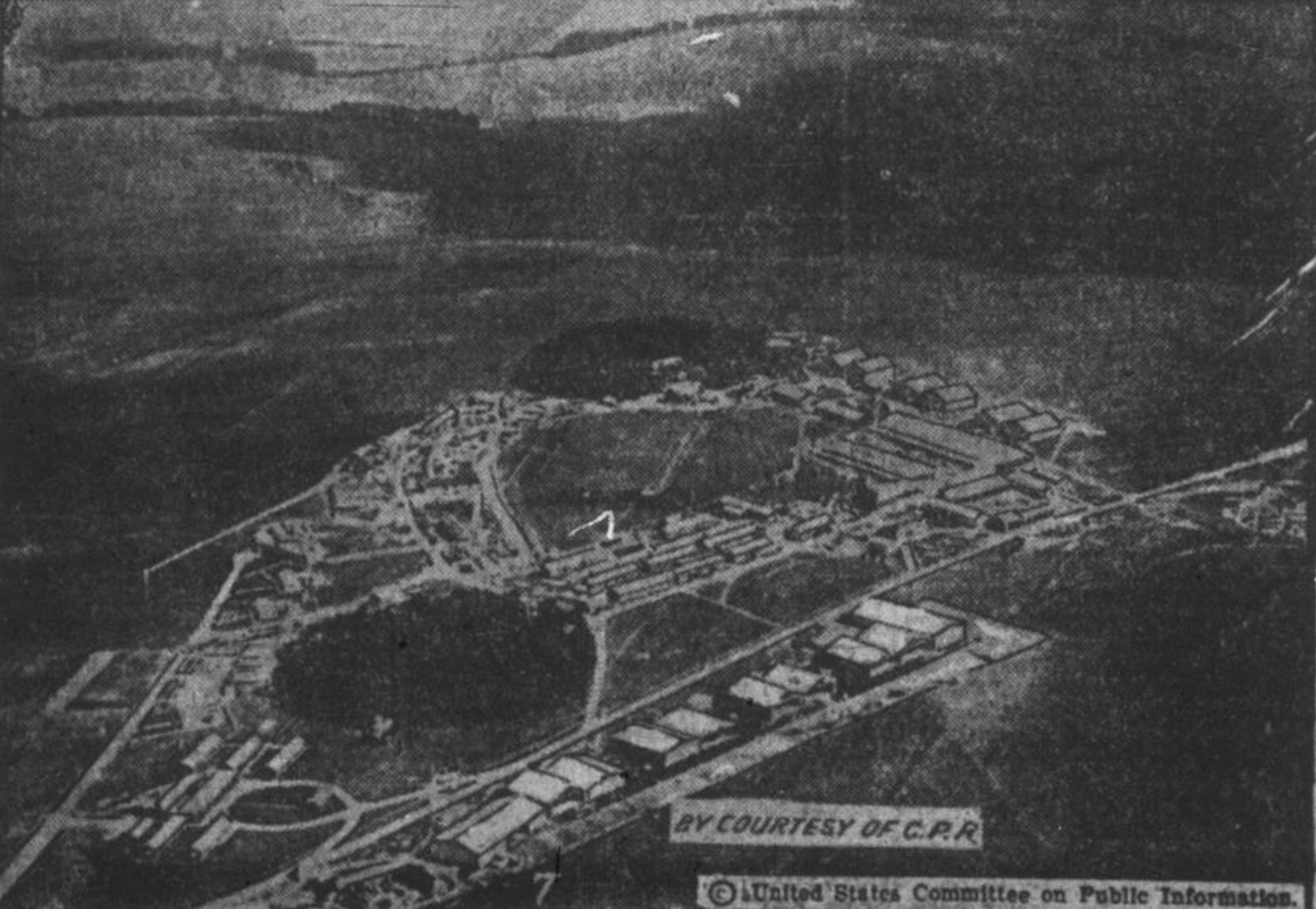
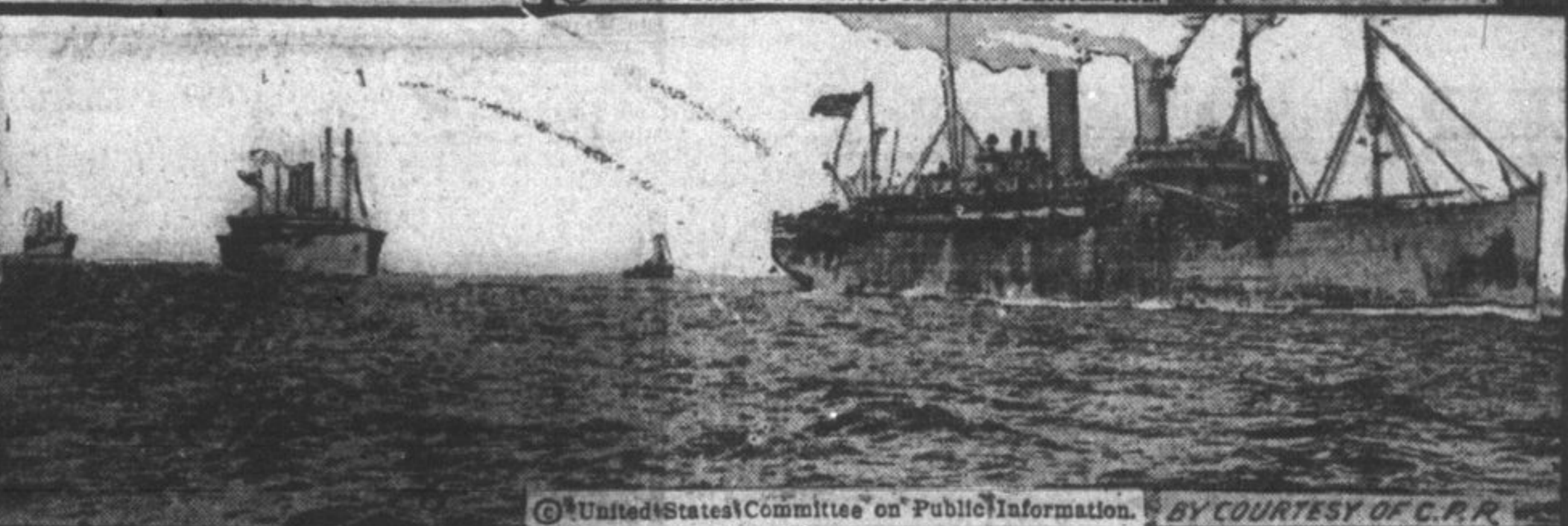


