Lt. W. R. Keast.
1st Field Co.
H. I. F.
Tuesday 4th January, 1916

I spent all day laying out the site of the 1st Battalion which is to be a model battalion, all others of the division copying it. Besides laying out the tent lines there are the mess tents, kitchens, stores etc. The men are having matting mess tents put up for them some being built by contract and others by the sappers. Kitchens to be brick and concrete to the camp must be a permanent one. The contractor putting up the mess tents is French and can't speak English, he has as an interpreter an Arab who knows very little English and is not so easy to get on with. It blew and rained pretty solidly today. I have a bed now and mats on the floor of the tent so am pretty comfortable. Capt. Backs job arrived in Camp today. He left Gallipoli with an order for me. He brought a valise, slippers, electric torch and two sets of woolen underclothes. He also got my black kit bag. I think there got all my personal belongings again except my brushes, I hardly expected to see all my things again.
Wednesday 5th January
I had to alter the layout of huts this morning owing to one of the main lines of the camp not being correct. The camp could not have been laid out too accurately in the first place. In the afternoon I started to design and draw a type of kitchen to be used by all the battalions. It seemed pretty heavy at first but for the curse we would have been smothered in dust. During the afternoon I received over thirty letters, lots of papers and several parcels, it was quite a birthday treat. I started in to answer them after tea but it's a big contract. The mess is just about in full going order and looking quite nice at dinner. We have American oil cloth (white) on the tables, four very nice kerosene lamps, and are expecting some table covers for after meals. The mess treasurer (yours truly) has not had much to do yet but expects a more strenuous time ahead. I don't see much prospect of getting to see Walter Bassett yet, Jim has not arrived here so far but ought to be down any day now.
Thursday 6th January

Duties first this morning, in fact the wind is so cold. Spent the morning marking out more mess tents for the contractors and interviewing the battalion about shifting their tents to conform with the general plan. In the afternoons I went round to various brigade majors with Major Powolniak C.R.E. Works under whom I am working, to see about getting the battalion showers started. Each battalion is to build its own and just Engt supervision. The floor is 4” concrete laid on 6” gravel with a central gutter with slope 1’ in 100. Flow is 16” x 56”.

There will be ten showers two of which are for officers. I went to see H. Carr after dinner about the details of the showers as he had fixed it up with Frank & Chin the contractors supplying the pipes & showers.

Friday 7th January.

Got on my maddie & went round all the 12 Bns of 1st div & got the site of showers marked & the excavation started, save in cases where Bns have no tools. The trouble will be in obtaining the amount of gravel necessary i.e. about 2000s.
all the 2nd Bde moved up today of course I went down to try to see Jim but he has not left Abassia I found. He is with the signallers forming an advance reserve brigade. I found Jimmy Munro came down with an advance party of the 2nd Bde today and was along to mass tonight. I got a letter from Hal Baddeley saying he is at Sarampen near Tanta on the canal. I found Eddy today on the 6th. He was S.M. in 10th of 6E but will have to lose his stripes next week. Nothing more than got a start was done with most of the shower sites today owing to the unsettled state of the Bde. I walked up to Jimmy's camp with him after dinner tonight. It's right at the other end of the camp. Been on the horse most of the day but feeling no ill effects.

Saturday 5th January

Raining again this morning and the infantry, a large percentage of whom are sleeping out, must be having rather a bad time. I went over to the three artillery brigades and started to get their showers going, one new brigade then went along the infantry lines to see how they are progressing with theirs. We are thinking
screens to facilitate the gathering of gravel for the floor. We are short of tools though, so will have to juggle with the ones we have. I received two parcels, one full of plum puddings & the other miscellaneous. All the parcels seem to be coming along O.K. I got my prints back from Cairo tonight & there are some good ones amongst them. But a little album & wrote a few letters after tea.

Sunday 9th January
Fixed up the mess accounts after breakfast and then caught the 11 am train up to Cairo with H. Rowling. The train was over an hour late but was after 3 o’clock when we got our room at Shepheard’s and had a tight lunch. Then caught the Helipolis train intending to see Jim. On the way down I found he had moved from Abassia to Zeitoun. Then I got to his BC Hotel. As I found he had moved to a signalling school and when I found the school I learnt he was out and would not be back for tea so left a note saying I would be back next day & returned to Cairo. Here I indulged in a hair cut, shave & shave & felt quite young again.
 Went to the Kursaal after dinner &
saw rather a good show

Monday 10th Jan.

Started off with a visit to Kodak
where I purchased a new
camera (quarter plate) having
sold my 1/2 Pocket. Then set out
for Egyptian Ordnance but could
only get a few Brown Belt. At R.H.
Davies Bryan I purchased leggings
& gussets. My new uniform
was not ready at Davies Bryan
so I will have to wait another
week. Then caught the car down
to Helopolis and found Jim. He
obtained leave for the afternoon
we came up to Cairo. had
lunch at Shepherds. Then went
down to base kits at Bagnalls for
some toot. I took Jim's photo &
he took mine in the Gardens. Came
up to Shepherds & had. afternoon
tea & remained till it was time
for me to get moving. We went
up a little way saying we had
met then Jim stopped off & I
got ready for the train. Jim
was looking fine, quite fat. He
had a bit of a cold but nothing
to worry about. I will try and
get him transferred to the 7th Bn.
There otherwise I may see very
little of him.
Tuesday 11th January.

In my house all the morning, fixing up about the shower bath construction and inspecting progress. Setting the gravel down is taking the time, that is, back the job. Invited artillery showers the RE. store in the afternoon. Seeing about templates etc. I've had a bit of a toothache all day & don't feel too good on it. Done with mess accounts & kitchen designs after tea. Bricks are coming along tomorrow & we expect to get on with the kitchen.

Wednesday 12th January.

Started the Engels in their own showers this morning. I tried a new horse this morning. He is a bit fresh but quite a change from the pony who is pretty slow. Visited allirstheshowers in the afternoon, some are getting along well, others held up for lack of tools. The pioneers of the Battalion have a lot of work on their hands at present & can't find tools for all the jobs. In the afternoon I met Alankin, he is looking very well. After dinner Jimmy Minamis brought Clarie Steel along. He is well & says Walter Bassett is getting along well.
Thursday 13th January
Nothing out of the ordinary doing in the morning. I had a look at most of the showers or rather where there will be showers. In the afternoon I went down to the canal where the coy. was doing some pontooning. I lent my horse to Jimmy Minamo on the side stepped into a muddy ditch with him at the right of a donkey. Alan Kerr came along to mess tonight & thought we had things pretty comfortable. The night is pretty fresh with a bright moon.

Received a letter from Jim about his transfer to the 7th Bn.

Friday 14th January
Getting made up for the concrete top on the cooking ranges for the infantry. The ranges are double holding 16 dishes & are built of red brick & concrete. The blocks which came along today are very poor, quilt 3/4 of them are broken & all are badly formed. We fell in at 1 pm for a rehearsal.
of the review to be held tomorrow by General Murray who took over the M.E.F. from General Neuville. As usual there was a lot of standing about & waiting. We marched past Brig. Gen. Smith S.O.C. 1st Bde. Had a rotten tooth ache after dinner & went to see the dentist but he said the teeth were all right so it must be that my blood is out of order. Received 8 mail & letters today.

Saturday 15th January

All over the camp on my horse in the morning, I visited all Bde. Staff of 1st Div. and arranged for all Pioneer Bks. to meet me at 1st R.C. after the Review to fire up about kitchens and grease traps.

The review in the afternoon was a great success. I believe we marched well but there was a few amount of dust. I got my batman to take 3 photos of the review. Shope my turn out O.K. The only fly on the ointment was the fact that I had a toothache all the afternoon. A review is a serious affair at any time & a toothache did not help to alleviate matters. I went to saw the dentist when I got back.
and had it out. It was my wisdom tooth that the dentist was very successful with it.

Sunday 16th January.

Sent a card for Father's Birthday last night. My tooth ache gave me no more trouble and I had a good sleep.

I have to spend all Sunday morning making up the men's accounts & officers' bills, it takes quite a morning to do it. I read some naval short stories after lunch, and wrote a letter to Co. 2nd telling 22 about Jim's transfer. I also wrote to Jim to home. It was a glorious day and a lovely moonlight night.

Monday 17th January.

According to St. Martin's who returned yesterday from Jamaica we may be moving off at any time and so I decided to get off the 'showers' job and back to my company so that I may get to know some of the men and if possible lick them into some sort of shape as possible. I was able to arrange to transfer over to Lt. Brockman of the 2nd Coy. to spend most of the day going over the job with him.
About 4pm I went for a ride to the far end of the camp & looked up a couple of O.M.C. in the 6th Vth Amb. & 2nd Div. Art. The latter have not been to the front yet. From what I saw they have a very young set of officers. I had a good gallop back over the hard gravelly surface of the desert.

Ed. Mary, Mr. Herbertson & Towner left here tonight for Alexandria for some preliminary work so there was a cheer in the mess after dinner.

Tuesday 18th January

Celebrated my return to the Co. by being Underly Officer, as our Co. is duty Co. for a week starting today the men are all taken up on works & there are no drill parades. We are going to cut down the members of the Company to loan strength + 10 to + we wish most of the 11th Reinforcements out to reduce our members.

Major Office went up to Camp today leaving me in charge of the Co. for a couple of days. As the paper money issued as pay is no longer Currency it is all being withdrawn through the Field Cashier.
Wednesday 19th January

Very little done during the day. I received a letter from Walter Lecie from France saying he is ok and with his division spelling. Went for a cantor over the desert this morning and got a poor seat in Consequens. Maj. Williams late OC 2nd Coy & Maj. Mathew OC 2nd Coy & possibly Lt James Adj. OC are going to Australia to assist in raising nine new field corps.

It means they'll want some Engineer officers in Australia. My new clothes came down from Cairo tonight & one will now be able to put off the "anglo" touch.

Thursday 20th January

We are going down to the Canal very soon & we have practically no surveying instruments or materials so I got the Major to lend me to Alen to the Base Stationary office to get some things. I got the requisition & caught the supple-

ly 11.6 am train up to Cairo. It did not leave until after 12pm. Consequently we'll not meet the afternoon when we reached Cairo. We had a late lunch & I flew down to see Jim.
I told him what I had done about the transfer and would be back about 11.5 to see the adj. 2nd training. I had about it. I just got back in time to pick up Mackey and get to the station to catch the 6:35 p.m. train. He had a good dinner on the train until we arrived at Aley at 8:15 p.m. and went to Regina Palace Hotel a nice hotel right on the railroad. We went to the knave of the ship which was not bad.

Friday 31st Jan. Mackey and I went downstairs to Station Office. He said they wanted the things on in a couple of days. I then went down to Ordnance to see about ammunition in storage. After a long gory drive we found the place and proceeded to find what they could supply us with. Of the he had had an indent from Col. Austin D.D.O.S. We came here about 5 p.m. and I drove back to Roughs Gardens then took some photos. There was a very fine house with several pretty fine Orchid plants. We got back into Aley in time to
choose a few gramophone records to have afternoon tea. We caught the 6 pm train down to Cairo & went to Shepheard's to get a room. We then went to the khamsal for the rest of the evening. A very enjoyable day.

Saturday 22nd Jan.
Went down to see Adj. of 2nd Brass. He about Jinn's. Traveller to 7 PM. He said he would permit it but it would be a special case as no transport. Signallers were to take place. Blew about Cairo shopping. Saw cops about & stuff I called back about 8 pm to take it down. Spent half the time driving about in Garm's. Heard we were leaving on early next week. Some officers of 2nd Brigade recalled by telegram. Saw blowhist who had come down for a last flutter. We had afternoon tea on the balcony at Shepheard's & then hopped off to catch the train. The train was so crowded we could not get into the dining car for dinner. Obtained a couple of maps of the canal & we are going to be issued with a small scale map of the country round Ismailia.
Sunday 13th January

Orderly officers, besides which mess business and the affairs of the mess have to be wound up do the 2nd Coy are leaving for the Canal tomorrow. I spent all day pricing up accounts & getting out the final bills. Some of the officers are away at present & we don’t know when we will collect their money. I have to take over the “showers” job again but had no time to-day to look into it again. Most of the drinks and cigarettes that came down today & yesterday have been sold. I rather expected to have some of these left on our hands.

Yesterday I received two great parcels from home, one from Mr. Sherman & cigarettes from Mrs. S. The boxes from home were regular Christmas boxes.

Monday 24th January

I have to take over the “shower” job again from H. Bockman who left with the 2nd Coy. today at 10 P.M. for Kerakalem. The 2nd Coy are going in 3 parts at 12 midnight tonight, 5am tomorrow morning & 7am tomorrow. Went round inspecting the various showers this morning. This afternoon I went for a
Native village about 14 miles across the desert. It is in a beautiful palm grove, the heat and clearest village I have seen in Egypt. I got a couple of snaps here. It was quite an enjoyable ride. When I got back there was a birthday parcel from home waiting for me containing all sorts of good things. I wrote home after dinner.

Tuesday, 25th January.
This has been an absolutely shocking day, allowing dust and sand to come in the room and covering everything inches thick in dust. In the afternoon we had the Company out with all the tool carts and wagons doing combined drill. Things went off pretty well, the main difficulty being the arrangement of Concise signals for the various movements. Went along to see Aldon before dinner, taking a film with me. He just received a letter from Frank who has been up to Buckingham Palace to Reserve his D.S.B. from the King. Wrote several letters after dinner. Divisional E.O. Head Quarters left today for Alexandria.
Wednesday 26th January

Spent most of the morning clearing up my kit & deciding on the things to take with me as to leave behind, getting my valise and books packed. Went for a ride in the afternoon to Ross and got my revolver back. Left in at Angora when leaving but found it had been stolen by my successor. On arriving back at camp I found I was to take charge of an advance party leaving for Serumula. Probably to return to. I started in to make the necessary arrangements. Found out later in the evening troops leaving at 1 a.m. Greenway returned from Esp. today.

Thursday 27th Jan.

I asked the men with 150 rounds of ammunition. We took with us 3 tents, 2 pickets, 3 shovels, 3 shovels, and two days' rations. Transport went down to station at 11:30 am and the puffers fell in at 12.15 pm just as we were ready to move off. Walter Bassett came along & gave me a great surprise. He doesn't seem to have altered.
a bit. He had just come from Serapun and he turned round and came back with us. We caught a train at 1 p.m. Maj. Mother, Capt. Young and Lt. Freeburn accompanied myself and twenty Raffena down. We travelled by passage train to Walker & I touched in the dining car. We had to change at Semalina for the train, had dumped our baggage off at Serapun & found Capt.'s backpack of 52 Co. along with two canteens. We had to march 2 miles through soft sand just after starting the rain commenced & it rained all the while we were marching to the canal. We got the tents off trips just beside the road when the rain stopped. Most of the men got pretty wet & I got wet around the knees. The men got tea from a neighbour's cook house & I had down and had a good dinner at 5th Co's mess. I stayed talking down there till 8 p.m. when I came back to our camp to went to sleep. Our tents are right on the bank (west) of the canal amongst a fine grove. It is less than 100 yards to the Spenton bridge &
Friday 28th January.

I had a fair nights sleep, altho' it was pretty cold and the men who were only allowed to bring one blanket must have found it pretty cold. I got up a little after seven & went down with Bassett for Breakfast. Went for orders to P.E.H.Q. but no one there. Col. Martin was still out at the front. Inspected rifles at 9 am & went across the canal to 22nd & 33rd Corps to see if Maj. Walker knew where we were to go. He did not as proposed to stay where we were. Got a ration book & intended for fresh rations getting meat and vegetables & jam. Strolled round and took some photos. After lunch had a read for an hour then met Walter & we went along canal bank for a walk. Had tea about 5 pm & was just going off 5 Hrs. to find out if Col. Martin was back when I met Maj. Upton who had come down for the day to have a look round. Took him to our little camp & gave him tea then walked over to Semaphore station with him. Had a good half hour walk over the sand.
Saturday 29th January.

Due to a mistake of the cooks, breakfast was at 8.30 am and not at 8 am. Section fell in for inspection at 8.30 and then put away arms and we went for a march to the end of the metalled road running out towards the front line. It is only out as far as the 3 kilometre post. The 6" water main is out just beyond the engineers camp about 2 km. There are two light railways, one steam which must be out 4½ to 5 km, and an internal combustion railway which is out about 3½ km. The pipe line is held up for lack of pipes & more soon. To be no prospect of getting them. The water is at present taken out to the 4 km. and here by camels already overworked. Troops out on the front line are getting bully & biscuits & not much of that.

I called up to see Maj. Maker on my way out of the parade. It was the Coli orders to take over the bridge with my section of 20 and relieve Mr. James & the 3rd Coy. who are on it. Went down at 1 pm with the men to assist 3rd Coy. during the afternoon. There were...
Large boats went through and as there was not much traffic to go across the bridge it was open most of the afternoon.

Walker Bassett left on a trip for Jervis Bay about 2 p.m. I went down to Jervis Bay to receive 20 blankets and my mail case. I also went down for food.

I was called through by Col. Markyn getting the D.S.O. wanted to see him. I saw him in hospital after tea than to D.E.H.O. Where I saw Col. Markyn.

Sunday 30th January

Reveille at 6.30 a.m., fell in at 6.45 and marched down to form bridge by 7 a.m. Just as starting to swing 3 barges planted to swing down and delay of 1½ hr. Then swinging down it were held up by sea stream anchor which must have drifted.

Just as swinging up into position Mr. James came down with orders from A.N.C. giving time for bridge to be across stream at 8 a.m. 5.30 a.m. 12.30 a.m. 5.30 a.m. 6 p.m. 11.30 a.m. to 12.30 p.m. 5.30 6 p.m. As we broke again and went to breakfast. By 10.15 a.m. a great deal of traffic had accumulated on either bank. So by Mr. James order bridge made at 10.30 but had to be broken by
11.55 am to allow two vessels from Euson through Bridge made again at 12.45 pm to allow hestle wagens loaded with tinner across but first wagon across broke through handrail at start of bridge 4 one horse & one wheel of wagon went over Cut horse free & swam then ashore. Wagon unlooted & pulled back. This occurred at 1.35 pm. 4th keeman along hand rails during the afternoon (Bridge broken after accident) contacted by phone no boats till 6.30 pm so made bridge at 4.15 and broke at 6.00 pm. Calm day no wind. Bridge takes about 12 minutes to make or break considered question of putting in another boat and getting two short baps to facilitate handling.

Monday 31st January

Reveille 5.30 am fell in at 5.45 am but bridge not across till 6.15 am due to trouble with road keeners. The infantry piquet did not arrive till 6.15 am and the transport officers did not turn up till 7 am. The has a roman escape from an accident with a coach cart the horses of which got out of hand. One of the passengers was
squeezed between handrail and wheel but luckily was not hurt.

Leaving bridge back at 7:25 am. We were advised to stand by
to make bridge at 9 am as a pipe line was to be laid across
the canal & traffic would be stopped but we could not
make bridge till 11:30 am owing to traffic on the canal.

While the bridge was across this time a pair of horses in a
Cook's cart bolted right across the bridge and what was
a wonderful kept on the bridge and hurt no one. There was
a lot of traffic over the bridge & it was kept open till 1:55 pm. Horses
went across to water. We
just needed along the deckings of the bridge to dewater the
pound and it proved very
successful in quietening the
horses. Made bridge at 5:00 pm
closed at 6:55 pm for the
night. During first opening
15 G. S. Wagons & 90 Horses &
A+171.2. Divisional train went
across to East side. We all
had a swim during the
afternoon. stood by. The water
was pretty cold & we did not
stay in long. Wrote home
after tea.
Tuesday 1st February.

Reveille at 5.30 am and we were all wakened at 5 am by someone coming to the tank and kicking up a row. We did not get the bridge open till 6.35 owing to being delayed by boats. We broke at 8 am and swung again at 8.15 till 9.45 am. Bridge across 10.0 to 12.20 pm, 9.35 to 3.20 pm, 4.50 to 6.5 pm. The 7th & 8th Bns crossed today 8.15 getting across in 7 minutes. We kept a many launch waiting from 5 pm to 6 pm at which time we was some straff. The tube line was landed today by the Tiber sheen legs. This kept the traffic back in the canal and enabled us to keep our bridge across most of the morning. There was a great amount of traffic across the bridge being done all the time it was across.

Did well today, I got a loaf of bread & eggs so I will live well for a few days to work of the Company coming down yet.

Wednesday 2nd February.

Up at 5.30 am again and started a very vigorous day. We made and broke the bridge 7 times and there was a pretty strong wind most of the day.
One of our chaps fell in with all his clothes on. I was as near as a go in, slipping down to my arms between the road barriers. The "Cornwallis" passed through from Damali at 11.15 am. I got a photo of her passing through. Sent Ashlin my batman and Johnstone up to De-Lahah to buy stores, pronto mostly. Left up at 9 am & back at 10 pm tonight. Introduced to Admiral of French fleet from Lake Tsimah. He came down with a Canal official & brought wife & daughter but unfortunately I can't speak French. Heavy traffic all day.

Made 6.10 am  
Broke 7.45  
Made 7.50  
Broke 9.30  
Made 11.00  
Broke 10.55 "Cornwallis"  
Made 12.10 am  
Broke 2.15  
Made 2.15  
Broke 3.25  
Made 4.15  
Broke 5.5  
Made 5.15  
Broke 6.15

Thursday 23rd February  
Had a very quiet day today. We made the bridge three
times only practically at the regular hours. There was but little traffic across it. Six boats passed down just after opening at 7.15 am, the leader being the Battleship "Jupiter." Had a swim after lunch while quite high living today, porridge & eggs for breakfast, steak & tomatoes for lunch, vegetable & cabbage as first course for dinner, followed by peaches, & bread rolls for all meals. It seems pretty hard when chaps out on the line about 8 miles out have to live on bully & biscuits. The weather is grand at present. Received a letter from Jim and one from Roy Jones together with two "Readers" today. There is a bag of mail on the way for us. Heard from a passing ship that the "König" had sunk two German Battleships & a Cruiser in the North Sea. Rd 12 spare cheese.

Friday 4th February.

Talked a bit late this morning but we got the bridge across by 6.15 am. We had to break at 7.15 am for a boat. It was a large Danish boat the "Jówin" an oil engine driven craft. Got a snap of it. It blew pretty hard with the current during the morning so we had a hard job.
making the bridge about 11.30 am. We eventually got it across with 30 ft. lines up stream holding it. A tug helped us to break bridge by pushing the span up. Made bridge just after five and got it over pretty easily. Broke at 6.00 pm.

Sat 27th December 6 barrels 4\footnote{4} x 4\footnote{4}, 6 cube dynamite, 6 saltpeter 1\footnote{3} x 1\footnote{3} rope as span for bridge.

Saturday 3rd February

Made bridge a little after six and has to break a little after 7 for three ships. There was no traffic across the bridge at all. It commenced to blow pretty badly towards midday and we tried for an hour to make bridge but before we could succeed we had to break bridge for a steamer. There was not much traffic over all day & the port coped with what there was. We made bridge with little difficulty about five & broke before cut so there was no traffic. Major Hague came down with pay for the crew & I saw a friend. It commenced to rain slightly about 5 to 6 pm & continued into the night raining heavily at times. We had to get a tug to push us up when breaking at midday or we would never have pulled it up against wind & stream by hand.
Sunday 6th February
Made bridge shortly after 6 am but there was no traffic across it. Broken about 7 am
Made again at 11.30 am till one pm but not much went over.
The day was pretty chill and the bridge easy to handle. Read an article on the first stages of Meso-
Notesian campaign during the afternoon. The O.C. Bridging train came down with Gen. Leslie to see
about taking over the bridge from us.
The Malwa R.O. line comes through bound for Australia very few on board. Not enough traffic to make
bridge at 5 pm so we experienced a quiet day. The first motor car went over the bridge today, a
rather heavy touring car. They are talking of bringing motor cars across in a day or so. Some more
Clothes sent down from Tel-el-Kebir.

Monday 7th February
A couple of boats coming down about 6 am prevented us from getting
the bridge across till nearly 5.30 am.
There was no traffic over the bridge and it was broken before 8 am.
We put the bridge over at the regular hours, no traffic at midday till
several pontoon loads of timber for tenders went over at night.
A squadron of N.Z. Light horse...
We received our delayed half bag of mail. I received several letters today, 18th Feb. When the bridge was opened about 1 pm I went down to Venice on the ration launch for a run. It is two or three miles down the canal towards the bitter lakes. There is an outlet well protects there. It is just north of the entrance of Canal into Great Bitter Lake.

Tuesday 8th February

The bridge was only open for about 1/2 hour from 6:15 am three large boats coming down from Suezia. There was no traffic however. A fair amount of timber was waiting to go across at 6:30 so we rang Suezia for advice of no boats. We crossed the bridge across but it had only been across 10 minutes when a boat came up round the Suezia head and we had to break. The timber got across however. We made again about 11:45 am and broke about 11 am. We wanted to make about 3-3:30 pm but a large boat up from Syria took almost an hour to arrive from Bitter lakes so we were not across till 5:30 am + broke again about 6:30. Received letter and papers from Uncle John. No word of the Py. Coming down. Reading quite a number of novels to pass the time.
Wednesday 9th February.
My 23rd Birthday but marked by nothing out of the ordinary. As usual made bridge a little after nine for an hour. Got a bag of mail from the P.O. but nothing for me. Discovered a broken road beam the compression half having failed at a knot. Made bridge at 1:30 am till 1 pm. Replaced the broken road beam in the afternoon. Bridge made from 5 to 6:30 pm broken in 6 minutes a record. It was kept open after 6 pm for delayed baggage traffic. Strong weakly wind but not felt on the canal owing to the belt of trees and high banks.

Received telegram from Oct. 13th to send brief account of damage for train disruption end of January. Getting through quite a quantity of novels of varying quality.

Thursday 10th February.
Usual routine today bridge across till 8 am. but no traffic. Wrote a couple of letters in the morning. One to Jim & the other to Roy Jones. After dinner I went down to locomotive signal station on the historic launch. It is 2½ miles down to Canal towards Kanagawa. I had met the Chief of the station here and he welcomed me & showed me over the place.
Touroum was the centre of the 
British attack last February. The 
chief had been there to explain 
everything to me showing the 
bullet marks on the walls of 
the station buildings. I had 
afternoon tea & started to walk 
back accompanied by the chief. 
He took me on a dredge working 
in the canal to then across to the 
East bank where the Turks killed 
last Feb were buried. The the 
cross marking the grave of a 
German Major. Got back about 
6pm. I found a stone motor tory 
has been taken over the bridge 
and nearly crippled it. The Turks 
were busy transferring the ferry 
(a large punt) to the bridge 
site as it was considered madness 
able to take any more traffic 
over the bridge, so the remaining 
two were ferried across. The 
floats with a pontoon bridge in 
a case like this is that the 
floats don’t sink through such a 
distance that the bridge is very 
distorted and the cleats on 
roadbearers have a great strain 
just on them. We will overload 
the bridge tomorrow. It was after 
ever when I got tea, then we 
had to put the ferry back. Just 
on finishing this the ferry chain 
brake two had to turn out t
get the loose ends of and join it up. After 9 pm when we finished, we moved up to Del el Kebir with some mails to bring back some things for me.

Friday 11th February.
Racaille not till 6 am today as the bridge had to be thoroughly overhauled before opening it over for traffic. All the long keys were unchessed and the road-keaves taken out and examined. The only parts affected were the lower cleats the tongues of which had beenstrained in many cases. The crew holding them bent in some cases pulled thru the wood. These were fixed and the bridge made about midday. It was broken at the usual keys (one from the shore) and turning back at 12.35 pm. Read most of the afternoon, bridge not formed at 5 pm as a boat went through at 6.5 pm of a launch with the Commissarer for Egypt was resquested down the canals at any minute we were requested not to hold it. Naval bridging train arrived today to take over. Wrote to Hallie to keeke. Fan breeze with the current.
Saturday 12th February

Had the bridge over a little after 6 am. a gale coming through just on 6 am. As usual no half over bridge, broke at 7 am. After breakfast the bridge met H. Bond R.A. Bridging Train went over to see Col. Martin with him about handing over. Arrangements made to hand over today & R.A. N.B. 15 cannyon tomorrow. Tore made bridge at 11.30 & broke at 12.30 pm. One of drivers got caught on 'propeller of peg Roberta' who was pushing our bridge open & a ship had to dive down & cut the lines free. I went down to Devonport on the ration launch to meet H.A.D. Ellis a well known lunatic patient who is on out patient duty here. He was pleased to see someone from the Chip. At we spent a brief quarter hours talking of various ship men we have seen here & elsewhere. The bridging train came down at 4.30 pm when we made bridge to watch as to enable them to take over. We made early as the horses had to go across & water, & leaving failed on the East side. After we went out 15 O.E. H.C. meant for a yarn. Opened out & Bond had had a large number of narrow escape from shells at Punta & when we were going back to camp I
mentioned it to him & he told me a lot of his experiences. He practically took New Guinea people handed. He is not a man who talks of himself, leave alone toast but a regular hard nut of a naval man, such a one as you think live only in story books. He has more narrow escape from death in many forms than one cares to think about. He apparently has a charmed life & was at 15 some purpose especially at this game. I hope to see a good deal more of him.

Sunday 13th February

Bridge got punched so I went for a trip out to the front lines. I had a loan of H. Debenham's horse & set out from C.E.H.Q. at 5.25 am. I arrived at advanced store and water depot 3m. along rail track at 8.35 am and at rail head 5.30 am about 9 am. I payed about up the yarning to an officer of an infantry party stationed there looking after water pipe laying. From here a 4" main runs to Gebel Heibeta on the front line. Gebel Heibeta is the main depot along the front and is about 1/4 of Sarraun. The laying of 4" main from rail head to Gebel Heibeta is within 3/4 mile of completion. All the pipes have been manhandled along the line from rail head,
an extreme distance of 3 miles. Mat
Bolwigs arrived at 9.30 and after
forming for
an hour or so pushed up W. to the
Mackay. Called in at 10 30 Bde to see some
of the officers & get on to Mackay (11th Bn)
about midday. Found Maj. Harcourt &
Williams there had lunch which I
had carried out to them and went up to
look at Mackay's positions. Most of
the positions, almost completed have
to be replaced by new ones with
a greater field of fire. The front
line is being shifted off reverse
Slope onto forward slope & a field
of fire of 400 yards is aimed at
Adjacent Fight by Col. Prebble to
Capt Grant. Alterations due to Dr.
Birdwood. The positions already
dug will possibly serve as support
lines and save digging new
support lines. I think the digging
of insecure & well protected
support communication trenches
will give some trouble now
at the move from reverse to
forward slope. Anchoring of hurdle
has given some trouble & different
schemes are in vogue. The unique
one is due to Williams. It employs
the weight of the sand to hold the
hurdle back by putting a foot on
the hurdle as sketch.
This method is apparently
satisfactory and saves
extra excavation for
wires
pressure
extra...
Anchorage but was more tinkled in the buildings. Positions I visited were well on the way to completion as regards firing lines & I think could be occupied in case of attack. Mackay rode back & Talked with me & I left three for diagonal about 2.30 pm walking the horse & rail head got me about 4 pm. It was a holiday along the line & so I had no work in progress. Heard from D.E.H.Q. that the Coy is arriving tomorrow and we will have to shift camp out a mile on the other side of the Capel. Feeling pretty tired after my ride.

Monday 14th February

I was in bed & almost asleep at 9.25 pm when an orderly came from D.E.H.Q. with a message that I was to report at D.E.H.Q. in the morning at 9 am with two men for horses and proceed to boom "to trace and recover if possible all landmines and appurtenances thereof. We took arms and ammunition and a midday meal. Arrived at town a little before 10 am & reported to O.C. post and a subaltern came along to give me assistance in locating the mines. He had seen the explosion of the three set off by Col. Mackay & I we quickly found one of the crates. There are six mines about 200-200 yards N. of the post and two 300 yards.
5. of the post. Three of the first lot have been fired and one of the second. The sketch of Loosanne post showing the mine fields is absolutely inaccurate with regard to the positions of mines. This delayed us in finding Craters ABC after having found D. We unearthed wires in several places and ran along these & mine found the 3 unexploded mines. The sand in some places has drifted over the wires & covered them several feet deep but along most of their length they were only 4 or 5 inches underground. Mines connected as diagram.

```
Exploder

A B C

Common DEF

100-600
```

Thus there are 5 wire running out about 200 yards from switches. Road-wide wire entanglements to minefield that means we will value about nearly 4000 yards to wire. I had a party from 3rd Pl. digging up the wires where they were buried deep and raising the wire. I found the Crater of G on the S. side of the post or by getting the leads up it will be easy enough to find. We were given every assistance by the Coy of 2nd Bn. Garrisoning the post including lunch in the mess to myself.
Tuesday 15th February.
Did not set out for Louvain till 9.40 am. as I wanted to get my own horse which came down yesterday but saddle was thick with dust & could not be used. It was drizzling rain all the way out & most of the morning. I got all of the men up & ordered them to dig one of the mines up. The same would not stand up and we had to dig an immense crater. We got down two feet but found no hole of the mine. We will continue tomorrow to try to get it up. Then I got back to Serpaune I found my section had to go out to railhead from our R.E. Store. They are going out tomorrow and I expect to follow them the next day.
Received two letters from home.
Wednesday 16th February
Set off for Susaome about 9am & got the cable battery & started boards just as the native launch Roberta & sent down to Sukaume with a steamer. I blew two of the mines of the Six Group E.O.T. with my torch before dinner & got a party to continue digging C up. After lunch blew up H of other groups & got a great surprise by it going up 500 feet away from where we were expecting it. Writing with cameras, eventually got C up after digging through stones & spare parts of tramway wagons etc. The explosive was 12 tabs (1503) gun-cotton with 1 prim-sec detonated in a wooden box buried about 8 feet. Brought gun-cotton in 1 ton getting it sent down by tomorrow’s launch. Two letters received tonight. Rode my own horse Ginger and today, it’s pretty fresh. A couple of heavy showers passed over today.

Thursday 17th February
Horse saddled about 1 am & I set out with written instructions about duties. I set out on my way to railhead & the R.E. Store. I called in at the 1st R.D. Camp & saw the officers who have just arrived. I got some more pipe cigarettes & novels & set out on a strange horse leaving mine to be clipped. Carried out some
Stationary. I left Atkins my depot to bring out my year on the oil train. Stayed at 1st R.C. for lunch. rode out part of the way with Freeman. Arrived out about 3 p.m. i found timber being stacked to a lot of men doing nothing. There are supposed to be 30 Police working here daily stacking stuff that is brought down at night on the trains. my new superintendence unloading at night and stacking during the day.

A good part of the space marked off as R.E. store is taken out for communications so I went into see the Col. about getting the area extended to try and get some timber for R.E. huts & kitchen. Horse was away from rails head about 6 p.m. broke the head stake & made off for his old camp.

Sir Archibald Murray the R.E.C. was down to-day & went over the lines. got some mail. I have a comfortable little hut about 12'6" x 12'6" partly beecms & partly boarded. I hope to make it pretty snug. Had a great ride out on top of a water tank about 10 p.m. it was to pure moonlight night and quite a pleasant rendezvous crossing over the quiet moonlit desert thinking it was good to be alive.
Friday 15th February

Up about 6.30 am. Found nothing had come along in the night. Colins came on about 7 am. All they had to do was to shift 100 odd thousand Sandbags and alter a wire fence. Only 6 turned instead of 60. 3 empty pontoon wagons came out about 11 am to carry pipes in along the pipe line going N. They had 8 horse or mule teams + 12 4” pipes were found to be all they could carry.

It took them an hour to get out to the head of the line with their load. As the time is increasing it means 2 trips per day at most + load reduced to 10 when the carry gets further. Suggest carrying to top of incline letting men roll the pipes down slope.

Large tank came out about 6 pm for erection at rail head. Incident of stores taken today. Will be taken of stores received and issued. Meased with 3 R.C. Officers + 2 Camel Corps + had a game of Austin bridge after.

Saturday 19th February

Commenced what proved to be a pretty vigorous day at day break getting up about 6.45 am. Colins about an hour late getting along owing to being checked when taken over by a new officer. They got onto stacking 40 camel loads (20 rolls) of mutton.
which came along about 6 p.m. last night. They then made a break. wind of bales of canvas bags to W. end of the tent. A very nasty wind blew all day carrying around a lot of sand. 7 & 10 ton wagons were carrying 4" pipes on 17 line today. Met got in two trips and took out about 180 pipes. Went out on both morning & afternoon trips. A load of timber came in about 3 p.m. Soldier unloaded & nearly finished stacking it by 5 p.m. Several loads came in about 5:30 which the Sappers unloaded. I then went in to D.E.T.O. in house to see Capt. Marsh about pipe line & 12. Went along to see Maj. Marsh about horses coming out & got home to railroad about 6 p.m. Then 2 more loads of timber had arrived & more likely to come. Received a parcel of pipe & tobacco, don't know who from.

Sunday 26th February

As today was supposed to be a holiday if possible I cut the Sappers into two lots and let one half work in the morning and another in the afternoon giving them half the day off. There is an immense pile of timber which has been just dumped off the trucks and how to be stacked yet will take about three days to get
it all away so we had to work today. Major Piper came out today to pay the men. I long drew of many with the idea of getting another name in my pay book which will be a good record of my wandering. We messed in the new tent in the R.E. Store yard today. I hope to get things a bit more comfortable yet. Downing in to see me I had afternoon tea.

17 drivers and 27 horses came out today to Camp here and are to be used getting the pipes out on the line. Wrote home. It has been a rather nasty, blowy day with a good kit of sand getting about. Ash Fuel. Flower of pears about 7pm.

Monday 21st February

Working hard all day to get the railway line clean of the accumulation of timber. 28 timber came out from Scraperum. Took Store just railhead to Debek Helena. Snatched time to write a couple of letters about tea time. Had a very unsatisfactory time with the native cook & I think it will be best to leave the neffers in and eat with my section. After tea I got a scheme out for the distribution and loading of the 70 Camels ever
are getting tomorrow.

Tuesday 13th February

Woken about 6 am by 172 Inf patrol to furnish a guide for them to Ebel Hbeibeta. They are going out after a Turkish patrol & trying to get a snare. 

Camels called about 8 am and were loaded up. Guide to take them to the different posts were late 10 am in two cases. 20 hammers out again today and went to 6 to 8 with Ramshag 

Galo iron & tank wire. In the afternoon rode out to 230 Inf and stop to see how the pipe line was getting on. About a mile to go; had to finish in 3 days. The wagons abandoned for carrying pipe and now we are using a sheet of galv iron bands to form a pledge. This is working satisfactorily. Two horses working abreast pulling two pipes. Went into Coy that night dinner. The Coy is to be split up together with the other three Coy's to form one for the new division. I have to pick out 11 men from my section to go. Some officers have to go, we don't know who yet. It will be rotten for the men having
Leave the 1st Division. Went in 5 H.Q. to see Col. Martyn but could not get back to railhead a little after 11 pm on the train. More timber and matting is coming in tonight.

Wednesday 23rd February

Had reveille for all at 6.30 am and parade for detailing duties at 6.45 am. To camels as usual today, did not send any to 10.58 am.

About 3.30 am about 100 horses came out to take pipes along the new line to 52nd Byde 11.45 a.m.

Had to get to work to make sledges for the lot. Most of the horses were fresh and nearly went mad with the strain of iron dragging behind them. Steel-bolted rails the desert it had to be chased up. One or two narrow escapes from bad accidents but luckily nothing serious happened. About 120 pipe (5”) were taken out to the far end of the line. Infantry were rolling 6” pipes from this end. Our own teams were still out on the 4” pipe line to 52nd Byde 11.45 a.m. and put out about 50 pipes. We got the 5,000 gallon tank up after a good bit of straining if it is actually fittings now. Col. Martyn
came along in the middle of the
pranks of horses & sledge and
routed all the proceeding. The
use of men for sledge but for
the pipes it is the only method
of getting them out the distance.

Thursday 24th February.
Our first packet at 6.45 am I read
out the names of the men who
had to go to their new division. Most
seem to take it calmly. Only one
request to go. We got all the horses
away calmly with the pipes, leaving
the sledges before starting. Only
50 camels for stores today. In
the afternoon I went for a ride along
left flank from Gabel Hebeta to
11th Bn with Lt Bryde, picked
sniping eyes on the way to Gabel
Hebeta. The front line defences
are progressing very favourably
so our next plan is all be
manned. We are getting the
pipes out posts where the con-
tractor can lay them. When
I got back I found Col Waring
wanted to see me in at 6.30
tea & then wanted from about 6 pm
to stay for a train. Got in about
8.35 & found Col. wanted to see me
about pipe report only. Went
for 10 pm train home but had
to cool my heels till 12.15 am
& did not get back till 1.30 am.
Very cee ride on top of a bunch of sand bags.

Friday 25th February
Up at 6.30 am a normal. Had 70 camels for stores and 150 for pikes. Work some job getting these away the loading of the pikes being extremely difficult and there were a number of accidents with breaking saddles etc. Eventually most were got away on to various routes. Camel carries 3” pipe about 5 miles. 4” 4 miles
5” 3” pipe 5 miles. Got the horses away quickly forking with 5” pipe in the afternoon took 6” along the same line about 150 pipes put on the lines altogether.

He had a narrow escape from a serious fire in the morning.
A datsy went along the S. side of ship & caught the wall of sand bags which was burning briskly in a few seconds just in rear of a large stack of light planting. Luckily there was a strong stream of water which was plenty and soon got them under, but not before several datsyts were destroyed with all their contents so one or two may have only what
They stand up in. I think finished about 6 pm it was commences to be pumped through 6" main to mill head. Mr. Hyde came to look at Sandhead Saturday 26th February

Had 250 camels to get away today. 100 with R.E. Stores and 150 with pipe, the latter job is easier. The more difficult the pipes are a very awkward load. The paddlers on the Camel are rotten things all shape and size and as old as the hills. It is very difficult to get one which sits in the camel properly, and with a wobbly load like two pipers strapped on it, there are often accidents. It takes about 3 hours to load up it desirable 50 camels with pipe. Then it's the devil's own job with them along the route. We use a made in at 194 to drag pipe on collapsed Ibrahim, today with air pipe on. We got about 500 pipe of all sizes out on the different lines today. I tried to get a photo of one of our aeroplanes flying pretty low overhead today. I got some pictures of loaded camels. Col was out most of the day seeing how things were going. He seems satisfied.
Sunday 27th February

250 Camels again today 100 for Stores & 150 for pipes. Tried a new method of loading pipes, letting one end of pipe drag on the ground. It is most successful method with Camels so far. No much quack packing to there are not so many accidents with the Paddles. Had a rifle inspection at 9 am of those not working supposed to be a whole holiday today but most of the section had to work a half day. Mackay shipped through on 48 days leave for Cairo. Dowling came in about 2 pm for nails. I rode out to 6th & 5th Bn to see what Stores were wanted and found 220 Tubs were holding them near 6th Bn. The ground was well laid out with hurdles and obstacles. There was an officer's hack race over a few hurdles but none of the starters took all the hurdles. Went on to 5th Bn to see how pipes were being laid. About 300 pipe taken out by Camels on this 3" line today. We are putting out a lot more pipes than ambulances can joint, about 500 per day. Going out. Brockman to tea and staying the night.
Monday 28th February

Sky was over 50% and we had our usual 150 canals for pipe cleaning and experimented with various methods of coating. The canals are poor and paddlers are poor and its a difficult matter to make a satisfactory job. Pipe taken out N of 342 Byde off to Camaro and the 6" pipe line to 342 Byde H.Q. Complete as far as transport is concerned. I think my tailor "Tommy" Atkins is unexceptionable. GVR under his mirror's influence for the now signs himself J. Marshall Atkins. Went into Head Quarters for tea. A R.E. fortress Coy. is coming down to take over works at Eglinton. Maj. Hlyer expects to move out to railhead north of the Coy. Went in to see the Col. about 3" pipe lines. Declined not to employ canals on pipe tomorrow and to use them all on stores.

Caught 8 pm having back to base on the engine amongst grease & rattles. Found my train home waiting for me when I got home. Two railloads of timber arrived out today an unusual occurrence, timber generally coming out at night. To pipes are coming...
out now as I expect they have
trains to spare.

Tuesday 29th February
Dull day threatening rain.
Col. Mort Skip out this morning
with Mr. McDonald to examine the water
supply of hoofs on the Canal Zone.
We are still having trouble with our 6" pipe to
Railhead, a couple more bursts
occurring during the night. Did
not use the Camels for pipes
today but sent 250 out with
stores 60 15 each pack. Nails
are still short and the only
shortage. Two trainloads out
in the afternoon and another
at 8 pm which came without
an unloading party and I had to
turn the pavers out to it. Double
in from Sobel Nebita to see us
tonight.

Wednesday 1st March
150 Camels for pipes again today
loaded them with two pipes
between two and a camel walking
in front of the other a pipe
attached to each side. The
scheme seemed to work all
night. Stones carried 4" pipe to
2" Byam 5 1/2 ft line. Major Wright
out this morning. Brockman k.
Lunchs the 8th Bryde are picking out a track for the Decauville light railway. Two train loads of fater arrived during the day one just arrived 8pm. It has been pretty hot today no cool breeze. Just returned from helping to unload an train load of bar wire and timber which has been sent out to without an unloading party. Usually a night gang of coolies is sent out with train loads of stores arriving at night. Had my first ride on a camel today. Some of its movements are very comfortable but others are very bumpy and it would give you a good shaking with.

Thursday 2nd March
A decent morning but an absolutely rotten day. It has blown deserts of sand about all day. I had another short camel ride this morning. Got about 130 Camals Away with Pipe to day at 100 Camals with stores. I got away about 11 am with Steinbeck to look plants to have a look at pipe lines to see what stores were wanted. It was not so bad riding out and when I turned to come south to 10th flume the wind and sand.
was right in my face. I wore thankful that glasses with me. Stayed at 8.30 (off top) for lunch. He was not well, a touch of influenza. Stayed till 1.30 pm hoping wind would abate but it did not go. Found our house was covered in a thick layer. Left some mats just on the roof to ease matters. Wind still holds but sand still shifts. Finished laying pipes on 4" line between 2nd Bde H.Q. 1st 5th 8th

Friday 30 March
Another rotten day, desert of sand blowing about with a 30 m.p.h. wind. The canals took out 3" pipe to Jebel Habita & 6" Bde line. Our Coy. horses did the pace but it was blowing so badly when the other horses came along that I wound D.E. H.Q. to see if they should go out & they were stopped. We got 160 pipes on the line. Canals went out with sixes as usual. Mackay arrived back from Cairo in all the dust & stayed to lunch. Wernth was along too. The water came out as forth so I went to camp & the 7th K.M. on the 6th
Trip about midday. Then had to stop pumping as there was only 120 gallons in the tank. It takes 200 gallons to fill the 600 pipe to railhead. But that was not so bad today. The mule we put on the roof and sides saved us a good deal but a fair amount of sand got through. Became a few letter reporters.

Saturday 4th March

Another breezy sandy day. The wind changed during the night and blew from the NE bringing all the sand back. It was hardly as bad as yesterday though. We only had 56 camels for stores today and none for trips owing to a change in the Camel Corps detachment so I led most of the section down to the Canal for a swim. French aeroplane flying low over and Ismailia passed over about 5-30 pm. Horses took pipes to Gebel elbara + 2/3 of the lines going S. from these points. The road has reached railhead, a crossing on the 26th being affected today. Damascus light railway is going on what's now. The water cart on the road is novel, it is a 5 ton motor doing carrying a tank to sprayer.
Sunday 5th March

Held a rifle inspection at Sam. Practically no work for the men except the crafts supervising stockpiling. Pay came out at 10 am. I paid all sappers and drivers at railhead. There are 99 here now including McBride himself. It also includes 5 guides per 3rd & 7th Caps. While paying Maj. Ray & Maj. Corlette came in. Maj. Corlette has just returned from England & is looking well. He had his photos taken together outside the mess tent. After dinner McBride & self went into Canal for a horse ride in on a motor lorry which is used to bring stones out for the road. It was blowing pretty though and a good lot of rain blowing about but we enjoyed our paining. The waters being lovely called in to see Peter Bowrick on way back, he is in deff major for 2nd & 3rd now. Stayed at Col. Coy for tea & caught the hams and about 9-30 pm. The driver would not pull up & we had to chase the hams to hop on and then hang on by the skin of our teeth to a water truck. I’ve had some queer rides now on this “rattler” coming home to railhead of night.
Monday 6th March

Only 50 cameles for stores, none for pipes, to fresh teams came out for pipes from 1st Bde nearly a repetition of the first day's bolting. Two cameles had a short bolt but nothing serious. Afternoon, Brockman, Greenway called me on their way out to banches. After dinner I went out to 2nd Bde & 5 1/2 Bn over the pipe line, 5" from 2nd Bde finished jointing 4" from 2nd Bde 6 1/2" has nearly 1/2 mile to complete, 3" from 6th Bn to Sepel shebka has all pipes on back pipes land to close by drivers & I think there will be a number over. Stayed at 9.15 for tea. 3rd Coy. ordered to get superfluous gear to remove the ready to move to staging camp on 10th. This looks like a move some where for us all soon. Rode to 7th Bde with Dowling then home getting back about 7 pm found about half a dozen Telegrams. waiting the men transferring to new Coy's are going tomorrow. Sgts & spare N.C. 5's to go to school of instruction. Camels wanted for transport & long gear so from front. Estimate of pipes wanted to complete links. Will be left with small sections tomorrow.
Very hot in middle of the day or plan standing to come.

Tuesday 7th March

The day of the split. NCO's and N.C.C. left all the Coy to day to form a field Coy in the 5th Div. Capt. Backhold at Greenway of 2nd Coy are leaving also. 8 N.C.O. died 49 Other left each Coy with a certain number of drivers, just sufficient to make a complete Coy. Their destination is uncertain but it is believed to be Del. Kelin. Col. Marshall was out today this afternoon sawing about road & durn of pipe lines. He told me we would be out of the place in a few days. Where we are going we don't know and who will take our place we don't know. McRynle and his section left tonight to report in at the 1st Coy for duty so the Macanville will stop for a time. One of the locos brought out 9 trucks of stone rather a record for the old loco. Stone is being brought out for the road by 3x6. and light railway and motor lorries, native carts and M.2. G.S. wagons. I lost 3 N.C.O. and 11 men from the section for the new Coy today and I lost one N.C.O. and one cattle left for Ausseum.
in the new companies. My S/L has
gone into a school of instruction
at D.E.H.Q. So am left with 1 N.C.O. and
17 Sappers out here. About 70 3rd
pipes arrived out from Serafem
today. Had 100 camels for stores
none for pipes 10 infantry teams
came out for pipes.