WITH THE SAMMIES AT THE FRONT



- (1) Members of field battery of the American Expeditionary Force cleaning their boots.
- (2) German crew and submarine which surrendered to the Americans.
- (3) Salvation Army girls making doughnuts and pies for the men.
- (4) General Pershing reading a telegram at an aviation camp in France.
- (5) Stokes mortar going into action under heavy bombardment of smoke bombs.
- (6) U. S. transports and convoy at sea.
- (7) An American aviation field.
- (8) General Peter Traub and French officers at his headquarters in France.
- (9) Engines on the line in France.



Railway Heroes at the War

WRITING from war correspondents' headquarters in France, Roland Hill says: "The men who drive the big engines of Canada's ocean-to-ocean trains across the prairies and through the mountains are made of stern stuff, and have nerves as steady as the steel roads they travel. You may meet many of them at the war." Under the most trying circumstances these men are carrying on the most difficult work right up behind the firing lines. The train tracks are often broken and the rail beds damaged by enemy shell fire. Men less skilled would not risk running a train over them, but these expert Canadian engine drivers often pilot their cargoes along lines that seem impossible. They bring up troops, food supplies, guns and ammunition, and they bring back the wounded to the hospitals. Nothing daunts them. Roland Hill tells of a young sergeant who in days of peace drove the Imperial Limited, from Moose Jaw to the West; this man backed up his engine to a shell dump where there were \$200,000 worth of shells. Part of this dump was on fire and the shells were bursting around the brave sergeant. He coolly connected a hose with his main steam pipe and for half an hour pumped steam into the burning mass, and finally overcame the fire. His engine was bored with shrapnel holes. The flying fragments tore his clothes, and his escape was miraculous. His gallantry during the fire called others to his assistance. Many of those were wounded; he utilized his damaged engine to bring them to an adjacent hospital.