Wednesday 8th March
A very quiet day today. No camels
and not 20 teams for pipes. No
timber to stack. The camels are
all being used to bring in the
baggage of the 9th Bn from the
Brenches and to take out baggage of
10th L.I. All the infantry is being
withdrawn from the Brenches
and the 3rd L.H. Byde is taking
their place. This means we will
have no camels for stores for
a few days as things will be
pretty quiet till we go ourselves.
Expect. McTugle was out today,
he has to push on with the
Decanville and may be coming
out again to live here. Byde stops
in to see about watering
1200 horses here so wrote to 5 C.C.
Martyn about troughs for them.
One of the motor engines ran
off the line near the Inspiration
at railway and took several hours to
got on again. 3 truck loads of pipe
came out 1 I got the E.I.L. Corp.
to unload them about 8.30 pm.
Wrote Home. But what ought to be a good photo of the activities carried on by a party of "Suffies" while working. The party were carrying baskets of stones and chanting all the time. When coming back they clapper hands to the lead by a way who goes on all sorts of antics, this particular leadie being an adept at standing on his head in which attitude I snapped him with his amused following standing round chanting a chorus to his head as-palish.

Thursday 9th March
To canals for stores or pipes today the 10th Bn. came in from the front line and a squadron or so went out to take their place. A battalion is coming in daily till all infantry is brought in. As no wood came out had the E.H.C. clearing the cutting for the 2 1/2" light railway. Stone keeps pouring out in trains motor lorries and carts and the head of the road pushes on further into the desert, the natives working for the contractors refused to go and line out and hear the front line while jamming up the 3" pipe running along the line. They
were afraid they said. There are only about 200 more days to be carried now & these for the line from 5th to 6th on extreme right flank. Went into Scapaflow after tea to pass the time. Heard that Turkey has been granted a separate peace by the Allies but its too good to be true, Im afraid. It would be the turning point if its true. French seem to be holding up the Germans at Verdun but it must be a tremendous fight. After this reorganisation is finished the Coy will be a strange one, men are going to new divisions, pioneers Bns., signal Coy. Light horse Bns., several have commission and there will be a great deal of promotion for V.C.s.

The enemy patrols caused a good bit of excitement tonight as the wires have been rumbling with orders. The Cassel Coy and light horse squadron are going out for a scrap if possible. This does not seem to point that peace has been declared. As the train service is pretty irregular I rode out to Hasbrouck on a bicycle. It was a great night and I made the space over the great white ribbon stretching out into the
desert.

Friday 10th February March
Again no camels are used in moving 5th, 6th and 11th Bn's in from the trenches. Only 16 teams (Eng's) of horses today do not many jipes transported. Col. Scott out about 5 pm to see what had been done with regard to establishing hqrs here. We have received 7 wooden houghs and have them erected near the fourth tank. There will be 200 horses to water in an hour. We said water will be out here tomorrow. He also told me we were going in to staging camp to learn where on Sunday but did not say to whom we were handing over. After tea I went in to learn where for a ride. No quite the best thing of the day to take exercise after 5 pm. and I quite enjoy my ride. Got back to railhead about 10 pm.

Saturday 11th February March
100 camels for planes today sent out enough meals to keep them going for some time. Starting to collect say 250 jipes now and clean up the desert. There are a couple of hundred jipes
lying about the desert where some
lucky drunks have abandoned them.
Received a small mail (Feb 5th)
About 4 pm got on the motor lorry
I went into Persepolis with Herbert
On 6th had a look at the filter plant
Water comes through 2 large
settling tanks (concrete, cement,
finished) in series. Two small
centrifuges work by oil engines
force water from settling tanks
through sand filters. Water is
then piped across the canal
into large concrete tanks.
Had tea at 1st Cp. Maj. Boyes
back from Caim. There was a
scarcity of water at Railhead
today. 2. H. forces had to go
to Persepolis for water and our
horses went without till 5 pm.
Waiting now for the water to be
passed by the Vet. Got back
early on the farm.

Sunday 12th 2nd March
100 Camels for stores, sent 30/5
scheme right plant pool No 60
and 50/5 adhesine left plant No 9
the works at these posts have
not been planted yet and they
are getting a good stock of stuff
to keep them going. The heard
no word of going in. They made
a couple of attempts to pump
water out today but up to 1pm
more had appeared at Railhead. A message intercepted me when I was half way in to Pennan for a pump that the water was coming out & I had to get out of motor lorry and walk back to send patrol along the line. We waited expectantly for the water but it did not arrive. Herakut came out along the line but left the water at about 5km. I came on here to stay the night. We put a sentry on the water to watch if the water came along and wake us up.

Monday 13th March
Again no Canals for stores sent 60 right flank so left flank. This ought to keep them going for a few days. Expecting water out all day. Had a sleep in the afternoon woke up short from caught a hair in and had a chillam. Stayed at DEHQA for tea then walked along to 1st Coy to listen to the gramophone till 7pm. Cycled home in moonlight nearly as bright as day. Found water had reached railhead about 6pm and had been coming through intermittently. Water was let him for 1/2 hour then run into the tank. When I arrived...
at Railhead about 9.45 pm. Troughs were full and tank was full. Then pumping stopped while filters changed at Kraffin.standed one to the ASC to put a watch on the tank & signal when to stop. Pumping plant was pretty dirty looking, just being the main colonising agent. Most of the water troughs leaked badly although they had been caulked & caulked washed.

Tuesday 14th March
No natives turned up to work at 7 am. I went down to their camp but it was deserted. I thought they were changing over for a new lot but I learned later they had all gone down to the Canal for a much needed wash. This seems to be a monthly proceeding. Sent out for camels with stores. Mr. Badley passed through railhead this morning going along the front. Had the men cementing the bottom of the troughs and caulking them again. We emptied the tank as far as possible the water was very muddy. The horses watered at the troughs in the afternoon. Col. Marchant came out on a
can walk Herewithon about 4pm
to have a look at the road and
water supply. Went back with
them to set up the tea. Then at
afterwards fixed up the position
of R.P.O. necessary due to the
reorganisation. Came back to
Railhead on the main army pack
about 11pm

Wednesday 15th March.
100 camel for store. Pipe laying
contractor wanted one to rode
round the lines. After the camels
had gone off I set out for N.E. 9
Post the extreme left of our
position. I wanted to see how
they were off for stores and
how the pipe-line was pro-
gressing. The gang are joining
up N. & S. from below old Y.2
Boa A.Q. About 1K.M. 5 to 600 yds S.
North. I am of the opinion that
the R. line is going to be no
good. It is going too high and
gets no where near N.E. 9 Post.
They have such an abundance
of stores at N.E. 9 that they can
make matter dry or six a.d. lib.
Williams was not here at his
post so I went back S & N.E.
and saw Mackay. Had lunch
with him in the E. H. mess.
He is coming up to Staging Camp.
tomorrow. All but 50 Williams’s Pets

Tomorrow
of 3rd M.C. are coming in tomorrow. All of 2nd Div. but section on extreme right are coming on tomorrow. You get a fine view of Asia Minor from the No. 3 position. You can see mile upon mile of par hills varying in colour from light to dark shades of yellow. Two aeroplanes went over about 2.30 pm. I watched them all they were tiny specks. They must go miles over and a surprise wait by the Turks is impossible. Rode along the front past the deserted posts 54 and found the gang connecting 3" line S from Gebel Ubeita had made a mess of it having got right off the line. Met Mr. Turner t' Cumming going to Gebel Ubeita from 55 so turned back as far as 53 then made across for Railhead. No surprising to see out in the desert little green bushes or shrubs with pretty little purple flowers. There are quite a number of varieties and in places are almost close enough together to make the desert look green.

Thursday 16th March
No camels. 260 are being used to bring in the 2nd and 3rd Corps. I received a wire from D.C. last night to guide D.C. to report at Railhead. As 830 did not
mention what for. Urgent came about 11:30 asking why not reported to Camel Corps, was much in left to one's imagination by telegrams from D.E. About 2:30 p.m. the companies started to come in with their long string of camels, baggage transferred to motor lorries or train & taken in to staging camp. I went in to see Col. Hawkins about pipeline which are well on towards completion.

The Og & D.E. H.Q. are all being inoculated. Learnt we are being relieved tomorrow by fortress coy of 14 Army Corps. I have to stay on for a couple of days to hand over.

Friday 17th March.

Sent out about 30 camels to both extreme right and left flank. All the guides are to report to their coy. have one for each flank who are to hand over to the R.E.'s take over. About 9 I am a subaltern of the Coy taking over arrived at railhead right camels to take H.Q. party on to the extreme right to relieve the 2nd Coy. It is a brute of a day & sand storm raging and there poor beggars have to go 6 or 7 miles into the back of it.
About 11 a.m. Major F. E. 14th A.C. troops R.E came out with a section of 14 which is to take over the post. A Corporal is in charge. The Major stayed to lunch. Everything explained in the afternoon. He left about 5 p.m. I stayed well inside and read although it was a bit better in the afternoon. My section caught the 2 p.m. lorries back to Drogheda. The drivers are staying on. Task boxes are being made for the section tools, no carts or wagons being taken just horses and harness. It was a glorious evening after the bad day. By the light of the moon you could see several hundred yards across the desert. The town was beautifully cool.

Saturday 18th March

Only used 70 canons. They came. They got away all right. 1st Platoon came in from right flank. Received message about 12.30 p.m. to come and bring all men horses and gear. Joanna was out with jipes and one company had to wait till they came back. It was an absolutely rotten day making moving a disagreeable process. Left about 5 p.m. and was waiting for a train when the Coy in charge of stores came along
from Temperance on a motor bicycle which he said should have to come on. I had a great ride cutting the pace out against the wind, twisting I had planned. The luggages did not arrive in camp till about 7 pm. About 12 officers gathered in Stevenson's tent I had kept employing accompanied by being Major Walker with a violin.

Sunday 19th March
A great surprise this morning. There was an inspection of all ranks at 9 am in full marching order to see if all were ready to move off. The arms and equipment put away. men fell in at 10 pm for what was expected to be an informal inspection by Gen Birdwood. To our great surprise the Prince of Wales was at the head of the party riding breast. I was so busy taking a photo I did not see him and many who saw him did not recognize him. In fact Maj. Moore called for Ketchell for the General not recognizing the Prince. I was mad with myself for I took the photo on an exposed film so I then ruined the photo of seeing the Prince. Took the motor bicycle over to Raillieu.
Innoculated for typhoid after dinner. It was a great day for a change after the last few dull ones. Men have been issued with Mark III rifles for high velocity bullets and with new gas helmets of the type used in France. The forward bulleting officers of the Brigade have left for Marseilles. Our horses are leaving tomorrow night.

Monday 20th March
Parade at 9.20 am when the Colonel inspected the whole of the 3 Corps. The rest of the morning was spent in getting our tools, saddlery gear etc up to the dry riding. Our N.C.O.s have taken a tent up and are acting as baggage guards. About 10pm McCayde and the drivers pulled out to catch the 6.45 pm train for France. I got a photo of the horses lined up ready to move off. While having dinner at night our marching orders came in. We leave 24 hours at 4.15 pm tomorrow and are in the train for 20 hours. We pick up transport at Ramlea and Tel-el-Kabir waiting several hours at each place and arrive at Alexandria at 11.45 am. We are going on H.M.T. Skernia a Cunard liner. She
is to have 680 officers and 2,175 other ranks as she must be some size. Went down to D.E. H.Q. after dinner to bid them goodbye. They are going on another boat stage planted to relieve French again.

Tuesday 21st March
Parade of all hands about 8am. Shaw rifles piled equipment stacked and all hands turned to cleaning up the camp ground and got the last of the gear ready to be taken to the siding at Seraficus. The first lot of this gear went with a loading party at 1 pm.
Said goodbye B 2/2 132 Coy and fell in at 1:45 and set out for Seraficus by siding about 2½ miles away on the other side of the Canal. H. Stevenson of the 2/3 Coy and 42 men came with us to make up the necessary numbers. We found our troop train consisted of 41 open trucks and as we have to occupy these for 20 hours we are not looking forward to too good a time. Train was late pulling out and we did not leave till 5:15 pm. The officers were in an open truck near the engine I had a breacy time. At Arm nhia when we waited 2 hours I reconsider a much better
position in a small luggag car at the other end of the train. This had the advantage of being covered in and was just by itself for the 5 of us. We put our valise down and even with the companion comfort I did not get 4 hours sleep the whole night. Picked up two artillery about 4:30 am at Hel el Katib.

Wednesday 12th March

Rain nite asleep in car about 11:50 am to 2:30 right up along side our boat the "America" Cunard liner of 1400 tons. Got the year off the trucks the men had driven. Maj. took aboard and found there was no accommodation for the men and that it was a case of packing them in anywhere there will have to be 2 sitting at home's table as soon as luncheon finished go to the derrick and heavy stuff taken along by moterd. Our was the last to go on t but it was not in time to go. We should have sailed at 3:30 but pulled out about 5pm and went straight out and away. Maj. hope the Americans have a large state room to Steven and TAYLOR & self are in a four berth cabin. We have been warned...
we can't take our American action at Marseilles or they will be
Corporates, burned in early as
Two times this a good place.

Thursday 23rd March
Had a good bath and got into
Lace preparing for having a
Good loaf. There are great precautions
taken against submarines.
Attacks. Everybody must wear a
Lifebelt saved when one had. There
is a big submarine guard
and four machine guns always
ready to open fire. There are
always two officers patrolling the
decks with glasses looking for
Submarines. Everybody is allotted
to a boat and an alarm
being given everyone double to
his place takes off his boots and
lies down. Two men are detailed
to standby the boat with fixed
Rapier to allow us one in
with the word in given by an
officer.
Had an inspection parade at
10.30 am and an alarm parade
at 3pm Neither lasted long There
is not enough deck space to
do any work with 2 Battalion
on board. A beautiful day, wind
freshening towards dark.

Mother's Birthday. Hope the John Cable.
Friday 24th March
Detailed as one of the six officers for reconnaissance duty. 7 hour shifts between dawn and dusk in which you have to march round the boat deck passing in hand looking for submarines in the middle shift. At dawn parade at 8am but the ship's bell was not working and the bell tried out a bit of a parade all men lie down and take off their coats on arriving at their boat stations. Band plays during the day but I got a great shock when it started up at 7am and played through mess. There is a regular mess not that much meat not short of any after dark and it does not seem chracter to let a band play. There was an officers concert in the saloon after dinner. A very poor lot of talent in fact none at all.

Rull day pea calm. Our destination has been changed to Douvres by wireless.

Saturday 25th March
Ordinary officers for the day. Men are getting porridge bread and butter for breakfast, roast meat and potatoes for dinner and rice for tea.
Sighted the southern shore of Malta about midday. Barley rock rising a couple of hundred feet out of the sea. Lay down about two o'clock I went to sleep. Woke about 6 pm having slept through an alarm. After dinner we had a small impromptu entertainment which provided some amusement & lasted till midnight.

Monday 26th March

A point on coast of Africa sighted about 7 am. Church parade of all hands on forecastle well deck at 9.30 am. Hear nothing save the singing. About 10 am sighted Sardine or some Blantu near it and had land on right till about 6 pm. We passed close to the land in one case and I got a plot of the coast with its green cultivation and little white cottages. In the distance one could see high peaks towering up into the sky, all cloud topped. In some cases these hills ran right down to the sea and made barren cliffs of 200 to 300 ft height. There are quite a number of otters, about both large and small, the smaller ones...
Monday 27th March

Orderly officers today. Wind blowing strongly from the N.W. and boat had a decided list but sailed easily nevertheless. She is a remarkably steady boat and I have had the steadiest trip up to date in her.

He sighted the shores of France about 10 am arrived outside the harbor of Doulon about 2 am anchored in the inner harbor about 3 to 4 am. The town of Doulon is pretty situated at the foot of a high hill, in fact it is surrounded by hills and thickly wooded. The town including arsenal hospital and chipping yard has a large frontage onto the harbor and right around the coast for miles can be seen beautiful white houses dotted amongst the wooded hills. Well in the background are snow capped mountains and the wind coming off them was very chilly today.

Two boats with Australians aboard were already in the harbor but one was surprised to see few gunboats in one of France's Naval bases. Rather peculiar.
Shaped ferry boats run about the harbour, not very many passengers aboard, most of the ladies dressed in black. We entered the harbour with Australian flag flying. I heard playing No orders for us when we arrived. It is expected we will go round to Marseilles to disembark. We are lying anchored in the harbour. A man held a concert on the forward well-deck tonight. The weather is remarkable, lights up and dots not closed. We enjoyed going round without our lifebelts. Continually shaffes to us. Heard "Munsterfelt" with some 2nd Aus. Din or has been torpedoed, no word of landed.

Tuesday 28th March

We left Dowlon harbour about 7am. Just after the Tranier and "Knight Templar" we made for Marseilles. Keeping close to the shore. Coast is very rugged all along. There was a strong wind blowing. The sea was fairly rough a fair number of the men were sick. Arrived at Marseilles about 10am. It is a very open harbour with a line of docks sheltered by a long straight breakwater. We lay off this for a couple of hours waiting for a pilot. It was raining, sitting hard most of the time. We pulled into the
Dock about 1.45 pm by the time we had finished lunch we were alongside the quay. Just a few women & children about begging. Duck's train orders came along soon 2.39 pm to 2.49 pm the ranks of 1st & 2nd to be off boat by 3pm to entain for a 3 days railway journey North. This was pretty rough.

Majority with 69 men left the boat shortly after 4pm marched through the muddy streets to the station about a mile away. We passed several guards of German prisoners being marched through the streets under guard. Train left at 7.30 pm. Drew 3 days ration at the station. Took 1st class. 4 officers to a large 1st Class Compartment. Drawn to a compartment. Drew no pretty soon & had a dog.

Wednesday 22nd March
We reached Orange about 1am. Turned out for a feed at an inn. We stayed about an hour here. The men were given hot water to make tea. gilt. We had a French meal with wine. Champagne 4/1 a bottle. Past some morning changed 25 for one pound. Slept all night. 6.30 am. Make up to find ourselves passing through...
a beautiful valley with a river... probely the Rhone passing through it. We were ascending hills through most picturesque country..."It was magnificent..." We passed through a big munition factory at Athens just before reaching Lyons where the Red Cross Society had a snack for us. The nurses were "no joke." Our next stop was mountains for lunch about 9am where we had a good seat down lunch. There had been snow here & it was very chilly. The snow was still lying on the ground in many places. We had a most delightful deep ride. Everything looks so clean and neat & green. The people you see are either all old or young...especially in the country districts. Our long train was a mass of having arms near the whole journey. Everybody visible along the line was waving to, old and young.

Thursday 26th March

We were woken up for tea at 6am at Montbruyon & expected to breakfast at 7.15 just outside Paris but by some mistake we waited about 30 minutes...
Station. The Inside of luxury, where the men got hot water & then just stayed time enough at luncheon to change their clothes from one end to the other. And then passed onto the railway which Circuits Paris through Versailles. Thus changed onto the R. lines. We saw the Fifth Tower, sticking away up in the sky and when passing thru Versailles, the famous Palace. It has not a very striking appearance when seen from the train. From here on we were continually seeing aeroplanes in the sky. At one spot we could see 3 captive balloons up only a few kilometers apart. We also heard the boom of the guns at one stop. We did not have one stop for a meal if we lived on bully beef and biscuits for the day. We passed through Arras and got about 5 p.m. T was several British officers on the platform and rode to Arras. The country passed through today has not been so hilly & more given to cultivation of cereals. In the town most of land grew vines. We passed thru a fair amount of wooded country &c. At a siding we passed an armored train with a fairly heavy gun m. The passed
As on seven train loads of French troops going south. Reached Abbeville about seven o'clock. We would be detaining until about 11 hours.

Friday 31st March

Waken up at 5 a.m. to de-train at Coblentz. This is about 7 km east of St. Omer our H.Q. The plan was to proceed to Renenue, a village about 1½ km back along the railway, and we went to go to Abbaye de Reosteine about 5 km by road but about 2⅓ km due N. of Coblentz. There were 5 motor lorries waiting to take our guns, they limped out to be driven by the crew. H.T. album.

The Joffre knews by phone well & promised to get him to book me up at A.de Reosteine. It was originally a large distillery but now abandoned. I went out and on the 1st long narrow just as the family were going to mass. Unloaded by several H.T. Sergeants. The gentleman at the house of the house of the knews anything about billeting us. There had been no definite arrangement apparent. And there was plenty of room. The Major came along about an hour late with the rest of the men and
When they had breakfast they were put too cleaning and their billets two large rooms on the top of a big stable. They are quite decent places, in an adjoining building are several small rooms for office at 8 a.m. Mass to officers mass. Part of this building is occupied by R. Kynsop people Roberts said. They have some great photos of the trenches showing mine craters and shell holes. The rest of the toy are supposed to detain at Hagaback at 9 p.m. This place is about 15 km away so they will have some march. The rest of the toy arrived and messed all dead tired after the enormous exertion and were put into billets straight away. Given some hot tea. The copy of this portion of the toy did not come along as Major Alger and I shared our blankets with the rest of the officers. After tea the major held an official tour for a stroll toward Le Tappe Land and struck a small French inn with a fat innkeeper who had a drink of wine and a chat off home letters.

Saturday 1st April
Parade at 9 a.m. for the men
Who arrived first, the new arrivals, gave a spell. Went through some squad drill & inspected arms. Parade of all hands at 2pm. Then our horses drill was gone through. An interpreter Mr. Rice arrived during Monday. He speaks English quite well & seems a very decent chap. Mr. Newton Stoneman went for a walk in the afternoon along the train line from the Distillery to Silverhem & then along to Kinsman back to tea. Went along to the inn for supper & had a delicious fruitlet.

Sunday 2nd April
Parade of all hands at 9.30 am and a check parade at 2 pm. First parade lasted about an hour and No. 1. Sect had some interesting instruction. When the parade was dismissed I went in a R. Flying Corps motor car to the aerodrome of the 20th which is situated a couple of miles from here. They shown me over by the Adjutant of the 11th wing about 18 planes. They mostly fighting type. All of the planes were battle scarred. While there a plane came down & the pilot had used all his ammunition about 300 rounds.
Saw a machine so up with a photographer on board to get photos. Had a bouquet of violets made for me by the "Kaire" daughter there while waiting to be shown around the aerodrome. Stayed at T.O. of 11th Wing for lunch and had a very fine one, brought back an armful of illustrated paper for the mess. Read most of the afternoon. Went up to Charlie's for supper again.

Monday 3rd April

Parade at 3 a.m. Lecture on knotting. Most of them know the work well. Dismissed at 11.50. Parade at 2 p.m. to Field. Geometry till 4. Most of the men go away down the village as soon as parades are over. They appear to be getting on well with the people and behaving themselves well. As usual we visited Charlie's, but went there for dinner and had a hare cooked in a most marvellous manner with Cognac wine. It was simply great.
Tuesday 4th April

Section on laying all day, 9x2' planks being used instead of 8x2' which were not available. We expect to be able to go to a wood near by next some days. It rained very cold in the afternoon and after about an hour's work I took leave down to a field for a run. Had some wine at "Labour" Co-op.

Wednesday 5th April

Section on boring and levelling all day, short lecture on theory in the morning & practical work the rest of the day. My plans are developed and most of them have turned out pretty good. Turned in at 8 p.m. for a good sleep.

Thursday 6th April

Section on trench work in the morning. We are enlarging a small receiving at the rear of the distillery. After dinner we went for a route march through Fars commercials a couple of hours. It is pretty cold & rainy today. Heard a heavy bombardment.
Going on today. Cameras handed in the sent to pace. French progressing slowly (that is, mine)

Friday 7th April

Had breakfast and caught 9.30 am train from Edlingham to Hazebrouck. Then went on to Mervis at 10.40. Hazebrouck is a large town but buildings are not in any way grand, only station. I set out to walk to Mervis but after a short distance took a lift in a farmer's wagon. He turned off the road and I commenced walking again but soon picked up a motor long which dropped me 2.30 from Mervis. Dined at St. George's butchers shop or office which is right next to the shop. Got the Corps pay and changed some money. Stayed up late in the evenings. Had lunch. Played visit to Sjt. Force. Cantenirs which is really a marvel in cantenirs after what we have seen of them. You can buy almost anything there. Came back to Hazebrouck and the tail at Capt. James in a Jane by Carret Car. Staff passed Walter Bassett Coy + the Clyde on which he attacked marching this Phrazela.
They apparently have all their equipment and are going to the trenches. Received one watch. Got word that the Major, two other officers (one a reinforcement just being attached to us) with stirrup tops are going out to the trenches. We are to take over for 10 days starting tomorrow. Carrying two gas helmets per man and 24 hours' rations. We will go out on motorbikes. Turning in early for a good sleep tonight.

Saturday 8th April.
Breakfast at 7.30 am but the cold and rather more kerosene did not warm us till nearly 1 am. We all got up on top and set out about 3.5 am. Between Bellingham & Hazebrouck we picked up some 1st Infy's officers' men, about 2 knapsack full of kerosene. We led the way through Hazebrouck to Shaebele. There we were supposed to pick up 2 Pioneer Officers & some men from 8/4 Bn. The town was a couple of hours looking for them but eventually found 30 by people to set out for Bailleul which is rather a large town, 9 or square miles a mass of mule carriages. There were a great number of broken windows here but no evidence of shell fire.
We now went through to Warminster a large town about on the firing line. Surprised to see population still there at amount of business going on as usual. We then turned off and went down into Buckle which is a small town on the main road. We met D.E. of Division and one to take our pack of horses. We went back along the road about five yards to Buckle main where the CO says we are to take over from intubed. We arrived safely about 6 p.m. We had some lunch then a look round the R.E. works actually in Buckle main. We then went to large factory right on the main road where the CO is intubed to the R.E. Store in. We then had a look at the Emergency Pontoon bridge over the Thames which is ready for use in case of retreat. We went to the Officers' mess, a total of 105 by 15 for dinner. They have a large house as a hotel, nice by dining room. O. turned in. Received a decent meal before we left. Had 3 hockers in our hotel. I was the unlucky one that I slept on the floor.
Sunday 1st April

Almost a year since going into the firing line at Anzac. Again on Saturday we go with the firing line here for the first time but on rather different conditions. Accompanied by an officer of 2/95th Coy proceeded on bicycles from Balaclava to Binya. We rode down a decent broad valley occupied by farm houses & establishments for a couple of miles then we had to get off & walk for about 100 yards of this being through Communicating trenches here to water lying along the road. You walk for a fraction covered with boulders or rounded metal by stepping. It strikes one as rather remarkable that people especially women should be living within a mile from the firing line when tracers all around them are knocked to pieces by shell fire. Cultivation of the soil continues well up towards the firing line. My greatest surprise was when I saw the firing line. Instead of being a trench it is a broad work pure & simple: An immense pile of sandbags & hurdles & sticky clay built up from ground level and about 60 feet wide at the bottom.
from 25 to 30 feet wide at the top. The firing line is traversed and the parados built up behind the firing step and revetted both sides with hedges. There are trench towns everywhere you are liable to get up to your knees in mud and water if you take a step off them. The mines are dreadful looking things from the outside all mud and slush and water. I am truly thankful we will have nothing to do with them. The sector we are taking over is very quiet at present, a little sniping but not much gun fire. The trenches are in one part. Are about 500 yards apart across a nice green field and no one seems anxious to push them any closer. There are several millions of sandbags used along the front of these so much of the breastwork types of trench. The support line about 60 yards in rear has not been reclaimed up to the present and is not much more than an ditch. The reserve line running about parallel to the firing line and 20 yards is of the breastwork types and much better there. It is complete than the firing line. There is a long stretch yet to be completed but apparently the fences. To this, the field...
only putting in the dups. The trench in front of our trenches is nowhere very strong and in some places quite sparse. Apparently the R. S. S. have nothing to do with wiring on this front all being done by pioneers or infantry. Machine gun emplacements along the front are better than most at Anzio, being solidly timbered and covered with iron rails and broken canoes of concrete. The emplacement is built right into the embankment of the parapet would require a crowbar but to knock it out I saw no concrete emplacements and apparently all the emplacements on the front line are only for use in case of an attack. There are eight lines at present on the Brigade front. It is one of the engineers jobs to build these emplacements as all dug-out are built for more communication to the front line do not strike one as being necessary on easy two main roads are used to about 1000 yds from the line a communication trench leads off these but this only feeds two points in a 2500 yard line. There are a large number of trench mortars and light machine guns firing along the line between...
2000 to 5000 yards behind the line are unnumerical gun positions but it is not very often you see any of our guns. The gun positions are all well constructed and concealed. The Co. we are taking over from are billets about 3 miles back from the line and go up on pontoon wagons to within a mile of the job then have to walk. They stay in the trenches for lunch returning about 4pm. Night work parties go up about 6.30 pm. Materials are taken up in the afternoon by wagons to a dump from there are taken on to the trenches or a framework at night. Our division is taking over from the 35th "Bantams." None of the men are over 5'5" & their appearance is quaint. Opinion about their efficiency as soldiers vary a good deal but I don't think they are much of a success. We had lunch at the billet of a Bantam Company about mile behind the line. The officer live very well considering they are reserves for the firing line. Got back to billet about 4.30 pm pretty tired after the days hard cycling. There has been a continuous bombardment for an
North of Armentières, probably on the 87 Gló sector. Indirect A.G. from
Cemery is brought to bear on our
communication at night to
various spots and corners behind
the line are not to stop at night.
The Germans send up lights all
night watching the front of their
shrapnel.

Monday 13th April.
Went up to the trenches by myself
but picked up a couple of our
NCOs there and went masthole
length of our brigade sector and
also had a look at some “battle
dugout” being put up for the
Brigade HQ just in front of our
lines. In the afternoon, Taylor
went along the road towards
Armentières looking for the
field caps of the 2/2 Div. We
found them along the road a
Couple of miles. I trust if all
in Steel + Olive of Wall Units;
Together we found Walter, Kaselti.
He is looking well but a bit
thinner as possible. He had a
long yarn. Their cap was going
into the trenches that evening.
They will be established much nearer
the firing line than we will
only 100 yards from the line
whereas we are about 500 yds.
Beshir. They are taking over
the line after being here only 1 day.
Tuesday 11th April

Went down to the trenches in the morning by myself. It had been raining a good deal during the night and the roads were sloppy and everything along the trenches was muddy. Went right along the reserve line. What there is of it is good but there is a great deal to be done. An artillery staff was supposed to commence at 8 a.m. but all of the working parties had to be withdrawn by 1 p.m. They take care of the guns to some extent these days. In the afternoon there was no staff for some reason or other. A new officer attached to our camp myself, rode down to the Mackett Trenches where we are taking over from 15th Coy. Mackett Williams in bed, Mackey nursing himself. Both had got devil's own at the trenches in the morning. Major T. were invited to the O.R. E's dinner and afterwards played bridge for a couple of hours. He has very nice quarters and the dinner was a treat. Reported on 6 Zeppelin passed over about 7 p.m. going westward. We have seen no aeroplane duels here yet but have seen plenty of aeroplanes.
Wednesday 12th.

A message was received last night saying we would return Wednesday but no time was mentioned. About 10 am we found that buses which should have taken us back had returned to the Maipo wire this trip. It was a miserable next day mind Shibit everywhere. A motors lorry turned up about 2 30 pm 15 17 of us crowded into it. We have a quick run up to Owston stone or new billets just east of thrifties and found the ground 2 stones about 20 yards apart. They had marched down from Ashkelon on Monday last about 17 miles in 8 30 hours. Sayon’t I have a very comfortable room & I have a real 'crushy' bed. Men is fought here under rather different conditions to the ones we experienced at Gallipoli I saw last night at the Cols in a paper that Walter Leslie had died of wounds this came as a great shock as I had not heard of him being wounded even. He is one of Australia's best gone after having done his bit and it was a 'big hit'
Thursday 13th April

Had a great sleep in my new bed in fact it was hard work to get up. Parade at 9 am. Action went for a march. There was a strong wind blowing & it soon closed up the roads. Inspection of arms at 2 pm and another march to dinner at our farm. Wrote letters after dinner turned in early.

Friday 14th April

Raining again during the night, road soaked again this morning. Gave the men a bit of a talk on the benches & then let them go for a march. Then went for a march in the afternoon. Back & I went up to Morris to get some things at the canteen. The Major arranged to get a car to go up to S. Dennis tomorrow to get some things from Ordnance. It started to snow this afternoon, but nothing came of it. It rained off & on during the day.

Saturday 15th April

Mary & I walked down to Morris about 9.30 am & D.E. 1000. I went with Nelson in a 4 seat Austin to S. Dennis a big town.
about 25 mile, Mr. from Morris to G.H.Q.
On the run over it started to rain
small clumps of ice & as we were in an open car we had
to stop as it was too painful on our faces. We drove all through
a storm looking for Ordinance & finally unearthed it, then we
all spent money with much grief. Stayed at Rangebranch for
lunch or the way back
about 10am & then we drove
right through 15 or 20 miles
tall Cottonwoods. Quite a nice thing
This morning the men had
a bathing parade to the River
hot baths got a clean change
of underwear.

Sunday 16th April
We march were on a Sunday
May. 25 we went down to the trenches
with the Brigade and deck with
No. 14 and inspection started with
most of Coy. A set out at 9 am
to march to Back Manor.
luckily it was a beautiful
morning the roads nice
and dry. We marched
don through Holliwell
having one half of the troops
left outside Holliwell. We
arrived at Rye Manor at 11:30
am. The men went into the
hay fight factory occupied by the
205 Coy RE. whom we are taking over from. All stores were put under cover & the men were free for the rest of the afternoon. I went down to Toynbee to see about rations for Tuesday but James could not get them. I wired Outterstone & I did them.

Monday 17th April
I took over the whole of front line & read down about a dozen papers to work with 205th Coy for the day & got used to the work. Duponts are the main job at present in the front line. Went down myself during the day and had a look round. No rations handed out for tomorrow about 4 pm as I went down to Sailly & the A.S.C. but they could not give us any, but said we could draw at 7 am in the morning since those rations stayed at 202 Coy (Sailly) for dinner. Then came back & went down the trenches with racks. No working party turned up for my job so I had a look at Rack & left with rations about 11:30pm. Got to bed about 1 am.

Tuesday 18th April
Rations for today during supper late last night. They have
difficulty in getting transport. 205th Coy has no men in trenches today. Our Officer left alone at the post. Went down to the morning took a bit of lunch & came back about 3 pm. Raining off and on. Rest of Coy arrived about midday. Advance Rest of 205th left for Renave Chapel. Did not go down to trenches in the night.

Wednesday 19th April. 205th Coy C.E. pulled out at 1 am taking everything they could carry. Our men had to walk to trenches as our transport has not arrived. It is nearly four miles down to the line from the billets. It rained a good part of the day. I went down about 10 am taking lunch with me. I am taking over night Rector (1st Bn.) to handle over to 25 for the jobs on the left. I am among the artillery during the afternoon. About 5 pm I was going to have a working party for the afternoon night 1/2 to me! To meet me at 6 pm. Will meet working party at 6. 45 pm. Get one party carrying poles to trenches & another on a breastwork at 10.30.
I was a rotten wet night and not many had been under fire before & they were a bit nervous. The corn was out in front & the Bofors was pretty lively with the M.G.'s. Working in the muck too was not too pleasant. I was up all night & you had to be pretty careful. I got back to billet for dinner at about 10.30 p.m. but they turned up with horses & hampers about 5.30 p.m. They have had a pretty wet trip.

Thursday 20th April.
Did not go down to the trenches till after lunch. Censored letters & read a budget of papers from Uncle John during the morning. During the afternoon a shell from the guns shattered one of our billets & killed 26 and wounded 10 of the 11th Bn. They were in reserve and have not been in the trenches yet. fairly fine today. Did not go down to trenches in the evening although there was a pretty good time there. Turned in early for a good sleep. Things pretty quiet on the line.

Friday 21st April
Was pretty quiet but no different from any other day here except that it was a fine morning & a fine noon till about 10. There's
was considerable aeroplane activity this morning on both sides, many of
the machines being heavily shelled, but I saw no hit. Went round
my section of the trenches with T.C. Steele Ph. Jr. and Major Bessie
seeing what work was required. Home to
hurts, started a saw cut. Received
papers from home the other from Donald
Son England telling me Walter Jenkins
died, hit in the head by a shrapnel bullet on Feb 21st never regained conscious
ness. Commenced raining about 8pm
and rained almost through the night.
Went up in the trenches after dinner at night and pretty wet

Saturday 22nd April.
Mackintosh wet through last night
so had to change a great coat from
O.M.S. Did not go to trenches
in the morning but went down
on my horse which has just
arrived. It rained most of the day.
Had to be turned up about 12. Go to
the trenches as to not much
progress riding a horse down. Got
pretty wet again. Turned in
early.

Sunday 23rd April
Beautiful day all day, aeroplanes
very active. Saw a good duel
between a Hun crew of our planes
It was a rotten, wet night and much had been under fire before they were a bit better. The trench work was out in front. The Boche was pretty lively with the M.G.'s. Working in the trench was not too pleasant. I was up all night and you had to be pretty careful. I got back to billet for dinner at about 10-30 a.m. But they were turned up all night. Horses and haystack about 5-30 p.m. Things have had a pretty wet trip.

Thursday 20th April.
Did not go down to the trenches till after lunch. Censored letters and read a budget of papers from Uncle John during the morning. During the afternoon a shell from the Huns shattered one of our billets and killed 30 and wounded 40 of the M.G.'s. They were in reserve and have not been in the trench yet. Fairly quiet today. Did not go down to trenches in the evening although there was a party working down there. Turned in early for a good sleep. Things pretty quiet in the line.

Friday 21st April
This Friday but no different from any other day here save that it was a fine morning and afternoon till about 4 o'clock.
was considerable aeroplane activity this morning on both sides, many of the machines being heavily shelled, but I saw no hits. Went round my section of the trenches with two machine guns and was soon seen by what work was required. Some 50 bombs, dropped a hair cut. Received papers from home, letter from Mr. Donaldson explaining telling me of Walter’s death, hit in the head by a shrapnel bullet on Feb 21 and never regained consciousness. Commenced raining about 11 and rained almost all night through. Went up to the trenches after dinner at night, felt pretty wet.

Saturday 22nd April

Machine gun wet through last night so had to change a great coat from O.M.S. Did not go to trenches in the morning but went down on my horse which has just arrived. It rained most of the day. Had to be turned up about 4 p.m., to the trenches so did not much check riding a horse down. Got pretty wet again. Turned in early.

Sunday 23rd April

Beautiful day all day, aeroplanes very active. Saw a good duel between a French and one of our planes.
A clear blue sky is flecked with little white clouds and you pick up a plane sailing serenely through the turning and manoeuvring. It is rarely a shell bursts close to a machine and goes down to trenches early as it did not get back till about 4pm. Went down with the men after dinner and we had a grand rumble in front of the trenches where some putting a breastwork across a trench.

Monday 24th April
Another good day. Went down to trenches early and got back to billets for lunch. Received letters & was during the afternoon. Sear's Bell Olive & 2nd year Claire & same field. My as Basset was killed.

Tuesday 25th April
"FVZAC DAY" Went down to the trenches pretty early and stayed till after two. One Coy got a good few bombs back from the fire after firing some rifle grenades at them. It was a beautiful day again & there were a good number of aeroplanes about. Planes put up turned fruit bought for the men out of Coy. funds for
Wednesday 26th April

Spent most of the day down at the trenches. We are having a grand run of beautiful summer weather and the ground is drying up nicely. It still remains quiet at the line. 2nd Company are coming to relieve us in the same place as our Coy. today. Officers will mass with us. I make a mass of 13 including two interpreters. Received 6 letters today but don't get much time to reply. Leave for England starts tonight and we have 3100 going. We are to go from Derry one day. I expect to have a chance within a fortnight to work on the trenches except when my weapons taking them to work are not allowed within a range of miles of the firing line now, the men working on the...
line have to go and billet a long way nearer the line.

Thursday 27th April
After making arrangements to billet the men up near the line permission has been obtained from the A.T.M. to proceed to Winter's Night by day on the wagons as nothing is not necessary. Down the line till after 3 p.m. Very quiet day and rather warm. Went down after dinner and had a close shave with M.G. at K.C. corner. They had a M.G. playing on the Brookwalk the man were working on so it was pretty lively. M.G.s all along the line very busy bad during early part of the evening. About 10.30 p.m. just as I was on my way home a heavy bombardment started along near 210 div. line and spread along one way of a signal for gas attack was given. However things quieted down soon after 11 p.m. and we felt no effects of any gas.

Friday 28th April
Just went down to the trenches for the morning, back for lunch. Infantry Captain (Chaplain) of 1st P.t. division during the morning badly shot through the body. Things pretty quiet down the trenches.
went for a ride on "Ginger" to see Walter Bassett. He is well & hand worked his Co. having lost two battalion one killed & the sick to help. Got some addresses of Mr. Bassett’s friends in England so that I could get a start in looking round. My Leave is fixed to start on the 13th May 1st. About a fortnight. Another beautifully fine day today went down to the trenches again after dinner for a couple of hours. MG’s not so bad tonight although they continually has a go at the breastwork.

Saturday 29th April

Down the trenches all day, pretty quiet, beautiful day. Back down to the trenches about 9 pm & as the MG’s were pretty quiet we got in the big box drain which the parapet has to cross. If the gun had opened while we were fixing it, it would have given us some hurry up, however we got it in safely but it did not sit too straight.

Sunday 30th April

Down to the trenches in the morning, back to lunch, had a sleep in the afternoon.
After dinner at night went down on a motor lorry to New Bergen where Roy Jones is stationed to look him up. Formaton on guard, had a long chat with them till about 11.30pm & caught the bus coming back. He is well and having a good time. Beautiful day again.

Monday 31st May.
About 1.30am we were disturbed by a loud crash caused by an eight or ten inch shell falling a few hundred yards away & exploding. Apparently they are after the railway station. We are now at a Railroad. All together they put in 15 or 20 shells. The inhabitants grabbed their children & live stock & ran for the shell. We were falling about their house. So lucky the shells shoot straight and you can be pretty sure all the rest will go pretty near where the first one hits. Our horses had a very lucky escape as a shell falling in between two lines of stables but no horses where hit. I don't think they got the Roy Station or line either. I got off to the house & pretty soon being safe there than around here. Had lunch with Roy & stayed till about 3am on the
Thursday, 2nd May

A meeting of a court of enquiry to inquire into the circumstances of a self-inflicted wound with a tomahawk to one of our sappers. This took all the morning and as all sappers and working parties had to be withdrawn from the firing line at 1 pm in anticipation of a bombardment by our artillery. I did not get down to the trenches during the day. Broke a couple of letters.
during the afternoon. No artillery bombardment for some reason. Went down to trenches about 7.30 pm for a couple of hours. Bull day.

Wednesday 3rd May 1916

My leave to commence 5th is approved & I am off to Edinburgh. You get a day extra if you are going to Scotland. The Sergeant Major is taking over the work of my section as he came down to the trenches with me this morning & I showed him some of the work that is in hand.

Sappers withdrawn again today at 10am on account of artillery bombardment which when it did take place was very mild. Battalion change over tonight & I'm coming into our sector. Walker down to Mess. He seemed to enjoy seeing Paris Opera on the Gramophone. Bull day.

No night work on day of change on.

Thursday 4th May 1916

Down to the trenches again with S.M. Aeroplanes very active & there was several duels & shots of a couple of� I wrote down. Out chaps were very daring walking in amongst the shellfire apparently quite complacently.
My leave was nearly made a long one by a celebrant pellet which was fired at one of our planes and came down a few inches in front of me. Packed up in the afternoon. Caught the bus at 1:45 p.m. Picked up rest of leave back from Dover at 6:40. Proceeded to the beach. There happened to be a major party of leave as I did not catch the 'in charge of party' job. We were given a rather decent shake down for the night and told the train started at 5:30 am for Boulogne. We turned in right away for a good sleep.

Friday 5th May 1916

Up at 4 a.m. Had a cup of coffee for breakfast & aboard the train at 5:30. Had rather a slow trip across to Boulogne passing Calais. Arrived Boulogne at 11:15 a.m. & found boat left at 12:15 p.m. We were supposed to march over all together but soon got mixed up & went into the boat which was pretty crowded, independent. There were generals in saloon on the boat & thousands of officers, a few civilians & tramway. Two boats were taking leave people over.
my word they could travel.
they must have been doing 26 miles an hour. we
were accompanied by a torpedo boat, passed about
100 yards to France with return.
leave probably a police boat. at about 7.30 am
it was my 1st time to London.

left at 7.50 pm. got there a little after
then. shared a taxi to St. James
after a nap. went to Clapham
and booked a sleeper in
the express leaving at 9.29.

had some tea & went to a
music hall nearby to pass
the time till train went.

passed Buckingham Palace on
when in taxi. London seems to
be full of taxis & in some
parts traffic can congest,
but it was just a fleeting
glance at London.

Saturday 6th May

Edinburgh 7.30 am. went to
both British Hotel & for a
clean room. had some
breakfast. met a couple of
Aust officers on leave &
they took me to a pub high
through stock exchange.
they were put today.了多少 to Cook's I took a trip for Monday. Was for a stroll to see the right unfortunately it was very dull what ought to have been a beautiful view from the castle was built by the Clansmen. It was
Castle John kemp's house Holywood Palace the residence of King Waltha walking along green sheet I was stopped by an elderly lady who entered with conversation into me and knew me her brother a captain in the R.A. I. He asked me to come and have tea with him. I did. She lives to smile out of Edwin. At Hartham den a nice country house went for a car drive with friends after dinner. Went to make togethers a large home after dinner and tomorrow afternoon to see Hamilton not since young woman

Sunday 1st May

Intended to go to South Bridge this morning but did not wake till it was too late to catch the bus. so I employed the
morning which was spent in writing letters. Left Edinburgh about 1 pm & got out at Newcastle about 2 pm for dinner. Stayed out after dinner stayed 20s to left about 1 pm after casual conversation a invitation to come along next time. Adventure going back in the bus.

Monday 8th May
Caught train to Aberdeen which is first stage of North Pomona trip. Pleasant journey of scenery magnificent lochs from Aberdeen to Rothiemurchus. Down J.K. & saw small steamer. Coach acrossBlack & North. Been round to surrounding hills covered in snow. Snow covered ocean by now in very cold. Going down I. took walk & seen met by McKenzie to Abbe. Had dinner with him at Central & saw him off to London. Went to picture with a friend of mine. The North's hotel was great a thing I won't forget for some time.

Tuesday 9th May
Went to Stirling & walked round Stirling & saw a train before the train left for London. The town reminded...
me very much of Melbourne.
Had a great view of the Country
Going down in the train, it
looked fine. Met a major in
Scottish Rgt in the compartment, He
invited me to lunch with him
in Bath before I went back
Got to London about 6.30 pm
Went to Roger Palace but it was
full so went across to Germany
Court Hotel just off Picadilly
Got in there. Met McKechnie.
We had dinner together.

Wednesday 10th May
McKechnie had a little two seater
in town and he took me out
for a run up the river. It
was rather a second day to
the parks looked grand. Had
lunch at a fund Hotel at
waybridge, it had beautiful old
Grounds. Went on to Brooklands.
After lunch & back to town.
Went to the Picadilly for dinner
and "Bric a Brac" afterwards.

Thursday 11th May
McKechnie left for France & I
was left on my own, went
for a stroll round London in the
morning & visited the Common
wealth Bank. In the afternoon
went down to the Houses of
Parliament to get a pass for
morning which was spent in writing letters. Left Edinburgh about 1 pm & got out at Haworth about 2 pm for dinner. Friends out after dinner. Stayed till 10. Left about 1 pm after casual fare, types & invitations to come along next time. Adventure going back in the bus.

Monday 18th May
Caught 1 am train to Aberdeen which was first stage of road homeward trip. Pleasant morning of scenery magnificent. Boats from Aberdeen to Inverness.
Dining down. Homers on steamer met 12.15 at 12.30. Had dinner with him this evening at London Hotel then left for London. Went to pictures with a friend of mine. The dock Carlton was great a thing I won't forget for some time.

Tuesday 19th May
Had a stroll round Raggas for an hour before the train left for London. The town reminded
I very much enjoyed Melbourne. It has a great variety of the country, going down on the train, it looked fine. Met a Major in the Scottish Rifles in the compartment. He invited me to lunch with him in Bath before I went back. Got to London about 6.30, proceeded to Regent Palace but it was full so went across to Savoy Court Hotel just off Piccadilly. Got in there. Met McKechnie. We had dinner together.

Wednesday 10th May
McKechnie had a little two seater car and he took me out for a run into the river. It was rather a decent day to the parks looked grand. Had lunch at a small hotel at Asford Bridge. It had beautiful old grounds. Went on to Brooklands. After lunch back to town. Went to the Ritz for dinner and "Bric a Brac" afterwards.

Thursday 11th May
McKechnie left for France. I was left on my own, went for a stroll round London in the morning. Visited the Commonwealth Bank. In the afternoon went down to the Houses of Parliament and got a pass for
members gallery signed by D. Reid, but the place was full and after waiting a couple of hours I cleared Had a look through the Abbey, it is very fine. Went to "Romney" in the evening.

Friday, 12th May

spent a bus ride down the Dome of London I had a look right through, unfortunately I struck it on the only day in the year that the Crown Jewels are being cleaned and I could not see them. In the afternoon I went to the Royal Academy and saw this year's pictures. Met Jack Askel there, he is a Tommy in the Artists Rifle (O.T.C), went to "Reg of my Heart" in the evening.

Saturday 13th May

Bustled round and did some shopping in the morning. Caught the train train to Bath. It was a grand day and I don't think I've seen anything prettier than the valley of the Thames, along which the Thames runs. Got down to Bath in under 3 hours, although it is 106 miles from London. Went to Mayor's dinner party. To much to after dinner they offered me round the old town. Saw old houses, the mint...
Valkyrae, Bath, is a pretty town nesting in amongst green hills. Got back there almost immediately and time to go to the beach for the last time in London.

Sunday 14th May

My early 9 caught train at 8.30 am to Tolkestone. Travelled down with Scott Captain I had coming up. When we got to Tolkestone found boat was not going till 8.45 pm. That night so we had a good coast round Tolkestone and a walk along the top of the cliffs in either direction. There was a lot of a sea running. There were a few ships in the harbor. Over just missed running into a wreck at Boulogne. Found we had to keep at Boulogne 'till the train did not go till 6.30 pm next day.

Monday 15th May

Went along to No. 7 Stationery Hospital to see Eva Jones. She was on night shift & went along to hotel & found her not asleep. Walked for a car ride over along the coast. Had a walk on the beach some lunch back. Jolly pleased to see her the is.
looking well but a bit tired. Boulogne is a very pretty place with Electric Trams. A large number of hospitals here including one Australian one. Left there about 8 pm for Steenwerck. Slept most of the way down in the train, tumbled out at about 1 am and found a motor bus waiting to take us on to Bacehmann where we arrived about 2 am.

Tuesday 16th May

Of course everyone wanted to know all about it, where to go and what to see. Went down to the trenches in the morning and found things quite all right. Slept most of the afternoon and went down again at night. Had a big gang digging a trench to bring a cable from mine shaft to reservoir line. Fist jeep deep. Five weeks again.