Private James Peter Robertson, of Medicine Hat, Alberta, was one of the C. P. R. engineers to win the Victoria Cross, the most coveted distinction in the army. A Reuter despatch says: "Number 33265, Private James Robertson, late infantry, enlisted at Macleod, displayed the utmost bravery and outstanding devotion to duty in an attack when his platoon was held up by uncut wire and a machine gun was causing many losses. Private Robertson dashed to an opening in the tank, rushed the machine gun and after a desperate struggle with the crew, killed four men and turned the gun on the remainder, who overcame by the ferocity of his onslaught, were sent running towards their own lines. His gallant work enabled the platoon to advance. He inflicted many more losses amongst the enemy, and then, carrying the captured gun, led his platoon to the final objective. He there selected an excellent position and got the gun into action, firing on the retreating enemy, who by this time were demoralized by the fire brought on them. His courage and coolness cheered his comrades and inspired them to finest efforts. In carrying a wounded man he was killed in front of his own trenches."

But not only have the engineers been doing great things at the war; men from other branches of the service of the C. P. R. have been doing nobly as well. At present there are 2,500 employees of the company in the fighting ranks; they are scattered everywhere there is a fight or the prospect of one, on sea or land, and some are training at home. Many have risen to the highest official positions, and many are being promoted every day.

Private Michael James O'Rourke, of New Westminster, British Columbia, was assisting in the boring of Rogers Pass tunnel—where the C. P. R. passes through the Rocky Mountains—when the war began. At Moquay Farm he won the military medal after being a short time at the war. On this occasion, he spent three hours in a sap bombing Germans, and when his supply of bombs ran out he lay in a shell hole sniping. He was subsequently helping at a Lewis machine gun, and went away to get ammunition. While absent the gunner was killed. O'Rourke got another gunner who shared the same fate. Then O'Rourke looted a bomb, killed a German with it, took a lot of bombs from the German and flung them into the German lines.

Private O'Rourke was in the thick of the fight for twenty-eight months without receiving a serious wound. Some months ago he won his Victoria Cross unscathed. This is how he did it: For three days and nights he was a stretcher-bearer working without halt going into No Man's Land and bringing in the wounded, dressing them and getting them food and water. On one occasion he saw a wounded man, blinded, and stum-



bling ahead of him, who was being fired on by the enemy out of action. Regardless of his own safety, O'Rourke guided that man into safety. On another occasion he went out fifty feet in front of the British barrage where he was exposed to very heavy shell and machine gun fire, and brought in a wounded man. In a single trip to No Man's Land O'Rourke dragged no fewer than six wounded into the shelter of a trench. Throughout the entire operations the area in which he worked was subjected to incessant fire of all kinds, but this hero was all the time absolutely reckless regarding his own safety, and though almost exhausted stuck to his task unflinchingly.

Corporal E. E. Resca, formerly an employee of the Canadian Pacific Railway, is another to win the military medal. He rescued a number 12 howitzer gun that had been left in a dangerous position and was liable to be put out of action by the enemy. The gun was taken back four miles under a terrific shower of shrapnel which lasted for four hours and was struck eight times during the removal to the rear.

Lieutenant L. A. Coulin of the 22nd Battalion was awarded the military cross for splendid work in rescuing the wounded under heavy shell fire during the battle of Passchendaele. Previous to enlistment he was employed in the passenger department of the C. P. R.

These are only a few instances of the heroism displayed by the soldiers recruited from the services of Canada's great railway.