Wednesday 17th May

Went to trenches in morning. back to trench. In the afternoon rode over on my horse to Baillieu to see my mechanic who is in 1st Squadron R.F.C. Had tea with him and a look over the aerodrome.
Got back about 8 pm after having done 12 mls. I was feeling pretty sore. Wrote a couple of letters to catch the mail.

Thursday 18th May

Was down in the trenches in the morning till about 2 pm. Walker called me about 5 pm. To see if I had survived my trip to England. I received the phone records from England & a letter from Scotland. Went down to the trenches again at night. It was a beautiful day.

Friday 19th May

Trenches in the morning. No parties for night work. Called in at Miners' Bn to see the officers & Jack Cable laying in the deep trench we have dug. Saw Geo Cook there. Wrote letters & censored a big bunch in the afternoon.

Saturday 20th May

Had lunch with Capt. On Bn in the trenches today. The Bn is very keen on getting a lot of Barq wine out although there seems blue acres of it there already. Called on to see Jack Hamilton Pati. I took on my way home. I had a
Sunday 21st May

Trenches in morning and
again at night till about
10 am. The huns could
be plainly heard working
on their parapets driving
stakes &. and hollering a
shriek along the rear of
their trenches. Their flares
are huge things a couple
of hundred. To better
than June both in candle power &
in range. Very close to being
pinned by a H.G. whilst out
behind the front line I
wrote a couple of letters
during the afternoon. The
last few days have been
beautiful. a bit on the warm
side if anything.

Monday 22nd May

Down to trenches till lunch time.
Aussie offers still lunch time.
did a sleep after lunch. After
luncheon went to see Capt Sted
B.M.G. office about a concrete
explosion. M.G. emplacement. The
General was mad on them so
they have got to go in. This
morning I had a bath along
at divisional baths just a
few hundred yards along the
road. It is a great institute.
you get a hot bath & 13A shows with clean towell & undershirt if you want them any time between 7 pm to 8 pm. Rather a different way to call folks!

Tuesday 23rd May
Down Henderson in the morning home to lunch about 2 pm. He then blew a mine under one of our galleries that did little damage. About 4 pm saddled up and rode down to 57C. Had dinner with Wallis.halted in to see the Peters. Borwick on way down. Cattle is O.K. Fine day, cloudy at times.

Wednesday 24th May
Empire day, no celebrations. Received parcel from Edinburgh. Down Henderson in the morning to again about 8 pm. It was raining off & on and consequently slippery. It was as black as your hat & not too pleasant trying to get home. You can only know if you were in the middle of the road.

Thursday 25th May
Nice cool day after the rain still a bit threatening. Artillery fairly active. Bombardment by
our trench mortars about 4pm which called for fairly heavy retaliation from the 11th.

Friday 26th May
Artillery of both sides very active during the morning. But much material damage done, one man killed and two wounded from my working party of infantry—no aircraft sight. Work ceased in the afternoon on account of projected artillery bombardment which did not come off. Our parapet slightly damaged in morning's bombardment. Went down to trenches after dinner to reconnoitre a new communication trench to be used especially for a 'taint' projected in a few days. Back to billets about 10pm. Cloudy day.

Saturday 27th May
Down trenches in the morning had to make a communication trench back to reserve line from right flank line. Conditions quite bad. He said that no coming off from front lines in a few days. Found an old communication trench which just required deepening. Stab a party of 33 infantry on the job.
at night working from 2 pm to 2 am. The party had to walk about 7 miles to work &
could do no much work after.
However they got the job done
without any casualties. I got
home about midnight.

Sunday 28th May
Down to trenches for the
morning. Machine shelled
11th & 8th pretty heavily getting
after men. In the afternoon
went for a ride on Tugger
down to Estaires. It was
a beautiful afternoon. I
enjoyed the ride, the horse
was a bit freaks stopping
motor cars.

Monday 29th May
Beautiful day aeroplanes
very active especially the
now. Saw a single prohacked
duel. no apparent result.
Had lunch with T.C., 9th Bn. &
visited dump on way back.
Toured that Bart Walker would
not allow men down to
trenches on weapons any
more up the section will
have to camp near the
dump. Had booklet
from Capt Johnson Drue
Gas officer at 5.30 pm on Gas
Tuesday 20th May

General Walker saw the Raffens going down to work on the Tonkin wagons & raised a field & said they had to camp down near the line. Fixed up a billet for them & let them off at midday as they would have to walk down at night to the rear billet. We just arrived at the billet about 8 pm when a violent shrapnel started. There were about 30 men about the billet then & batteries close handy were getting shelled. One never knew when one would come for the billet, I told the men to scatter & came back for the troops who we met coming down. He decided to withdraw the men back to their old billets in Poit St. Vrain & walked to the trenches till we got dug in erected for the men nearer the front line. The Germans marched to a portion of the 1st BC lines just to our left. Their apparent object was to testing a mine shaft as they left behind explosive they brought over. They started by shovelling the trench & got recognition the apparently just walked one did what they wanted.
and walked back with 30 casualties. As a result of the violent bombardment we had about 50 casualties of which about 15 were killed. The whole affair lasted about 2 hours and batteries firing sporadically most of the time. The aerial torpedoes of the enemy apparently did great damage forming immense craters. The rear of the line was simply levelled & the parapet breached in many places. We were left for luncheon.

Wednesday 31st May
I went along to look at the damage done to our lines last night and was surprised to see the way things has been levelled. It must have been an impossibility to man the line at this point. Down the line till 10am. A bit of artillery shrapnel about noon. Quiet all night. Dinner in 8 dinner.

Thursday 1st June
Down the line in the morning had a bit of resolved practice and got bed at it. Fire started shelling
reserve line and O.P.s behind it about midday. In the afternoon as a retaliation to a couple of our bombs being over the town three back a score of us which killed a couple and wounded 80 or so including two sappers from my section. There were not badly hurt. Was going down to trenches in the evening was called in to see Hyde H.Q. to find out about working parties I was kept here about 9 p.m., so came back to billet. About 7 p.m. the town sent over about 70 of his aerial torpedoes on the spot he raided a couple of nights ago. Luckily they were sunk ranged and did little damage.

Friday 2nd June
Called in to see Hyde again about working parties and had an argument about working parties with the Brig. Gen. He wants all work to be done at night, practically, it will be rather hard on the sappers. Spent did not get down to trenches till nearly 10.30 a.m. Higher the C.M.G. and was in the trenches some where. I saw some of the "hangars on" but did not see him. Saw one of our men
fast battle planes up today, they do make the pace and ought to live up to them. About 7.30 pm one of our captive balloons up near Amiens broke away and drifted right over the German lines. The occupants were supposed to have escaped in parachutes. The Germans fired hundreds of rounds at it but failed to bring it down. We shelled the town successfully about 4 pm today with artillery and heavy trench mortars breaching the parapet in places. As retaliation he fired bombs to 5.9” back at us with little effect. They reached the parapet at the new breastwork. Trenches fixed it up during the night. I went down in the evening.

Saturday 3rd June
Down to trenches as usual fine day. Colored a drawing for type of dugout in the afternoon. Wrote letter in the evening.

Sunday 4th June
Almost to trenches in the morning, in the afternoon went for a ride to Coligny with Capt. Sherleton & had a good trot. Had a drink
bought some collier returning getting back about 6pm. Went down to the trenches in the evening and found there was going to be a raid by the belgianmen at 11pm as I stayed down. The fired heavy shells into german front line for a couple of minutes then lifted added another 10 minutes. The party did not enter the trench trench but just bombed them from the outside. the german retaliation was not heavy. We heard of the great battle in the north Sea for the first time this morning. According to reports we got a shaking up.

Monday 5th June

The latest reports of the naval battle made things much a bit better than the first thought. German losses seem to be commensurate with our own. Went round the trenches with the major Bull day told dark night.

Tuesday 6th June

Rotten day, raining off and on trenches very muddy and sticky. 10th relieved 9th in the front line. Tonight to infantry paradise.
From 10th Bn cases at 1100 today. Fortunately it was pretty good weather for the relief during the evening. The small moon came out making things easier. No a rotten job trying to get about the trenches on the duckwalks when it is dark & slippery into the bay. Sandbags laid on all duckwalks to make the relief quiet. I went down to have a look at No. 1 pon which has an emblazoned 14! long. We want to reduce it as much as possible. Roads the horse down had a good canker. Put a mail of 5 letters tonight mostly ancient ones. It's a shame the way they are holding up our mails at present. Received some February mails when we should be getting April letters. When I got back to billet major Reddell told me of a big shunt that is coming off in a week or so in front of us and in connection with it I have to go out & mark out a couple of communication trenches from our front line in town line. The idea is to take joined up by a trench a couple thousand yards near the Boche.
Wednesday 7th June.

I chose Sgt H Hair and Sgt Newsome to go on the stunt with me to this morning. We went down the trenches with Major Ryan to meet Col. Nicholson of Pioneer Bn. 1 Ckl. (Major Maker) and have a look at what is to be done. This took us all the morning & the scheme was to mark out the trenches with telephone wire stapled down with wire & staple. The job for tonight was to mark out about 350 yards of trench starting at the river junction with our parapet & work in a slant due to a spot about 350 yards out from our trenches. We had a company party of officers & eight dozen men (some from 2nd Army) there were to go out at dawn. A screen outside us. We had two 200 Coils of wire to take & I got the connecting pile of the parapet to take it to give it to us when we had finished. Our first we went out of Sally Port about 5 mins, 1510 pm after having given the parapet 10 minutes. The plant. We had a bit of difficulty with the men & then we got stuck with our marking out. We saw nothing of the parapet.
On connecting line with our wire we ran out of wire with still 100 yards left. So we had to come in the wire had snapped to the patrol. As we were coming in approaching a listening post I was fired on by a member of the listening patrol who had been given distinct orders not to shoot to whom I did not even challenge. Luckily the shot just ripped my revoler holster and drilled the barrel of my revoler at my side. Our patrol followed us in and we found that the man with the wire had left it just in the ditch outside the barbed wire. So the patrol went out again to see what had happened. We found out that the German party had been about 14 hours when we got back about 2 p.m. It was just getting daylight then. I thought the fanners must be drunk if something fatal before turning in. Turned in about 3 to 4 a.m.

Thursday 18th June
Did not sleep much up a bit after 8 a.m. I had a hot bath. Major Maithe came along later and had been done said it.
was OK. Tonight there is about 700 yards to do if possible which include a communication trench about 150 yards and a clear stretch of front line across to the British man I joined up to where I left the last night. All of this is about 400 yards out in front of our parapet and in 5 days traversed that every 40.

It turned out to be a rotten night having most of the time to dark which caused the trenches to be sending up flares all night. Muss keeping no bobbing up a down all night the rain and mud from my fingers blurred the pincushion. I could not read at all times. We had a covering party of one officer to 2 men only. They did not start till about 10 pm on account of the rain. Shelling our trenches about 9 pm. We got wet through and stone cold and got in about 2 am (getting light) disappointed with nights work & weather condition turned a little after three and this time pledged off and till 1 pm. Major Mathie came up to the me whilst in bed.

Friday 9th June

Went for a ride on Ginger with Cpl. Herbertson in the afternoon.
We decided on the idea of getting the job finished tonight. Started off by crossing an office of one of the patrols not too sober and there was a bit of delay caused through that. It was brought moonlight and we had to be very careful. Patrol of 12 men and eight more. They took a great time to find it at 11:30. When going out along the wire I had last night I encountered the last of them still going out. They got off the wire which they should have followed to I had been set ahead it followed later. Then we had gone about 50 yards further. Stopped it heard someone running in front & whatever it also heard a row with some people. Our patrol should have been further out as there were given orders not to talk. Those people moved across our front to our right flank and we simply lay still trying to find out where they were. It was no good challenging for if they had been there they would have just done a bomb into us and then had revolver from where we encountered it the circumstances surrounding it points to its being a Home Patrol rather than an
which had worked on on the left of us. We lay a page for about a half hour and a half more waiting for some definite sign that established their identity but could not see as it was beginning to get light we came in at the nothing done but a whole skin.

Saturday 10th June

Left till midday received a few letters. Went down to trenches about 7.30 pm to get everything fixed and to try to get the thing through. It was rather a dull night later it rained miserably. Luckily I had high boots & a leather jacket on as did not get wet. Did not get the job finished but did about 250 yards of chalk on my first nights work. We chanced out behind our first covering party & they probably went in front of us but we ran into some other party of bombes & worked on the back side of them.

Sunday 11th June

More work again today received about 8 letters two plain home one telling me of my
degree. Saed down to get the job finished off. We went out along a hunch cut by the Welshmen on our right for 250 yards which brought us in front of our right flank & then worked off to the ammunition hump & I marked out on the second right. We were late getting started as usual the second being to blame. We got across pretty well only being a few yards out when we hit the front we were after. Again the covering party were inside us instead of outside & we did the 170 yards across our front quite on our own & would have been a hard job if we had hit any other party. As it was we just got finished as I started to get right. We got in just as 2 and very thankful the job was done & that we had come through with a whole skin which was due to luck rather than the efficiency of our covering parties.

Monday 12th June

Left in till about midday with a very satisfied feeling & knocked round in shorts, slippers...
and cardboard packed in the afternoon. It was raining heavily during the evening and I turned in early with a thankful feeling that I did not have to cry & crawl round on my stomach in 'human land'.

Tuesday 13th June
Paid my first visit to 10th Bn trenches today & found things very wet, muddy & miserable. In this bad weather it is very difficult to do any shovelling work on account of the stickiness of the soil. One small post of the line has been plastered with shells & aerial torpedoes every afternoon for over a week now and they have knocked it about some and there have been very few casualties. I was interviewed with map by 2nd Command of 10th for a couple of hours in the afternoon. Received a big mail of motor dates & during the evening kept busy answering them. Decided to cancel party to come on at 2am in the morning on account of the rotten weather. Rang up Brigade about 11pm about it. This bad weather is getting monotonous for this time of the year.
Wednesday 14th June

Down the trenches in the rain most of the day. The same spot got its quota of shells yesterday and today, my attention was directed today that the whole scheme for which I laid out the forward firing line has been abandoned. So all the work was for "nice." Some reinforcements to come along today, some old 2nd Company men who were in my old position in that day. Capt Tomenson and Capt Barlow, please Br down after dinner. At about 10 o'clock we got word that watches were to be put on an hour at 11 p.m. to see if going to save candle also now. It won't affect work here much as most if it is governed by when the rain goes down & comes up, not by the clock.

Thursday 15th June

Still cold and cold all day but no rain. Along the trenches on the morning. About 1 am the trench shelled one trench and for our hour on or so but no raid on attack developed. Worked Brigade about working parties after lunch. Had a hair cut and remained of Russian naval victory in the Baltic. Russians still rolling back the Austrians near 100,000.
Friday 16th June
Down the trenches till about 3 pm launched with Capt. Hamilton. Breakfast becoming finer. Walter Batter was waiting for me when I got back from the trenches. He played a tune. The and his new gramophone records. We had to bed with the intention of going down to trenches at 3 am.

Saturday 17th June
At about 9 am this morning we were wakened by news of gas alarm. We had a false alarm previously and went up to warn if but soon we began to smell the gas which came from our ammunition way. Soon however it became so bad we had to put on our helmets on as the gas was becoming very unpleasant. It was chlorine and the gas lasted about 12 to 13 hours. The Coy stood to 13 has their helmets on for an hour or two. One man was overcome by effects of helmet and pair of Bottles. Instead of going back to bed went down to the trenches and played the piano. It was a beautiful morning to the planes. Both sides were very active. There were several duels and there was a lot of...
into aircraft shooting. Came back to breakfast then went to bed and slept till lunch time. 4th Div (Aust.) has arrived in France and were being followed by 6th Div to Aube to see Jem Gem. 4th Bde (7th Div.) marching there. Bought Mann Today turned in as soon as it was dark about 6 pm.

Sunday 18th June
Up at 5 am and down to the beach. Undoubtedly the best time of the day to work if the men can be given something to eat. It is very quiet as far as shelling goes. Got back to breakfast at 8 and turned in and did not get up till 10 am. Lt. Potts of 17th man old 2nd Coy men now 13th. Lt. J. H. Div. came along to be marched with us, to get an idea of the work. In the afternoon we heard we were shifting from here. It means 1 mile or so north of here. 3pm. just about 2 mile S.W. of Poilvertant. I means as 700 yard hill. Not tomorrow. No one knows the idea of the move but we seem to think I will be leaving a good home. Made all arrangements for the move this evening. Cancelled night parties heard nothing of the rest of the division leaving. I am one simply leaving.
The line without handing over to anyone but we believe the 28th Coy will be taking over the front line work.

Monday 19th.

Then had breakfast at 5.30 am. Garded at 6 am in fatigue dress for loading pontoons wagons & stores. We were up at 6 am & 10 Sat 4p were OK. The usual Bruce of shifting & the usual drinks making a nuisance of themselves. With No 1 + 2 Section. I moved off at 10.30 am pulled at 14 hour intervals by then in Charge of No 3rd Section & then Head Quarters. The rendezvous at Steenwerck about 3 miles away & moved from there as a Company. Got to the A. at 11.30 am and the rest of all where railway accommodations Baileul onto the road at 1 pm.

We arrived at the destination "Aldershot Camp" about 2 pm I found 8 aldershot huts for the men & one for the officers. 11 means 9 sleeping about 35 per hut & they have only normal accommodation for 20. There were two more huts there packed up for the men & things are not as bad now. This is quite new country some small hills in stead of
The flat country we have just come off. There was a meal waiting for the men, the 'Schmies' here did all the cooking for us. The food they made was good. The officers were very comfortable. Men dormitory in a key had had a fairly hot day. We know nothing of what have to do yet.

Tuesday 20th.
Major then went to CRE to find out about the work we have to take over. An army's parade on the morning on which the men were given rifle exercises to brighten them up a bit. After lunch Major Bignell, the OC of 104th, Capt. Levy of 51st Mn., McEvedy Pack himself boarded a motor car and drove up to Hill 63 which is just behind our lines to inspect some O.P.'s. We are taking over. There is quite a decent wood on the rear slope and going up the tracks reminded me of Don. Treeearly. These O.P.'s which have all been planted are a further heritage some of the job being anyhow. From Hill 63 you could see the long line of bleached grass marking the German lines from which the gas had been liberated a few
nights ago. Pretty tired when we got back not being used to stamping up and down hills.

Wednesday 21st June
My section to take over the 20 ps on extreme right. Stood at 20 to 6 p.m. Rappel out in the morning. Block at the jobs. They would come back at night to carry on with them. The work has to be done at night and all has to be carefully con
celed in the daytime. Paid a visit to Linton Banks in the afternoon. They do not compare favourably with those at the other. Went in t' trust to t' office. Went out to work about 2 a.m. Stayed out till 12 when everything was going o.k. Fine day, planes very active in the evening apparently our people are doing a lot of patrol work to keep the planes off & not let them see this concentration here

Thursday 22nd June
2 Carpenters went out on each job in the day to get ready for connecting. At 2 p.m. met Lt. Nichol of 104th Tds at Lomarin & proceeded with 49 my CO's to see the trenches and the work being done by his
sections of the Company from which we are taking over. I am taking
over the extreme right sector of our line and practically all
the work that is being done is to rebuild a support line and put in a few dugouts. You
ride your horse up to within about 1000 yards of the line and tie
him in a well hidden stable on the slopes of Hill 63. You
can then walk in the open for a pain way to the back so
strained by hedges and trees. You
finally get into a half finished
quartel which gives you
protection up to your middle
when it gets down towards
the line it is built up on
one side to give you protection
from view from Breach
which overlooks all our
batteries in this sector. This
is a front line and that
about all you can pay
It is more of a trench than
the line at Backfahan but
there is still a fair amount
of Breachwork about it and very
thin Breachwork. The
Canadians were in the line
months and they must have
just lived there to do nothing
to improve their home. Reyn
are few and far between.
In the support line which is not yet completed and the trenches there are numerous places where you can be seen from messers unless you crawl. There is a hundred two amount of work to be done to make the place habitable within any degree of safety. Came back and had tea with 104th at Romanian. They have a very fine little camp made by the Canadians very comfortable. Some of the section went out onto 0.75’s and a few went down the line south with the 921st 104th Coy. We had a gas alarm at 11 to 10 p.m. which came to nothing although the Coy turned out. There was a fair bit of shelling down the line. A sapem V or 2 3rd Coy got wounded. Our chaps all got back safe.

Friday 23rd July
1st and 4th sections of our Company moved off from Aldershot Camp at 2 p.m. to take over from 2 sections of 104th Coy at Romanian. We arrived at Romanian Camp just before 5 p.m. Men sleep in small huts holding from 15 to 20 men. These are all suberceded & were built by the Canadians.
There is a big mess hut for the men with a canteen in it. A large rage bath where the men can get hot baths, a very decent sergeants mess this store gas office & ordering room & all built with red bricks. The officers mess t huts are very comfortable the major & Capt have separate huts the plunks in a large one with brick fire place in fact its a very comfortable house for everybody. If the section went to work with OPs on watch with 104 th Coq who are taking down over of the rest of the Coq sect. went with guides from 06 to 16 the work we were taking over. It was a rather bright raining most of the time & there was plenty of mud about. we were splatting about all over the place. No work was done & the men got back about 2 am.

Saturday 21st June

The rest of the company moved over about 3 pm today. I got settled down. I went down to the trenches about 3 pm to have a look round with the sergeant. Got back a little after 7 pm. Went down to trenches about 9 pm went out about 9 pm 1915.
Hyde Park Corner about 10 pm. The
is about 1000 yrs behind line
it is our forward dumps. Near
line to trenches. Start from
here. 3rd infantry working
parties tonight. Head went down
and worked on S.I.O line between
Altenkroft line & "The Old Way". Two
Communications trench to front
line. Knocked off about 3am
on the move. Self got breakfast
when we got back to camp.
M.G's pretty active during the
evening.

Sunday 25th June

Bateman has not been looking
after my horse properly as I am
charging him. This has been for
ever since I got my commission
10 months now. Student is name
of news man from 11th Sect. Get
up about midnight. Went down
to see Col. Jess 16. They about
work in the front line.

7th &
11th are in the front line
24h of each front line & the
they have support. Not much
work to be done on front line
although it is in pretty
poor conditions. Received a
mail from Arab. including a
photo of "Mena" which looks
51/2. Down on support line
job from 10 to 3:00 am. Get
breakfast when we got back to Camp 1 turn in till midday

Monday 26th June

Did not wake till midday. Went down to front line in the afternoon to suggest work for Cap. Commanders in the line. Am to have superintendence of many depots require urgent repairs. Just missed a fine sight after dinner. Our aeroplanes attacked German anchored H.I. balloons used for observation purposes and brought them down by projecting liquid fire from some bombs whilst flying past. Only in one case did the observer get away in a parachute. Went down to Hyde Park Ann where ready room for working. Found it a heavy raining hard and had been raining for half an hour and as it would have been impossible to do any work I sent the men home getting home about midnight. Newspaper cutting came along in father's letter with the announcement of Walter's first degree in.

Tuesday 27th June

Did not set up till nearly midday
when I had a test bath in our company baths. Things are pointing strongly to an offensive on his front. A great deal of ammunition is going up to the guns. Gas cylinders are being taken up. Troops are being concentrated behind the lines. New roads are being pushed through. For some reason the rest of our division have not shown up yet as we have heard nothing of them. W "tacks. The 5th S.O. are out in the rifles we evacuate now. I have to go to France to come here. I will stay. occasional rain into rotten, primitive weather. No batman is turning out very well. Went to work on buses at 9 am expecting to get working parties but none turned up as the reserve battalion were employed carrying gas cylinders into the trenches. Theaffen went down. Worked till 1.30 am. Going to work in buses as a great idea; it saves a good bit of time.

Wednesday 28th June

Up about midday, no working parties. Day or night owing I think to a raid carried out by buff during the night. In
The afternoon we decided to go up to 5th Coy to see Walter. We stayed to dinner and invited them to come and see our comfortable home tomorrow. We ate about 10 pm turned in. Still day occasional rain.

Thursday 29th June.
Draped about all day, no work. Again at night for some reason. Bmetrical Burnell & 5th Coy to mess. Played nearly all our records through. The time was strapping the ridge to 4h hill 63 pretty recently about 2-10 pm and at 11 pm we got a telegram from 3h & 5th to stand to. We rounded the main camp & got some books on but in half an hour the three was cancelled. Something is going to happen shortly & something big from all appearances.

Friday 20th June.
Words cannot tell we have to leave our cozy home by noon tomorrow. I went out this morning to have a look at the mess huts. It is hard having to leave his place for it. There are still unfortified walls made by tents and tents.
lucky, we are to be here for a few days only. Look up some men in the afternoon to fix things up a bit,流程内几小时 pull up a cook house &. After dinner, we witnessed the fine site of about 20 of our aeroplanes coming home on a mission after some sort of a raid. There were big battle planes and acorns, small fast machines circling round the bigger & heavier fighting planes. About 10.00 pm a heavy bomber was shot down south from us & then some heavy shelling around hill 63 over immediate front. The shelling started to pass into dozens of red rockets & after watching for a while we saw a great cloud of gas come up. We have let off the gas in our trench to cover a raid.

Saturday 1st July.
spent most of the morning packing up. Moved off with my section about 12 to 12.5 Peck followed as soon as he could. The afternoon was spent in settling down, erecting bivouacs obtained from ordnance & 3 tents used by us & the officer. We brought along an armchair tent which we use as a mess. The men in many cases have treated
small trumpets for themselves. No
work has been done now since
Tuesday owing to rain, fog, and
shifting.

Sunday 2nd July
a very quiet and lazy day. After
most of the day reading or
asleep. Lt. Barden of No 3, came up
from Backhams to be attached to us till the Ctin comes
up. He is in some special plant
work. Walter strolled down
after dinner. He had been
playing cricket all the afternoon
his company is all packed up ready
to move at a moment's notice.
I walked back to his camp with
him then he walked back with
me. The two were shelling the
two 12" guns near here with
H.E. stuff & getting fairly close
the guns were well concealed
in dummy houses and they
gave fires. The roof which is
unremovable. The gun is run
on rails from a railway,
running up the road. Heavy
bombardment started about
dark as usual, this is getting
very regular now in heavy
bombardment for an hour or
so on a section of the line
Monday 3rd July

Heard of the Anglo-French offensive down south. Has our big push started? How far is it going or is it a feeler? Let's hope they break through. Apparently they have made great preparation. Pretty quiet day. I took the rest of the afternoon to have a look over 5th RFA battery school in the afternoon when they got a lecture on the Mills' grenade. I had some practice in throwing live grenades. Afterwards with airmen. The fellows seemed pretty keen.

Another artillery draft on tonight.

Tuesday 4th July

Went to pick up Capt. Attenelle of 6th RFA at 8.30 am at Orchard Dump. Proceed to go over the portion of front line to communicate we are to take over from them. The command are poison for the most part giving you concealment and no cover and towards the front line some cover and not much concealment. The front line itself is poor, looks so as if it has been dug or built up and not touched since.
Got back about 1 pm - wrote a few letters in the afternoon.

Wednesday 5th July.
Took the section down to the trenches in the morning to have a look at the work they have to do. It was pretty nice after a night's rain. We did no work & got home for lunch. Conversed letter & read in the afternoon. Went over to 5th Co to meet with Wallis. Stayed yarning till about 7 pm. We are working on our left & I will probably be in touch with him for some time. The British push does not seem to have developed satisfactorily. There's nothing by about it anyway. The French seem to be going ahead much better. We're having 4th & 5th infantry troops sent up for something. Another artillery staff on our front tonight.

Thursday 6th July
Started work this morning on Annie Avenue. All the section was out and they worked in several parts. At dusk walking was main job. No retreating can be done till trenches are deepened by the infantry.
It is great having the old kuss. to trim the man up on, it saves a good deal of time. That present the novelty of it for the man has not worn off. Then worked till 3 km & returned a la bue. Received parcel of good things from Scotland. Worked parties tonight on account of 2 Iron Brigade taking over from the 9th. The British advance seems to have petered out & I suppose things will be at a standstill for a while again although the French seem to be marching on. Still heavy shelling at Verdun when will the thing wear himself out?

Friday 7th July
Worked during the day time with most of the officers. Marked out traverses on the long trench for night work. Came back about midday. Had a scouge in the afternoon. Had a working party of 250 from the 5th to work night. Working on the communication trench. Machine gun pretty lively but no one was hit. While I was yarning with a 9th Co officer 2/1 of the men punched off work. The officer...
Saturday 5th July
Got back about 3am, but then turned in and slept till midday. After lunch went down to the job on the house. The job had been working on the job trying to straighten out the mess made last night. Slightly başında surrounded by a flak shell fired at them near walking outside the trench. Found the wire got worst that there would be no working parties as the 6th. They came out of trenches again hanging over to the Yeoman brigade. Rumours that the 10th is going south. This will be alright. Had a plat up fish supper with some fish that he had brought from Baillul. There are great numbers of troops about now most fields have a few tanks or tribunes in them. The roads generally have a string of troops moving somewhere. Ammunition ships going day and night. The railway line just below our camp is pushing ahead
right up to the rear of Hill 63.

Sunday 9th July

In anticipation of our move we had a marching order inspection of the Company. Helmets, jerkins and boots inspected. We have to cut our kit down to 35 lbs as I am sending my black kit bag away with books and British loaves in it. Fine day today cloudy but warm.

Due to the food Ration of F. Adden. Yesterday called up to see Walter Basset. Went for a ride into Bailleul to see McKenzie of the R.F.C. but found he had returned to England probably to take up his pilot's certificate. Got a fine view of the country riding back over the hills. It was a beautiful afternoon and the countryside looked grand. Found that the 5th Coy had moved from their billets. Strange rumours that we are going to the Somme.

Monday 10th July

Final going up of transport. Had a bath at W. Basset to celebrate move. Get our entraining orders for tomorrow for destination in the south of the line. Nothing doing all day. Read a
bit. After dinner went for a ride with Pack to Sten-worth where one extra kit has been stored. The plan passed over about 11 pm and from the point of things dropped a couple of ranges on Balland. Some range division are enquiring here. We leave at 4.28 pm tomorrow afternoon. Very quiet mild evening.

Wednesday 11th July

Moved off at 11 am for Balland next stop. All gear cut down to minimum for we only have one proper transport. Arrived Balland station about 11 pm of the men had lunch. Our train backed up about 2 pm to be loaded. Pounded tugs on in 1/2 hr and got the horses on in a little longer. The reserves come along but Peter Kelly worth about 50 reinforcements. He has been back in France about 3 months but has not joined up the 5th Bn yet. Had a bit of lunch at an estaminet. Train pulled out at 4.15 pm for Doullens about a 5 hr journey. Arrived Doullens about 9.30 pm. There were an unloading part of 25 to get the wagons off. I got orders to go ahead to Bonneville and fire up big bells for the Corp. This was
about 6 miles ahead. Left Doullin about 16.30 pm. This seemed rather a nice town from what you could see in the dark. Passed through a few aged place called Beamald + arrived ok at Bonneville about 11.30 pm. Not lights and not a soul about. Knocks up an Examined and augured in miserable French for the “Marie” and received vague direction. Got pretty close + knocked some one close up + found the Marie’s house. Then tried to find the way in. In these places the houses barns and stables are generally built round a court yard. The barn is next to the road. You go through the barn to the house and at night you can knock for anyone on the barn door and no one will hear you. However I persevered round the back + happened to flash my torch in the window of the room in which the old boy was sleeping. Shook him out in his shirt and told him I wanted billets as he got dressed and we went around the town together wakening the inhabitants up. All the officers faced up with decent looks + man an empty house. The Guy arrived about 3 am all the
men very tired for it had been a long day for them. They had marched 14 or 15 miles all together carrying packs of blankets.

Wednesday 12th July

We turned in about 4 am and slept till midday. Went for a walk in the afternoon. Bonneville is a pretty little place with a very fine church for the size of the place. There are some respectable, pretty old lanes about the place. We were the only visitors in the place at 12. The men could buy bread and eggs and what they wanted to drink. We had a fine lunch at our billet finishing North strawberries and cream. After we were entertained at the École des fâches by M. Madame 2nd Bonneville. One's French house in France if we had a month or two getting about like we are now having to talk French to everyone you meet.

Thursday 13th July

Did not get up too early. Received word about 7 am that we were to start about 11 am on a 14 mile trek to Rainierville lying E of S from Bonneville. Yesterday's spell had given the men a good rest & all were ready for the trek.
During the night my mule had been tied up too long and cut her hock on the hitches. I could not be ridden so I had to get another horse. We set off about 11 am and proceeded to Canopés, Havana, where we stopped an hour for lunch. Then through Solma, Village, Cape 54. 21st, to Rameville. It was a great day for a hike but the terrain was fairly hilly. We did not get as good a reception at Rameville as far as billets went. The country we marched through was fairly hilly and the roads were good. We passed the 3rd Army at Saumon, arriving at Rameville about 6-15 pm. After tea we went on about 1 1/2 miles to Caronnette to see the 2nd Army. We were billeted there. I had some good gramophone records. At 6 o'clock, about 10-20 pm I turned in. So far we have marched about 28 miles from Doullens where we left the train to arrive about 15 miles from the firing line due to rough roads. The country we came through today is very open and consists nearly all over. There is generally a small wood around the villages.
and there is not a village without a good brick church with a spire. These villages are connected by a network of roads all in good condition.

Friday 14th July

Had a good sleep & breakfast about 06.00. Then went up Collins. Came up from 2nd Bty and stayed most of the morning. Heard a big bombardment during the night. It rained a lot during the morning but cleared up during the day. Waked away the day reading and playing frisbees. Major & Capt. went over to Div. HQ’s in the afternoon. The Major brought back the arrangements for the bubbles in the attack at which our Div. are going to get into position. Some troops who had been in the line marched this town today marching towards Armentières which is only 2 miles away. Here we had taken the line and put a division of Indian cavalry through.

Saturday 15th July

Worked in the morning. After, pay gave them a short talk on the notes brought over from the CRE about strong points etc.
Inspected rifles at 2 p.m. and then started out one of the
strong points on the ground. A search of the 8th Bn. gave the
position a bit of temporary fighting afterwards. Got a wire
from them to prepare us to move in the morning. Wrote a few
letters after tea but have no idea when I will be able
to post them.

Sunday July 16th.
Awakened at 5.30 and to get ready to move. Had
breakfast and pushed off
between 8.30 & 8.45 am
for Vadencaen about 8
miles away a bit north of
Cach. We are gradually
getting nearer the front line
We had a decent day for the
march and arrived about
midday. We passed through
Mallemont where we had 8
artillery 18 pdr and 4.5 howitzers
went through. We then
went through Beaucourt
& Cantay. We are now
about 7 miles due E. of Albert
ie about 10 miles from the
line. It only means we
are more heel and we are not
here to stay, I suppose. We are
Monday July 17th

So move today. Did not get up too early to make up for yesterday's early rise. Went down to Drill Batts had a good hot bath. Adj. 14.00. from Bird singer went up to see us in the morning. Peck went down to Canteen in Warley & got in a block of goods. Had a little game of poker to while the time away in the afternoon. Capt. Herbertson & I went for a walk to Warley after dinner for a bit of exercise. It has been a miserable day still with occasional light rain. Things appear to be progressing satisfactorily down at the Front but we have had no news today.

Tuesday July 18th

Received 6 letters 19th May this morning wrote a few. Read a cable away for suppose people will be quite anxious about these things another till day sheets.
Pretty rainy day. Had a gas 
check in the morning at 7 a.m. No 
type helmet has been issued with 
spugs attached to the expanence so 
that the same helmet does for 
lachrymatory gases as for chlorine. 
We are ready to move off at a 
couple of hours notice. Banked 
reading Front Line Papers. Had 
a game of cards after tea. 
News from the front not pleasing 
but satisfactory.

Wednesday July 12th
Spent part of the morning writing 
letters. Parade at 2.30 and to 
read out the sentences of two 
men tried by T.S. C. for 
drummed. Got word to 
be prepared to move during 
the morning. About 3.15 p.m. 
we received word to move 
at 4.15 p.m. So there was some 
trouble to get going. Practically 
everything was ready at 4.15 
but we did not get going till 
about 4.30. We were not 
moving with 1st Byde and orders we 
got were scant and unsatisfac 
tory. We were to move to another 
but not by main road. We 
should have dumped our ktes 
or men then back at Warloy 
but Byde did not inform us. We 
dumped them along the road 
placed a guard. Walked 1 or
rendezvous for 2nd A.S.C. but got news to move forward without them, we took a road when nearing Albert that was liable to shell fire. On turning back to get the right road we broke the pole of horse wagon and were held up till the spare horse was put in. Then our 9.2 inch artillery came on the road before us and we were further delayed. Eventually we arrived just behind Albert where the transport was to park this was about 9 p.m. Decided to bivouac unless orders to move came. Got tea for the men and had some ourselves to a very good one to steak. Found out that adjutant was E. Engt. Capt. Denton was waiting for us near the famous church with the statue of the virgin hanging over horizontal. Major sent a note we were staying too where we were. Joined an about eleven under the blue heaven, back to ward with a vengeance. Fairly solid bombardment fair one since it got dark, the shell is dropping a few shell onto Albert. Today both was the worst we have had since leaving Reine Eglise.
Thursday July 20th

No parable reason or other. I did not sleep much although I was warm at the bed companion. There was a occasional snoring through all night and at 3 to 4 am it became very acute for a sector just S.G.E of Albert. Blasted hearing till 4 am when I caught the sound of 14 G's, the sound died down for a while. But got busy again in about 5 am. All signs I saw were firing of quite a small number of large men from normal Albert. First aeroplane was about 4 30 am. Balloons had apparently been up all night. It was quite wet during the night but no rain. It went misty in the morning about 4 30 am the sky which was cloudy became tinged with crimson just as if it was a reflection of the blood thrown down bullets here. Got up about 5 am to become my horse which had worked out f its headstall. Shaping up them. An 4 92 sm. Starters go along towards the lines. Had an early breakfast. Capt. Shanks was not here. I will 2 am this morning. The 3rd Capt. Mrs. Beck. Helped to the lines about 7 am. The
made our horses out to near the old British front line at La Boiselle. Then out across over the hill & through the trenches. The first thing of note was an immense mine crater with its furrow left just touching the wire line. The crater must have been 50 yards across and 20 feet deep. We then passed over Paths German lines, almost 3000 of wire and then got in amongst the guns. They were absolutely thick, our guns, mostly 6" 60 ft. and 18 pdr. in tiers of lines and almost only able to axle. I must be some rows, if hen all got going together, I was also struck by the cleverness of how the position, and the apparently small efforts taken to screen the position. We wandered on over the maze of trenches all heavily stock marked with shell holes and meeting here and there abandoned kit. Our ideas were seen lying about till we got on the forward slope of a hill looking towards Pozieres with Entrenchment on our right. Here we were practically lost wandering around on each of the remained till they took a tumble and went down a trench and eventually found Bible H.Q. &c. which we had been wandering
over the country no searching. It was deemed warmer to resume
amined than they started to
find a few H.E. s around but
not near enough to do any
damage. We found we had 15
pro back to find the ridge. If we
wanted to know when we got to
three French, they were Advanced
and had to go still further back.
Our way we passed through
a German 2nd line with
what must have had a
continuous chamber running
along under the trench about
20 1/2 underground I connected
with the trench with stoneware
about every 10 yards. I did not
go down any of these places
for most of them have dead
shells in or one stinking. We
then passed through the what
uses to be habitable. Was it in
a brick heap with hand 3
feet of any wall intact.
On
the British side of the village are
numerous more craters over
which it must have been difficult
to advance. Jones Hyde s
I came back leaving Major s Capt
McBride went out about 5 pm with
5 men to construct B . It was
very front line. We work for
the rest of the night as heavy in
for a good rest.
Friday July 31st

A few German planes over. Our pilots think the air is almost incredible, these planes are the first ones we have seen since war broke before they got on any distance we have as many as 15 balloons up over several miles & it is very seldom there is a thin fog. We have to have them well banked in this line. String about doing nothing all day till about 5 pm when the Opposition moved down to billets in Aultem. Map + I went out about 8 pm to reconnoiter a Communication trench to the rear tonight by the skiffman who followed us with Taylor check about 9 pm. He had a lot of difficulty in finding the place but eventually got there after dark & set the skiffman on the job. He had found them out by the trench in the open when he threw selling to damage our shells. Every one lay flat & we paid fortune what it was one was hit. Then they started to dig & although shells came along now & then no one was hit so we worked off work about 11 & tilled back safely although one half of us were hung up with shells fired.
got back, it was a pretty easy night altogether.

Saturday 22nd July

kept well up. It was a great push tonight. The division was out of it. We had two cabs at it before to build and others joined us at night and to construct some points in the 3rd objective. Our attack is an about 1,000 yard front. It is to take the place about 1/2 hr after midnight and was separated by about 1/2 hr. There is to be a general attack to the French at night and the 2nd Army is also attacking. There will be something going.

We can just trust in God for our success and safety and get into it. Men remain cheerful on it and our division don't take the place. No one visible. I received Father's letter today. He says to the soldiers there is just a few by skills into Albert about one & one. It had no sense to a while. None of our people surprised. Wearing this about 7:30 pm. Leaving here about 9:30 pm for Sunday sun.
I am attaching to this diary the duplicate of the report of Sections Operations between 23rd and 25th July 1918 and place for a few notes well let it suffice for a record.

The first impression received when we got the gas at an underground was that the attack would have to be put off when I put on my helmet and I could not see for misty goggles as if we had been moving all roads have been cleared. However the gas was just from shell and soon cleared off although we had the dose repeated it twice.

Sunday 23rd July

I learnt on coming out at Bath that Capt. Hackett's gun in command had been killed about midnight by a shell just outside Egham. Q. The new gun had a good combination with officers well liked by the men. Had some funny experience during the day. Greatly surprised to find when I got up to the Captain front line about 5 am that you could walk about in the open for the Boche had cleared. We had taken their objective and some fine style it could have had.
The whole of the village of Bad order was to half on a certain line in the middle of the village. In which they did then I got up there was a great amount of smoke and news. In front I was a quick attack at some houses. I arrived at the ruins of houses or cellars, looking for prisoners of whom they found quite a number. They were better than rat hunting. Things were quiet like this and we practically no shelling or captured positions.

Monday 24 July
The troops had got their guns fixed and seemed to be moving.
in hot weather. The city shelled and rested on an old trench line during the day. They had worked about 17 hours continuously the day before. I did a bit of reconnoitering to advance position, but stopped nothing today. Shelling caused a few casualties among the infantry holding position. Stayed in the position during the night. One shell hit by a shell splinter in the head and died in my arms.

Tuesday 20th July
I visited a shell to experience the shelling. As shelling like the best gave progress during the morning of 20th June. Moving lines extremely violent between 6 and 7.30 am. Heavy the remainder of the morning. We were sitting on a 51 howdah during it all. I was waiting for one to lob on us & finish. It was hell. My section came out of it remarkably lightly. I was slightly wounded by a shell. The Company had 52 casualties including six killed while come back.
The Coy. was withdrawn about 10000 (km) to Serre Plain. Near Serre Valley where we were taken to the rear. The men were back in Albert. I am sure the men were very surprised to find us in a place by their battle lines. I knew I was not. Although he was shot in the infantry line of flight in the taking of Villers, the losses due to the shelling brought the total up to 5% of all battles. By Monday the whole of the village was taken back. The flanks not connected up too well and despite the shelling we hung onto the place. I was terribly dirty when I came out. On arriving at Albert I went into baths for a bath. While waiting for a shell nearly knocked me down one wall of the Baths, but I stayed and had my bath. I had had practically no sleep nor a decent meal since Saturday midday so I had a good feed and turned in thankful to be alive to tell the tale. The papers seemed
to indicate that some English regiment had an equal hand in the fighting but the only troops in Fajia were Australian.

Wednesday 26th July

That day nearly everyone went along to see Alan, Kerr and Cyril, who were in Albert with 2/2 Div on their way to take part in the big push. They are going over to the front tonight. They had a cable come rapidly down safely through. Spent the evening with the 2/2 by listening to their gramophone. He then still drops shells into Albert doing little damage. Most of the places are in a derelict state now. The town is practically deserted by the civil population.

Thursday 27th July

Standing by to move out all day. We received orders in the afternoon to proceed to Valkencourt. The place we were billeted at had a small fire at night. I found out that it was days
had not been allowed to cross. Here w ere many of the officer and men who had been killed and buried on the spot. I took two men up to place the crosses I intended to bury our dead and found someone had buried them. Things were quiet within the front. I found the trenches we had excavated on largely almost killed my feet so we fortunately got on foot and when we did. When we got back to Albert everyone had left as we finished our labours and I arrived about 7 a.m. on the road of a hill. I slept out as tents were stuffy. I had a good talk at our depot. We went to hospitals at Warley and Raden and found out particulars of our men who had passed through. Found records of men we believed missing and

[Friday 28th July] Major Cutter

of 4th Coy on Warley. They are at Pte. and are on our lines. Coy 71st left for La Bozogne about 9 p.m. It was a 9 mile
march, but men marched very well. We arrived about midnight & bivouacked under some trees.

Saturday 21st July
I was till brig. officers for our next move & also for Sommeville about 9 am. Arrived there about 9 am & was called for the day. Had lunch at Café showing about 1 pm. Head round to see friends we had met here on our way through before. I found out before down to call at Sallie's. Baschet had come through o.k. His wife was being with him the day we left. We are happy about that. We were quite successful and crops are beginning to ripen.

Sunday 22nd July
We left Sommeville about 11 am. For Mainy where we understand we are to rest for a while & refit. Quite quiet getting ready for another one at the Baschet, we have decent billets here & our little house ought to be comfortable. Wrote report of action for the
Monday 3rd July
attended lecture on gas at 3pm at hq at 3.20 am. Cy
arrived at 10 am by maj.
Gen 31 at 8. balloons over 4th
Commanders. the shorn has
with the officers a congratula-
tions on his getting out of
the tank. he praises the
company's work in
the action & paid C. in C
congratulates on a remarkable fire
piece of work. inspection of
egg helmets in afternoon.

Tuesday 1st August
had a parade in the morning
at half an hours rifle
exercises. Commanded
writing letters & make up
for any interval without
Reading the haps & studied
through a cleverly written
novel & very true. watered
gantlet at frescoes for cigarettes

Wednesday 2nd August
nothing doing all day for
the men but at 5pm we
were sent for an hours march
through the camps & which
are fraps becoming golden.
so many cases themselves
is in progress. It is very hot
in the middle of the day at present but between 6h is an ideal hour for a march.
Downsend down from Bonneville to see us with an invitation to go up to see him tomorrow.

Thursday 31st August.
Wrote letters and read during the day. Route marches again at 6 pm over very pretty and prosperous country. Despite the war most of it is under crop and looking fine at present. We are keeping remarkably fine weather. I only hope it will continue. It is said 2 letters from Home. Villers and Cpy in the evening. It was entertained by the enemy at the home yesterday. Our pontoons and brothe gear were packed at Contay with the view to moving the wagons to transport R.E. Stores. Tomorrow the search light wagon is to be returned to ordnance at Aisneville.

Friday 1st August.
We are to have a concert and sportsmeeting as there was a meeting of civilian representatives this morning at 10 when a rough programme for the sports was...
arranged and a Committee to run the affair got out. The concert was arranged for tonight and proved very successful. The boxing events being very popular. Spent most of the day fixing ground & materials for the sports to be held tomorrow afternoon. After the concert we fixed up the sports programme for tomorrow.

Saturday 5th August.
It turned out a fine day for the sports & we spent a very enjoyable afternoon. Most of the morning occupied making final arrangements.Found it had not yet had my lunch by swarming the 100 yards. Got into final of the but only ran fourth. Wrestling bareback on horses provided some excitement of fun but the funniest event was the btaackle which provoked roars of laughter. Finished up very tired about 6 pm. Turned in stiff and tired about 9 pm.

Sunday 6th August
Weather still keeps fine. Held the key issue this afternoon.
No. 1 section were victorious, defeating No. 1 team 185-182. Sections and the drivers before dinner had their drink and for a good ride it had a jolly on our way back. We expect to be moving up to the rear on Tuesday. I am still off duty after yesterday's operations. Good night through tonight. We have gone ahead again near Pozzania to have taken what appeared to be a formidable double line of trenches by Pozzania.

Monday 7th August.

Parade at 1am followed by an hours drill. Men are having an easy time now. In view of promotion of NCOs made necessary by casualties in recent operations, all the senior NCOs parade these promotions were read out and the prize money won at the sports was distributed. Have mine to my section cook to get vegetable for the men. Had a short route march to get the men used to them, need beds before we have to trek. Whole company has been issued with new clothing. Had a bit of marking out work during a short
on the march + also marching back. Went for a ride with Pock before dinner.
Weather still grand.

Tuesday 8th August.
Headed on Dunkirk attack on Canal & the way the Dunks are being cut up. It is pretty well suicide trying to tackle the canal with the forces they have at their disposal. We got our marching order to 10. To arrive tomorrow to halve our 3rd last stop on our way here. Put in a couple of hours good work with the setting this morning on strong points and general drills. Checks parade only in the afternoon. We will be sorry to leave our happy little home in this pretty French village. I suppose that by next Sunday week we will be into one and out of it again.

Wednesday 9th Aug.
Marched out about 10.30 am. Had an accident with clinker pulling out of wagon park. The rear half upset and the hook link was broken to a temporary attachment had to be rigged up. We were a
little late at the starting point and even then caught up the 3000 supposed to be 2000 miles ahead on the road. Passed through Halley's Carriage line up a long fairly steep hill out of the valley. We were held up on this by 1st Bn transport breaking down & encountered the 5th Bde coming the opposite way. The men squeezed past and the transport had to wait on the top. If the hill till we got clear. It was hot and very dusty. Had lunch about 2 km on the edge of a wood in the shade. Very thick with undergrowth. Approaching the aerodrome where should ride along but Walter Backer got through safely after about a fortnight in the line but even then they did not have as many casualties as we had in our platoon. Wallas. One Alan Kerr had been killed in the line. Arrived at headquarters about 7 pm and went down and had a yard of 5th Bn. Who were meant to be in the line. Hau nose about 4 pm.
Which, Major Reeves, was his V.C. a week or so previously. He attacked about 10 planes in his own Straight Aces before being hit himself. However, he brought his machine back safely.

Thursday 15th August
Awakened about 5.30 am by rain, but covered up with waterproof sheet to keep in warmth till about 7.30 when it was still raining. Sat up to have breakfast in the rain. Rain stopped about 9 am. We moved off about 10 am. Had a good trip through arriving at Huddersfield a little after 5 pm. Monday we are fairly well billeted. Went to Shottos at Ensenada to play on the afternoon. Heard that King George was at Cannes about 15 miles away this morning. Met Stevenson at Field Cashin.

Friday 11th August
Parade at 8 am and rifle drill for about 4 hrs. Pay during the morning. Check parade at 2 pm. Received a letter from home in France. Some food to my
Great surprise that he had been wounded on the 5th Div.

Third about July 19th at ArrasCanada. He wrote from Leeds Hospital, England.

Promised to be progressing well. He received a bullet in the left shoulder just after hopping the baps. My second one can imagine the people at home worrying helpless to death if they killed their men had to stop the baps. However, he has what seems to be a good blight. Thought to get a good spell out of it.

Weather keeping fine, no word of morning down fathers yet. Worked.

Saturday 12th August.

Parade at 8am. about an hour drill. Afternoon visits canteen at Warley for cigarettes (shaving brush). On the way back called in at Radmore Hotel and had a good hot bath. Lunch out at a cafe. Menu as follows:


- Omelette (à la tomate)
- Roast pigeon & peas, Edel, custard, grapes and pears
- As dessert, some dried fruit

Ground of the game: These French people know how to cook. Had a fresh mail from Australia.
Sunday 13th August.

Great Church parade at 10am. All 1st Bde except 2nd Bn present. General Birdwood there & after service he presented decorations won recently & gave us quite a cheeky little talk on the situation in General. News was some 3rd Bn Capt 2nd Bn in Command. Goodland from 2nd Bn given Command & is coming over to fill Taylor's place. Had a very decent supper of bœuf en casserole, rabbit & fresh fruit, the first vegetables I have tasted for an age.

Monday 14th August.

Received orders to proceed to Albert to bivouac at Brickfields camp & was just setting off to fix up Camp site there when word came to proceed to Vadencombe instead. This cancellation was probably due to the rain for there are tents & huts at Vadencombe. Went ahead to Vadencombe & on the road passed Sir Sir Douglas Haig in a motor car. Met fixed up in a hut & we camped in a shed for the night.
Tuesday 15th August

Recent orders to proceed to Albert to erect ahead again leaving Courcelette about 4am. Went through Marloz trenches and Courcelette and arrived at Albert just before 10am to pick up with billeting officers ourrevision area. The company arrived about 10am twelve.

Dined off and on during the afternoon to the latrine constructed litter boxes with ammunition cases and waterproof sheets. 92nd Bn went in with the line and Major Tapper found me from Tapper that he has got certain work done before 18th when a hope and it to be made place as we are going down to have a look at things in the early morning. Tapper is about 4pm 9th. Met Percy Waldon an OCM when I arrived here this afternoon. He is quite well in 16th Bn cyclist.

Wednesday 16th August

The go up about midnight in the early hours of 16th morning, has a drink of tea and went on our horse to Buda. Arr. at Courcelette. There were Maj. Stevenson, McPryde, Self 4p MC and Herrmann on survey. We picked up guides at advanced Buda. Arr. near Premere in the 7th 10am.
in an old German trench near the cemetery on the edge of Pozieres. 91 had been raining and the track was very slippery and he took a wrong shell hole. Proceeds on our own from HQ. From then his a marry time clambering over the open feeling exposed and dodging a few shells. He found a long shelter of our front line occupied from originally old German trench and in back batter about. This was a left. We moved round to right and surveyed the position from the forward slope of the hill to the position we have to work at tonight seemed pretty clean. All got back to allotted place for breakfast about 10 am. Tent turned out but didn't last much. Company moved up to German defences in Reserve at 5.30 pm from there took my section right on charile and another. A sign that the British picked up 30 men to dig a stopping out trench in front of our line. They were only 20. There was a set off about 9 pm after waiting for guides which did not arrive. We went our center way and lost our way. We could find no back to the front line as at 11.30 pm. We decided to withdraw. Am in our new billet out with instruction.
Thursday 17th August
We arrived back at horrible about 3.30am. Had some breakfast and turned in & slept till midday. I picked up infantry shells. New Zealand Officer was at Chateau Fort at 9 am. proceeded to front line to deepen trench we packed up guides at 4.30am and they took us down onto the job. I don't believe trenches have found it. Shot down about midnight. After many delays through me came and another and started me to work. Threw up position round & found out exactly where we were. If possible the front line so very thinly held there to the British would shake things up. If they came Conlan went with me.

Friday 16th August
Worked on till 3 am when we pulled out so as to get behind Pozières before daylight as the Communicating trenches are not to good & you can be seen in the day light (shelled). We came home through the centre way & I think if it was the front trench. Arrived back at La Boselle about 5 am. No casualties. Had some grub and turned in & slept till midday.
There is to be a job out by 1st Bde tonight & we have to dig some strong points on the captured line. This order cancelled just before moving & we have to dig at strong points on the line occupied at present when we shift out. Started off from the Boisselle about 6.20 & got up to Chevthepin about 8.20 then we picked up 40 bombers of 2nd Bty. These men carried wine and sandbags for the phoneline. We had to wait in Pozieres till it got dark a while after 8.30 pm as the next stretch of trenches was pretty open & we were hated to get shelled if we ran by. A barrage about 9 pm but got down to lie at 11 pm. I found the infantry had not yet stopped out as they should have done at 9 pm. Our front line has been blanking by our own guns during the day & I saw a lot of shelling on the enemy's front line.

Saturday 19th August.

Got the job completed about 3 am & left for the Boisselle at 3.20 am. Things had been pretty quiet right up to the front line & safe above for Pte. H. W. work & rifle fire. There was
a bombing attack going on just as our left though the 27th .

We were not too pronounced in the attack they had on the right.

We got back with a lot of bad fortune about 5 am. Two shells burst just beside the huts causing out but besides no one was wounded although a couple of men were partially blinded.

We became in about 6:30 am.  We 8 left till next day.  Thus we do not have to go out tonight.

As Spy are believing so I am truly thankful, wrote a few letters to catch the mail. Received box from Enniscorba yesterday a parcel of cigarettes from Mrs. Edgler it ran me for a good sleep about 10 pm.

Sunday 20th August.

Sleep till nearly I am.  Every day with every appearance I ran about. Whole coy out thought practically redigging a support line that had been badly knocked about by Shell fire.  Both men still not bad.

Land Rock not well as Edgler and self took out two sections reach.  I had No. 172 and left for.
Briskle about 7 am & picked up rainstones at the Chalk Rid. We were held up under pretty heavy shellfire & a communication trench by large parties & the 32nd. However we got down to the job without a casualty but found the trench shelling it vigorously as we awaited till it eased up before we planted work. Park in fact most of the trenches we had to work on were blown up in recognition being merely as penins of shell craters.

Thursday 21st August.
We stopped work shortly after three & got back. Quite safely nothing being the quieted on our event. And that is known the 32nd by our fire coming down. We were extremely fortunate to go right through the night without casualties. We had some breakfast & turned in. Slept till 1pm. Ptec evacuated at 5pm & taken with shell shock. 3 sections of the company & tonight we two strong fronts. The connection with "shrap" by J. D. Ryder. Stevenson. McBride are.
taking the position of No 112 Section are quiet as hell. I went up to No 2. I was with the major in charge. It was a very willing night. He asked if the advanced was near at eye. I got most of their objective. Our riflemen could not get to the point on which they had to dig. Group forward.

Tuesday 24: August

Success got back about daylight with only one casualty. 30 Coy had about 16. It was a hard night. Down for the heads. The town shelled quite heavily. It is the last day. We are going on. The Coy has been very fort. This time killed one and about 12 wounded, all but 37. These were very slight. The actual work has not been easy but it is getting through the barrage quietly without coming out. It looks like these are pretty safe. We are pretty safe right. The town looks in pretty shape. This is our last show on this big front. We are told we are going out to the Ypres salient to relieve the Canadians.
are coming down here for a go. The company left Battersea for Brickfields camping areas just outside Albert at 7pm & arrived there for the night.

Wednesday 22nd August
Up at 6am as I had to go ahead to Waring for some arrangements for billets for the Company who are moving into the Hyde barracks about 7.30am. I rode one of our wheeler horses to the office to wait for billets. Hyde Barracks Office Company has to remain & officers had an Armstrong drill. We are reduced to 4 officers now. The major left for Rhyl about 3pm to attend a court martial.

End of Capt Hamilton of 16th Foot in the evening. He has come through the cuts O.K.

Thursday 23rd August
Breakfast from Warley to Begaincourt a distance of 18 miles, and the men marched extremely well no one falling out. We left Warley about 9.45am and had lunch at the Divisional camp about midday. We halted for 1/2 hour here & marched a little distance to Begincourt about 5.30pm.
It was a good paddocks to woman
in trees for shelter & a sheen
at the bottom of it. However it
looked like rain or bullets were
formed for the man. We put up
the tent & I was asleep in bed.
I turned in early & was soon
asleep. Received a few letters from
home. Adjutant and Mess officer
from H.A. His apache came along
and attached himself to us for
the move to Belgium.

Friday 25th August.

Had a clean and inspection
at 9.30 am. Pte. Hyde went
its my turn & Mr. Major Bell
came back about lunch time.
After lunch I went into
Doullens to get some things
for myself. Home for the mess.
I have taken a mess newest
job again. Doullens is quite a
decent town with some very
good photos where you can
buy practically anything.
I got a couple of German
on ash tray & denizette ring
but so obtainable here but
it is very clean. Back to
Doullens for dinner and
8.15 again at 8pm for Doullens
as usual at 9pm for Belgium
to the billets. Company is
leaving tomorrow at brenday
I am catching a train at 10 minutes past midnight tonight that calls at Dundee. I am going ahead for 2 1/2 days. It rains a good deal as we went to the station and found a very comfortable officers' quarter where we sat and drank tea. Smoked and played the piano for some very comfortable half-hour time.

Saturday 26th August

Had to travel to Class going to No. 9 Officers' Line with 1st Bn. Left at 7.45 p.m. past midnight. Got under the crest for a place and managed to edge off. Note map at Haggack where the route ran off to the Belgian line. Arrived at remaining riding just south of Poppenhide about 7.30 a.m. Found it raining like fine walked to Byde H.Q. about 3 miles and had some cocoa. Waiting for them to allot us a camping area. Had lunch with the general and afterward toured this horse to find our camp. We pitched show a camp with a 12 by 12 ft. There is plenty of room.iced things up interesting.
When they (4th Bn) came along and then got back to
meet the Coy. Arrived at
stations just after they arrived
at girders house to camp where
we reached about 8pm
some boys capelots got lost
on the way and met nothing up for an hour or so.
There was plenty of room for men
officer although camp is a
bit scattered. YMCA is
a cinema nearby quite close.
Adjt M.O. of E.F. H.Q. left me on
retraining

Sunday 27th August.
Sunny day. No rain once or twice that it was
touchy fine. Was of morning out to the line yet.
Went down to 6pm of
where 4th H.T. we got just before
launch. Had a meeting from
mining 82 for lunch and
learned the working of a
2 speed strum, motor
cycle to ride around the
Parade ground. Went home
in the afternoon. After dinner
we all went to the pictures in a
large building near the camp.
The show is run in connection
with the YMCA. Then we arrived
the people was crowded by the door
Monday 28th August.

Parade and 1/4 hrs. drill in the morning at 9 am. Spent 2 hours answering letters till lunch time. Wrote some myself after lunch about 3pm rose to a Sammy. C.E. Coy from which we are taking over to try and get a motor bicycle but no luck. C.E. 1st A.D. with the C.E. of the British Div came along about lunchtime with the news we have to take over a Post Office and try 1st Sept. There are no posts for the workers. Our H.Q. are to be upstairs in cells under the Post Office in good spot we are told. Men went along to see the O.C. C.E. we are taking over from in the afternoon. The Battalion is supposed to be fairly quiet these times. Let's hope so anyway but it won't be long before it gets stirred up with other affairs.

Tuesday 29th August.

Went to the parade for about 1pm.
At 10 am Major arrived back about midday after tours of trenches. Reports them to be in bad state. In the afternoon I rode into Poixinghe to have a look round & get some cigarette. I was rather surprised to find it was a fairly large place with some decent shops. You can buy just about anything there. The place has been shelled a few times but not much damage has been done. While in the town one of our guns fired about half a mile away, the effect was magical, women & children commanded running from all directions apparently towards cellars or open fields. Left our huts about 7.15 pm for back billets of 9th RE Co from whom we are taking over. Here we obtained a guide & our billets at C.P.O. Ypres. Mr. Bryce & self went down with 5rrco from each section. We rode bicycles it had a pretty sticky ride. It had been raining all the afternoon but eased off for an air ride. Arrived at Ypres in the dark about 9 pm. Found pretty empty quarters in the cellars in which are rope from shell fire. After a game with officers of 26th RR.
Turned in & slept till 10 am. When we set out for inspecting of trenches. Gas alarms but nothing came of it.

Wednesday 30th August.
Rained miserably during our whole trip to the trenches & we all got wet through. Trenches in a state of decay. Mostly rankle deep in mud & thick. Water everywhere. Trenches narrow & falling in. In fact a rotten heritage. There are stones I won't. The trenches will have to be drained and duckwalked right through. Revealed in many places. Telling wet & not too cheerful to be driven back at 8pm & after a good solid walk we had our first look at the daylight. I think every place in what was apparently a fine town has been hit by a shell and is in some state of dilapidation. There were a number of very fine buildings which are badly knocked about. We have not had time to explore the place yet but hope to have a look round later. Had some breakfast after changing into dry tops of their uniform & then had to sleep till lunch time when the Major turned up. Still raining & things are dreary.
The sector I am taking over comprises the famous "hill 60" of the enemy. It is pretty quiet now save for a few miners' parties or "miners" as they are called. They are large bombs which explode with a terrifying detonation. We went up to the trenches again about 7 pm. The remainder of my NCOs went up with the section of 3rd Coy, and I had a look round. Returned about midnight. Luckily it did not rain much.

Thursday 31st August.

Ran till about 2 am. Had a look over level sections and plans during the morning, to read in the afternoon. The Canadians left a bit of a library when they went. The quarters are quite comfortable and pretty safe from shell fire. Went out to the line about 7 pm. Section left trenches about 9 pm and worked on clearing a drain down the cutting. It was a fine night and a good night's work was found in. I shifted about 11 pm & got back just before midnight. The 3rd Coy left after they finished work last night & now we have the place to ourselves. The 2nd Coy. will be camped just next door to us when they take over.
Friday 1st Sept

Section ceased work about 2.30 am. I had breakfast about 8 am & went round the line with my Sergeant. Went round to the group reconnoitring the communication here. Most of them are with a machine gun falling in. A few morning coming over about we missed them. Ryan interview surveyor was joined in the leg this morning. The Major was standing on the same place as just missed it. Stevenson came down after lunch. Wrote a few letters. Went down to line about 8 pm after a rifle inspection. Seeker followed at 8 pm came the day party & tunneling party. Continued with drainage of Clay. Cut a pipe over the barricade. Spent 1/2 hr with Col Price of 313 QG who are in the line. Fine night

Saturday 2nd Sept.

Got back to billets about 2.30 am. It rained a little on the way back. Breakfast about 9 am. Turned the clock here. He had been round the line with the Major in the early morning turned in again till lunch time. Received letter from Jim saying he had received my letters.
Well got some handkerchiefs from Auntie Liz just when I wanted her to for I have a pretty good cold in the head. The wind got round to East towards evening & the usual gas alarm was on. The men are very fond of warning gas in the resident houses to simulate the presentation are taken to prevent the men being caught. Helmets are worn in the alert positions & inspected daily. Went down to write about 7 pm & stayed till about midnight. There was a gas alarm on one plant & consequent stoppage of work.

Sunday 3rd Sept.
Another gas alarm just after I got into bed & I3t went to sleep. Went down the line again about 9 am on a bicycle the road is pretty rough & you save a lot of time. Things pretty quiet on the line. Just after lunch the train stopped a couple of shells just near the billet of women & an R.E. officer, helicopters busy during the morning. Filed in the afternoon reading.

Out to the trenches about 7 pm my party got lost & turned up more than an hour late. I left before midnight & got back about 1:30.
They had been putting in a few minutes for dinner this afternoon & knocked over the scheme about.

Monday 4th Sept
Slept till midday. A cold blustery day as the wet place was cold. Went out about 7 pm. It was a rotten night, dark as pitch. It rained enough to make things very slippery. We top things the women got busy and for a couple of hours ranged bombs over to kill one of No 4 Section. We put shrapnel over the communication but got no one.

Tuesday 5th Sept.
Left the job about 7.30 am. It was not possible to do much work what with the darkness and bombs. Found the Col. Maj. Savage, stowing food getting up at one's tilities to go round the trenches turned in till midday. Miserable wet day. Luckily it cleared up for the night and although the trenches were very muddy it did not rain during the night. Succeeded in getting a bit of dinnerwalk up & the light might to make
Things better with those. In some places much was the trenches and almost up to your knees. Consequently it did not take you long to get wet feet.

Wednesday 6th Sept.
Got back to billets about 2-30 am went up to trenches for a couple of hours in the morning about 9 am. It was a decently fine day but trenches still muddy. Happy got and the jeppelins which is good business from here. The boat is landscaping. Pushing harder on to become again. It must be better later for it. Shelling here has been more active today. Not went out to the trenches tonight so dim song out first thing in the morning with the major.

Thursday 7th Sept.
Got up about 5 am went rounds the line with the major. Got back about 8:30 am for breakfast. Got on a bicycle & rode into Poheninghe to get some cigarettes and things to come back via our house lines calling in at P.O.D.O.S for a raincoat. Got quite a decent raincoat through ordnance.
For a practioner on Pop. where I
lunched at the Officers' Club. Rode
the bike on flat tyres to 3rd Bde. tv.
where I got a pinaller to mend it.
Rode back with Pte. Maw, past
our new back billet by
Dickcrush & then through
Dickcrush to Ypres. I'm a
board of inquiry than I got back
on missing tricycles. Down
trenches about 7.00 pm to
find jobs where the men
would be out of the way as
Battalion relief on tonight.
This clear moonlight night
Relief went off without a hitch.
Left about 1am for bed & was
pretty tired after my days
exertion.

Friday 8th Sept.
The 2nd Anniversay of
my birth as a soldier. I
signed my attestation papers
two years ago today at
Shorness barracks. It has
been two years of very
varied experience under
many different conditions.
I wonder what I would
have been but for the
war.
To celebrate I received a
big mail from Australia.
a fine parcel of sweets and photo bread from Scotland. I hope to be apart to there to celebrate many more Anniversaries but no more as a Soldier. If he won to not over by Sept 1917 we ought to get a trip to London. He will be forgetting the word home. Council of Officials etc. Came along as a reinforcement officers. The Col. Maj. Staxford who has returned after being away about 4 yrs. week & the Doctor Came along in the afternoon. Doc. Maj. Staxford will camp here for a time to put down for the night to go out to the trenches in the morning. I went out & got back pretty early as I will go out again in the morning. It is still very quiet & no leaves for a wonder.

Saturday 9th Sept.

Went out about 6 am on a bicycle & got back to breakfast about 9 am. There was a heavy fog on and you could wonder about on hogs without any fear of being seen. Camped till midday & wrote a couple of letters in the afternoon.
Down to the trenches about the normal time in the evening but did not stay very late.

Sunday 10th Sept.
Slept till midday. Baskets & Burmelee along in the afternoon for a yarn. I put in an application for transfer to R.F.C. as an observing officer. I suppose it will be finished though it will take an age to get through. It would be great to be a flyer I would relieve the monotony till the end of the war. Not going out to trenches tonight as I am going out at 4 a.m. mon with Stevenson.

Monday 11th Sept.
Out at 7 a.m. with Stevenson & Major Standards. Went right round the trenches, passed Ian Walker on his rounds with the Brigadier. It still remains fine. Things are pretty dry in the trenches. Called in to see 2nd Coy at 8 a.m. dugouts on our long trench. They are being hacked out of good dugouts there to rotten ones nearer the line. To be hoped we are not shifted from our comfortable quarters. To T.P.O. Ypes.
Major Drye went out to reconnoitre the position of two sapheads one in front of another in the trench to cut off a slice of no mans land or stretch our line. It was no mans land dark when we got up but the supposed point to stand from in 40 points out by an inf officer who said he knew the supposed spot. Started a paper & hit on each end. We propose to have a look at the pot in daylight.

Tuesday 12th Sept.
It commenced to rain about midnight so I left about 2.30 am to walk down till roads to Zillekteke village. Got on 6th Coy's horse wagon here I had at ride back in the meet. Got back about 130 am pretty wet. Got up for breakfast twice in again like midday. The relief of 1st Bde by 2nd Bde start to night 9th Bde relieving 1st Bde do so there are no fatigue parties available. The sappons are having the night off. To the first spell since coming in. The infantry brigades are doing 24 days in the line & out & at present no arrangement has been made to relieve the Field Coy. Drill day with occasional shovens.
Wednesday 13th Sept.

A sad day in the Cey. today, we lost W. McFady. The Mayor, Stevenson, McFady & self were going down to the line to have a look at the tanks from Cato to 48. Passing this Zillahets village which is about 100 yards behind the line a H.G. or assault gun fired over a burst which went very wide. My gun hit & doubled up & after going a few paces the assistant fell & died after again. He died right away & was killed. The A. H. hit me under his left arm & must have gone right into his heart, & stayed in his body. It seemed so unreal to us walking along beside him, talking & joking a few minutes to cheat the moment. We could not have been seen for it was only about 5.30 am & it was probably under direct fire on the village & it was the cruellest blow imaginable to get one right through the heart at that stage and after coming this the Pz. gun & tanks safety. He was a great chap well liked by all the company. He has been with us since last Dec. When he joined we ripped him just after the evacuation
He was a reinforcement sent to the Coy originally but got to the
peninsula for a few weeks only to be sent back to Egypt where
he got his Commission. Came over to join us. He was a B.E.
Sydney boy, has been serving for
some years.

He was buried in the cemetery by the Railway dorms at
Hama by Padre Mackenzie of the R.F.

There was no day work done by the apprentices today on account
of no fabric being available.

Out as normal at 8pm & set
party a bit about. Went in to
see Col. Robertson & he about
work in the Bn. later. Left
almost mid-night for A.F.

Thursday 14th left.
Left the trenches about 1.30 am
& got back about 5.30 to find the
Major had gone on leave. The
left Coy as came with Ten.

Angles to motor to Blinjopie. He
is setting to days. Leave is
setting again from the Division
a day. It will take about 40
years to go round at that rate.
Read a small brochure on
animal locomotion in the
morning. Went through McIntyre
kit in the afternoon.
Friday, 15th Sept.

Did not leave till 3 a.m. I came back with the section. I did not get up for breakfast. Major Hancock has taken charge of the 4th in Major Dyer's absence. Weather keeping fine. Track interfered with my retaliation fire from 8 a.m. to a temporary cease. I did not go out this evening.

Saturday, 16th Sept.

Went out at 5 a.m. to see day parties working. Home about 10 a.m. Spent nearly all day censoring mess letters to catch tomorrow's mail. CME came out to dinner. Working parties cancelled tonight on account of a raid by Canadians on our right as no work found.
transfer WFC returned from Dublin to D.C. to apply for commission according to some need of vacancie to be supplied by A.F. under official conditions. The Col. put a good recommendation on my last application.

Sunday 17th Sept.
Went to Dr. Bath's this morning and Col. Allan of 12th Mgi. had church with him, then got a horse and rode to C.H.C. office and fixed up some thing about store. It was a beautiful peaceful morning but got cloudy over in the afternoon. Got back to barracks about 6 o'clock and went down to barracks about 8. We had our next patterns Gas helmets issued. They are a great improvement and are very easily adjusted. We commenced training about 10 p.m. and kept on until 3 a.m.

Monday 18th Sept.
Got home about 1 a.m. and it was sopping wet here. Rained rain but I was raining heavily as I did not go. Muscatoles were raining most of the time. Went down to Col. Battey before I went home about 11 a.m.
We do not seem to know on it. Found the Col. down to dinner when I got back. Down to trench about 7 pm. It was a pretty good night after the morning's heavy rain. Left trenches about midnight & rode back on a F.S. wagon.

Tuesday 19th Sept.
Up at 5.30 am. Rode up to the trenches on a bicycle. It was a very slippery ride & I was off several times both going and coming home. Had a good look round. St. pretty muddy. Rained a little. Got back about 10 am. Had a few hours sleep after lunch. Composed letters till 5 pm when I went in. Fair day. Battalion relief tonight at relieved 9th. Parties for work did not turn up till 11 1/2 to 12 tonight on account of change over.

Wednesday 20th Sept.
Up at 5 am & out to trench. It was raining hard and had high boots on. Trenches very wet & muddy & falling in places. We are working here trying to get them re-centered but its a slow job. We are going to increase the party working on front alone to 1000 men & 150 infront.
Called in at Brigade on my way back to arrange about working parties. Got home for lunch, found a decent mail wait for me; one from Jack in England I ought to see him soon. Shad a Cable from Walter Bennett of Cable from home saying Eldon is missing. He was in the 5th Bn. Staff at Amiens when Jim was wounded had dinner with the 5th Toy went down to trenches about 6pm and left for Ypres about midnight.

Thursday 21st Sept.
Up at 5 am & went down to the trenches with Major Swann and did not get back till about midday. No balloons up or shelling tonight. They got a couple of hits on the dugout, but no casualties. C.R.E. doing well on the work. I have now about 65 acafen and over 100 infantry working on the trestle. On the front line the work is practically continuous day & night if the weather keeps fine we ought to get the line fixed up in a couple of weeks. At present it slips in all over the place when it rains. Down to line about 8pm I had a look round all work.
got back about 1 am. It was pretty dark but the rain kept off.

Friday 22nd

did not get up till 9 am. spent the morning making out daily reports as this is a paper war and we waste a lot of time getting out these reports. I got a jam mail yesterday one does not get much time to write these things with the amount of work that is going on. MAJ KAHN is going to 1st Coy. to replace Capt James (Temp MAJ) who is coming over as 2 1/2 in Command here. Fine day for flying, aeroplane activity. Flew at night till about midnight, some night when I got back from a telegram saying I was to report to D.E. He also in the honeymoon if you wonder

Saturday 23rd

had breakfast a bit early so went for a bicycle trip round to back billet where I washed myself swept over to be taken clothes and washed so
under Shipped to Aden and to
D.D.H.O. The C.G. went to see
to D.R. I found C.G. Scott there
examining the candidate
from the D.R. There were about
200 officers & 3 are to
be chosen to send to F.R.F.C.
Wards all the morning while
the men were interviewed &
went to had lunch with Major
from C.P. C.G. went back to
D.R. To wait till 4 p.m. to
see C.G. Scott. He said you're all
right well send yours on that
will be going to leave you. In
December, start two at C.R.E. with
MacCallum get back to Ypres for
exercise. Went down the line
about 8 p.m. went back about
11 p.m. It has been a beautiful
day & it was a clear night
til about midnight when a
heavy fog came up. A few
shells fell over on the left
tonight but nothing much. With
the quiet weather keeping up
we are getting a good bit
of work done. You can see
an alteration in the front
line now.

SUNDAY 21st DECE.
Up at 5.30 am. Joffry Major
Monday 25th Sept.

Major Dryer arrived back from leave about 1 am. Went up to the trenches early and had a look round & saw 10th Bn. H.Q. etc. A bit of a mix up with working parties. Met Earl. Macleay of C.O. & G.O. 16th at the trenches. Another great day. Maps brought back alongside records which were played over & over again. Got a small parcel from Scotland. Maj. Wanser left to take over 2nd Bn. Went down trenches at night.

Tuesday 26th Sept. Back about 1 am & out with the major about 5 am. Went right round the trenches excluding the doose.
Have about 11 am. Had to be at D. H. Q. at 9.45 am about the R. F. C. Went in on motor bicycle. Had a spill due to motor coming in sharply without warning. Got a few scratches. Was selected to go to England to train for a pilot night away. Met Ral. Jones there on the same flight. Had a long yarn. Hope he gets it too. Kooked shower Galah Tuesday. Called in that lunch at C.R.E. Many congratulations. Finds up in the afternoon, feeling a bit stiff in my fall as did not go down to Mount.
Walter has come in & said he has refused the Com. in R.F.C. as he had heard that the A.F.C. would be calling for application soon. He would have got one in the R.F.C. easily enough so it seems as if we are doomed to remain separate.

Thursday 28th Sept.

Capt. James who loses his rank as major came over. As 3rd in command of the C.Y. & Flare, man takes a portion. Went down branches in the evening. Weather fair.

Friday 29th Sept.

Did not go down branches all day. Slight rain. Wrote a few letters & Censors a pile.

Saturday 30th Sept.

Down branches at 5 am with McConnell, met the ship after breakfast, went down to 12k x x x fat hole of river. H.Q. Office & went over the part of a radio. I have to learn something about it for the R.F.C. Can just getting a working knowledge. Walks along to dinner. Lestur
down to humber about 8 pm.
The 20th Clyde had a patient
on one night at 8 oc. Friday
did not rest very heavily.

Sunday 1st Oct.

Watches just back an hour
during the night. Got
back to tell about 12.30
Carraced letter for today's
mail during the morning.
I got one of Fritz' balloons
on one from this morning.
They claim it shows me" as
man as they will get caught.
9th he relieve the 15th on left of
78th cutting on night 5th. Cup of
the 9th he relieve the two cups of
the 12th. That were on on the
right of the cutting. Burned in
early tonight. Ordered horses
for 16 tomorrow to go into Poplar
to come some in today but
decided it would till tomorrow a
shop will not be open. Fine
day.

Monday 2nd Oct.

Up at 5 am. Down to humber
on bicycle. Things doing o.k. &
feeling fine returning to lock.
Started drawing rain about 10 a.m. and not turns up till about
midday when as I was raining find heavily I send them back.
Started to look up the Mason Cape in the afternoon. Down
shoemakers about 7 p.m.

Tuesday 3rd Oct.
Back about 1 o'clock. Had to get
up about 6 a.m. & go about
12 miles to give instruction
in trench duties at our
infantry school. Rode a
bicycle as far as back billet.
It was a slippery ride. Got
a horse there & jumped into
4 Men who were going to school
as I left home at 8.15 a.m.
for D.H.O. Found on arriving
there that O.R.E. has given
wrong map reference for
school & I still has to go
about 1/3 miles. Arrived by school
at 9.20 a.m. and found show was
not wanted but the afternoon
at which I was mighty truth
however the same met a good lunch
The school went off O.R. in the
afternoon. Stayed at O.R.E. for
dinner and came back about
10 p.m. to your in side car of
O.R. motor bicycle. Rained off
in during the day.
Wednesday 4th Oct.
Down to trenches about 6 am. Rained most of the way back. Turned in after breakfast to sleep till after lunch. Received small parcel apparently from Home last night. Rained most of the day. Yelled till about 10 pm when I turned in. Letter from Jim.

Thursday 5th Oct.
Down trenches at 5 am. Rained pretty heavily on the way down. Slept in the rest of the day. Walked about the trenches for a while in the afternoon which he spent playing cards. Turned in early. Heard last Tuesday at D.H.Q. that we will not go to playing school till 8th November. Disappointed.

Turned in early. Slept soundly. False gas alarm after I turned in about 9.30 pm. 2 gas alarms we've had in nearly a month now and it's about 2 months since the men have let go off.

Friday 6th Oct.
Down trenches at 5 am with the Major. The men got fairly lucky to cocked off several 'riam jin' or large bombs. Yelling all day. One of the trenchers has just fired up making...
a nasty mess of 20 yards of it. One man was wounded during the bombardment. Fine but cloudy day.

Saturday 7th Oct.
Down to trenches in the morning. Things quiet & fine. At half past 10 a.m. went down trenches again. Felt back at midnight. Time right. When I got back found a pile of 13 letters waiting for me which was “some bon”.

Sunday 8th Oct.
Scaly fine day. Wrote a couple of letters in the morning. After lunch rode into baths with Capt. Harrison one relieving H.O. Had a good hot bath & felt as fresh as a lark. Went to back billets. Had afternoon tea with Capt. James and talked on my way back. Harrison came back tonight about 4 o'clock over them but he had had up both sick. Coming Capt. Park from the front. They are going to stay here to stay tonight. He is going on the 2nd to join them who are going to be relieved by 18th to persistent rumors now that we are going to be the same again official notification came.
Monday 3rd Oct.

Went down the line on a bicycle about 6 am. Fritz, putting sharpening along the key, cutting kind. I kept well down the tunnel, they heard me in their listening apparatus. Hunt is going to blow a mine at 6.15 this evening. Wal in to church. This boy is interesting but he is building a tramline near Zillebeke. Stenawan brought back about 10 new mines for a while. Mine did not go up.

Tuesday 4th Oct.

Down the line about 6 a.m. with the major & Stenawan. Things pretty quiet. 8th Bn. 2nd Pl. relieved 12th Bn. 3rd Pl. latter night & working parties on the line were rather messed up. This morning in consequence orders are out that the Bar is being withdrawn to St Omer for training but everybody is sceptical & most are of the opinion that is for entraining for "Rommel's inシェeka". Letter from Jock Williams. He is at Casualty
Learning to stop. Carteron quite near 15 where we were on the line when we first came to France. Almost felt gut to see him.

Wednesday 11th Oct.

Drove to Heavon at 6 a.m. It rained a little but on the whole it is remarkable how fine the weather is keeping for this time of the year. Rode to D.A.O. in the afternoon. Found out that the school is at Denham about 10 miles out of London. I ought to be at the address 807 R.G. Officer Cadet Br. Denham Bucks. It was about a mile more but I did not feel at all stiff.

Thursday 12th Oct.

Drove to Heavon again about 6 a.m. on bicycle, just missed by a shrapnel bullet. When nearing the trenches. Horro came about midway. The Dog I drove into Abbeville. I bought some preserves for Duff as present. He had lunch at the officers club. Ate home after a great meal. About 8 p.m. the doctor's horse got away. Eipped on the cobble s.
Same day but the box got nothing more than a shot. Upon our return found things moving. The REY goes back to back bullets and the about 11 men of E Company behind tiles tomorrow to hand over to 16th Coy. After dinner went to town to have a yarn to the officers who joined 2nd REY as re-int. officer at Del. Forbrush. Got letters from a friend of a knee bone which I had the REY today went to W. Thomson and then went home REY moved out about 10.30 am to move for C.O.E. camp held.

Friday 13th Oct.
break round trenches with all men and I showed them all around the trenches called in and saw Lieutenant Kelly on my way out. Got back to your about 9 am. Got a horse and went to C.O.E. in time for lunch. Found out that I could go to England as soon as I like. Shade to report at Christchurch Camp on the 20th Oct whereas the school does not start till 8th Nov.
Saturday 14th Oct.
I paid goodbye to the 1st Field Coy today, it was a hard parting. My section has been here all that comes be desired - good chaps and willing workers. The Coy moved out for St. Omer at 7.30 am & 2nd Field to came in from the front & took their place. I borrowed 2nd Coy motor bicycle and rode down to see Jack Williams at 1st Co. Clearing Hoop. Found him looking thinner that不堪seemed. I had a good time & left about 4 to go getting back about 8 pm thence on after again of Château St. Pierre. Maj. Flowers (Bennie) were to dinner.

Sunday 15th Oct.
2nd Coy moved off about 10 a.m. & landed on open ground on one of the CRT's Reserve & had
my kit dumped at the station. Had lunch & travelled down to Hazebrouck with all arms of Queen. Left by 1:15 p.m. and arrived at Béthune by 4:30, 7:30 am. Stayed at the Lorraine for the night.

Thursday 16 Oct. Stayed at hotel 20. Sat up about 6:30 p.m. looking at it was about 8 a.m. Went along to Ordonne & got a tunic shirt & cardigan. Went up to see if Covan逐 was at the same hospital but found them. Took my room's last night and left for the Channel. Went aboard the Channel at about 1 p.m. It was a fine day for crossing a bit of the Channel and one of our dirigibles flying about the Channel apparently looked for submarines. We arrived at Dover around 9:30 p.m. and had a meal at the Queens Hotel. Before dinner, got a room at a decent hotel in nearby.
Tuesday 17th Oct.
Up bright & early I made my way down to A.F.F. Headquartz at Horseferry road where I drew a tunic & recorded my walks in favour of the Conscription in Australia. We jamed a little after lunch & draw down & headed a text for the theatre at night. Met an officer of 1st Bn who has been wounded & was home & urgent we needed to be met. Went to Broad St Jones & then to tea at the Duke. I got the tunic brought at Brighton from tailor whom I was getting sleeping clothes & spent over an hour seeing on Australian officers. Went to theatre after dinner all was not very well. Check by the piece. I decided to go to Scotland tomorrow by 10 a.m. & express.

Wednesday 18th Oct.
Dashed up & left my valise at the hotel just taking my leather grip & caught 10 train to Scotland. Was not very well. Stopped to miss Hamilton before I left London & she was at Edinburgh station to meet me with the car. Drive back
To their home about 10 miles
has dinner & came in with
the car to meet Mr. Hamilton
who was coming up from
England that evening. They
were very pleased to see me & made
me feel quite at home. Have a
bathroom room.

Thursday 12th Oct.
Up at 8:30 a good bath &
shower round the garden
after breakfast. A nurse
from my Mr. Hamilton called
so I walked back to the
hospital with her. We had a
beautiful walk back there.
Some very pretty greens &
by ways. After lunch
drives in the car to see
the Colleges. Mrs. Hamilton
is managing it had a fine
book one of the above ground
works. It was a beautiful
day & enjoyed myself
immensely. After dinner
read and talked. Saw views
of Oxford & the colleges.

Friday 13th Oct.
Went for a morning walk to
Robins Chapel about 8 mile
through a beautiful Glen. The
Chapel was built in 1666.
has been restored less than 100 year ago. It is a beautiful little chapel some mass of high relief carving. It was a great day in the walk very enjoyable. In the afternoon, he motored into Edinburgh & picked up Miss Young at the hospital & went out to her home at Musselburgh. At night we all went in to see “Romance” at the Memoir agreeable.

Saturday 11 Oct.
A walk into the country in the morning & in the afternoon. Now a motor drive to the South Bridge we saw a portion of the fleet lying at anchor. It was a fine sight. Had tea at a friend’s place in Edinburgh. Got back to Rossall about 6.30 pm. Left about 7.58 pm. Picked up Miss Young & had come to in Edinburgh. I caught the 6.18 train to London. Had a sleeper. It was again a grand day.

The weather during the trip has been magnificent & it’s a great pity the stay was not twice as long. Known to a sense of being really thankful for such kindness.
Sunday 22nd Oct.
Arrived in London about 9am and drove to the hotel. Packed my bag and took a walk round the streets before breakfast. Spent the morning writing letters. Caught the 2.35 train to Oxford arriving about 5.30 pm. Drove to the White Hart Hotel in a handcart which the hotel recommended. It seems a very old but decent place. There gave us a good dinner and asked if a Sydney man could join dinner. He is 32nd Div. and was come up to join the firing corps.

Monday 23rd Oct.
Reported atchurch at 9am to see Sgt. R.T.C. Told in arrival forms & were allotted quarters in Queens College. Strange coincident the WO was the College of Capt. Doodle who is senior officer & wife as far as discipline goes. After lunch marched round to museum & handed in arrival form. Found course does not start till next Monday so went with a number of others got leave to London. Caught 4.30 train to London & went to...
Jenyns Court Hotel. Went to a play after dinner.

Tuesday 24th Oct.
went to A.I.F. H.Q. to find out about handing them $500 to buy some money. Then at A.I.F. kid places I tried to get my camera and it was not there. Met Mr. Turnbull of Pioneer R.S. Originally 3rd R.S. went to Overseas Club together. Had a game of billiards. Then had dinner. Then he went out and to where he is staying at Willandra had a sleep shop. He has made some friends & is staying with them while on furlough.

Wednesday 25th Oct.

Thursday 26th Oct.
Met Turnbull in the morning. Dines at 10th Bn. at Regent St. Bond St. Commanding Day flag.
sellers everywhere. Weather still fine.

Friday 27th Oct
Caught 2.32 pm to Oxford. Mercatmorning in London but cleared up a little in the afternoon.
Found practically nothing had been done during the week here.

Saturday 28th Oct.
Went to town and got some books at the bookshop and went to town to get some clothes. Drizzly day. Wrote some letters in the afternoon.
I had a game of billiards in the evening.
My Camera came along yesterday from leave hit store. No letter for me yet.

Sunday 29th Oct.
Spent the morning cleaning up. Mercatmorning day.

Monday 30th Oct.
Arthur Stoker
Diary not kept from Oct 29 to April 11th (1912)
Leave small one from Dec 29 to April 11th (1912)
General notes & dates from Oct 29 to Dec 29th from memory.

Played a lot of Rugger with R. H. (Oxford) team. I went to London & started with the team. Made few in town one week or about Nov. just before he went back to Ireland.

Almost a 2 month course. Exam on Dec 18, 19, 20, 21. Did well but did not see detail results. Went on Xmas leave with Capt. Coombes to his home in Manchester. Had a good time. Returned Oxford Dec 27th. Went to Southport to inspect Vulcan works for a week. Small diary recommences here.
April 11th:
Rang up Hanson from Waldorf & found Combe & there posted to Joyce Green & Dover, respecting. Went down to find passage to Jack Williams & Eric Watson & left for Hanson by Orders. Went across to Swaleford Abbey from there in a tender for baggage & then into Clarion X. to catch the train 4:30 pm to Dover. Dover (Australian) & Clark going to Dover with me. Arrived Dover (Penny Station) at 8 pm & got tender to Acrossmore adown & while away on top of cliff found I was staying with my man & turned in. Very hungry & stormy night.

April 12th:
Reported 0-1-49 Squadron at 9 am & started to C flight. Will fly BE 2ES & B.E. 2DS then Marksmanship & T.E. & P. Went into Dover an tender to get A.M. & went adown as other is in prohibited area. Came back & reported to No Instruction. The wind was too strong for flying so wrote a couple of letters. Lecture at 1:45 (wireless) then went to do singing (practical) at 2.30 pm - leaving till 4.30 pm.
There was quite a lot of flying during the day although very
windy, but did not get up.
Capt. Adams is Flight Commander.
Maj. Henderson M.C. Oct. 49 29
Both very decent. Good
aerodrome on lots of cliffs
above harbour. Surroundings
not too good. Mess food (4/6)
+ billet very comfortable, about
5 mins from mess + aerodrome.
One bad crash on BE. 12 but
pilot escaped lightly. Quite
a member of Australian here.
Dover is small town sheltered
in valley above harbour.
A number of war ships, mostly
T.B.D.o in harbour. Saw a
sea plane up.

April 13th
Rose at 7.45 a.m. + straight into
pay duties from 9 a.m. to 12 noon. At
12.15 a.m. went for first flight with
BE. 2E with Flt. Commander Capt. Adams. He
took her off & after getting up
at 750' stalled her + shut down
engine + strueted to take control.
I strained on trying to keep her
straight + level + tried a couple
of turns. Came down after about
30 mins. He gave me a few
Hints & we went again. I
did much better second trip. We
passed through some clouds.
At night of the ground. Came down after 35 minutes which I largely enjoyed although the position still is very cramped when in observance seat. Heading control is by pedal & steering rudder in general flying at 145 pm. On auto rigging 1:30 4:30 pm. Write letters after tea. Signed. Fine day and very windy in forenoon & afternoon. Saw across straight to France.

Saturday, April 14th

On auto rigging most of the morning. Flies span from 11-12 noon. Received a great bunch of letters from Australia including a fine birthday one from mother. Lecture on aerial fighting by a returned pilot with R.C. Cross de France military medal. From what he says you have to have a two that will stand & you have to try to be very good as a fighting pilot overseas. It was a pretty rough day. Playing a secondo three of us went for a walk down St. Thomas & along the Promenade and had tea at the Burlington. One has to be at a pleasant place like this in rough weather to realize.
A letter of what the navy are going through. It showered off and on this evening. Wrote a couple of letters after dinner.

Saturday 15th April

Full day, strong NW wind. Went up for 20 minutes about 5-10pm with Lt. Addis and we enjoyed the flight. We went down through a cloud of some rain but hardly reached the latter. Instructor said I did well and turned well. Had a walk along the cliffs after dinner. Walked down towards resigning to see where for an hour or so.

Monday 16th April

Fine morning but wind fairly strong from S.W. On three rigging till 0.30 am & then read for by the 5th. Am not due for a flight. Got up about 11 am for 45 minutes. After the PT landing he made me carry on and do the whole show by myself. I got off alright but was only four in the air and made pretty dull landings. He praised a good bit & I accepted it. However I could not do the mark of landing the plane but got better in the air. We made a large circuit landing first in a
field of aerodrome and then taking off and landing in the aerodrome. We did about 14 of these circuits. This afternoon, rain and wind, so rigging again. Flying instruct with Fred Lucas on a Bristol.

Tuesday 17th April
Bad day, short W. W. wind, occasional rain and snow storms. Cleared to send evening a little flying. Recovered some leather coat, glove, tooshoe and King Lewis gun on range this evening.

Wednesday 18th April
No flying till the evening due to mist. About 6 km had a flap of 30 and another of 15 minutes Circuit and landings which were only fair, do not form down soon enough: Up with the Co. Who ranged every time something is done wrong. When not flying on M. Guns and in the rigging shed.

Thursday 19th April
Called for early flying at 5 30 am but just as we arrived at aerodrome fog came up and I went out flying. It remained till afternoon. Backed up about 3 30 pm for 38 minutes and about 6 pm for 4 35 minutes total 75 mi
Wind was light 10-15 mph. Landing better. Solo tomorrow if fine.

Friday 20th April.
Up for early flying this morning at 5.45 am. Wind about 10-15 mph then shortening. Did 10 min. solo then the major making about 44 landings and good then was sent solo. Had to make a double circuit on first trip as I did not come in right. Had no time as controls were too tight when putting in back that landed with a bit of a bump at the 1st & 2nd landings about 3-4 when he had the hang of the controls was good. H.G. Flying till lunch. Something this day. Bad crash on naval lawn some 100 yards from St. John hospital & a couple of morning ones in one aerodrome. 1st solo was 20 minutes in afternoon did three more lots of 25, 35, 45 minutes finishing up about 7.30 pm. Weather fine in evening and wind light. Made a few good landings but most of them indifferent. Went over beach on one trip a bit over 6 miles away.

Saturday 21st April
Good Australian mark twos morning.
Up at 0am for early flying but strong to this engine only got in 30 minutes before breakfast. Did machine guns till about 11am then bath and then bus but it was missing (plugs & too much oil in crank). However in the afternoon I got in one trip of 56 minutes before tea. There were mostly landings which were fair after that had another trip of 50 minutes in which travelled to Toulon at Deal then about 6pm I had another 50 minutes going up to Broadstairs. Then at about 11pm enjoyed it, did some fairly good turns about 6 lived up with the flying instructor in a D.H. 29 and did some stunning Immelmann turns with which delighted had 10 minutes of it. Went up for a few landings on a 2K about 8pm and got in 15 minutes. One of these I did was a dud. Altogether 3½ hours. During the day which is not bad some torpedoes came to the area last night but all they hit was a rubbish heap half way between here & Toulon and lost four destroyers for their
Trouble. We had two damaged. One of our boats remained two of
their. There seems to be something on the down farm. I am full of
monitors and destroyers today.
Sunday in about 9:30 as this
flying business makes you very

Sunday 22nd April.
That was orderly officer. Not
much to do. Up for early
flying and got in an hour
before breakfast. During the
day, 87 in 5 flights of 65, 15, 15, 10, 65
minutes respectively. One of
them I cut it a bit fine coming
in over the sheds to land and
my under-carriage carried away
the pole from which the
wires indicated flies. I got
down all right making a fine
landing, made some decent
landing after tea. Got of
this so much for the day. Wrote
letters after such an till it was
time to turn out the guard as

Monday 23rd April
Missed early flying, not sorry. Did in
3 flights during the day final 15
min. towards midday when it was very
bumpy. Did a few landings.
In afternoon I went out for my
photos. Had to take 3 photos of

points on the map (18 photos all lots)

Got here & Climbed to 8000'.

If engine and glided down in my height test. Made a decent landing but not quite on the circle took the 40 min on it & got pretty cold in the evening. I did 45 mins. making total of 2hrs 40 for the day. Made some good landings in the last flip. Cuffins crashed at camp yesterday in his X country. Pretty bad smashed

Tuesday 14th April

Missed early flying again

On machine quite all the morning. Went up for 50 min after lunch. It was very bumpy so went to 5000'. 8 planes over folkstone ashford and Canterbury after that I did my Cross Country flight making landings at lifeboat

Landings quite decent landings stayed about 1/4 hr at Lyge. Had a yarn with some chap I was at Oxford with. Took the 9.30 over the Hip. Then left back went on to a BE 12 A & did some good landings. Been flying 20's, 25's, 25s up till then. Did 45 min on the 12A. It has been a glorios day. Sun shining brightly but very bumpy up till the evening. 2 in 2hrs 30 min today. Passed my photo tests yesterday. Man killed on an R.E. 8 today from 13 squadron.
Wednesday 25th April

An early morning flying and got in 65 mins on a BE 12 A. I was doing landings and got in quite a number of good ones then an awfully bad one which caused a V short in the landing carriage to give. It got very bumpy and windy during the day. I had another 25 mins before lunch tried to do bomb dropping but clouds were too low. Got bomb dropping done in the afternoon. Went up first for 30 mins to see if the clouds were high enough then took 70 mins to do the dropping. I found it quite difficult to get the bus over the target and keep her straight. Upon opening getting 3800 ft. I finished my flying at 5 pm it have to report old Martindale Banks in the morning. 1 1/2 hrs to do for graduation now.

Thursday 26th April

Up by mistake for early flying so went for a good walk along the coast & Margate Bay before breakfast. It turned out a brilliant day. Had my first slip on W dykes after breakfast getting in 65 mins a making about 4 landings
which were quite good for 10k. Landing on this was very
difficult job to land them decently.

They are very clear to keep
straight taking off and coming
down + you are rocking the
rudder all the time. They are
quite good because in the air.

And do not climb too well.

They may be better overseas
with 160 Beardsmore motors of
120’s. After lunch boarded up
for an hour and got bumped
about considerably, but do not
mind it. Made a good landing
bed up again after tea (did
55 mins. including some
good turns) but more three
upon landings not judging
the aerodrome at all well to
despair of it. Completed my 30
hours solo today and these
graduates as a flying officer.

But am not yet entitled to wear
uniform pay is now £4 + of a
day flying pay.

Friday 27th April.

Missed early flying a got my
first trip at 8. I am on a Martin
Cyclone. I did 15 mins. and one landing

When the tire burst. Did not get
up again till 11, so when I did 35
mins. and made some pretty
good landings on the 11’ cycle.
after lunch I had a trip of 15 min with the fighting instructor. It included a 20 min try in a BE 2C, trying to learn to do Immelmann turns. Enjoyed the trip immensely. After that I got in 3 more trips on Wapiti of 15, 20 and 16 min respectively. Did a bit of climbing on one of them. Landing better, they are very difficult to land. Do 25 or 30 min solo. So manouevres like a sales day on which time record is to be broken.

Saturday 28th April

Some good day! Done 6 hrs all told 15 min solo today and am tired out. The squadron was able to beat the time record for a day and did it easily. Over 100 have flying been done in the squadron. I made the six separate trips planting at 5.45 am. The first was a curiously Dover, Margate, Canterbury, Ashford, Folkestone. The rest of the trip on BE 125 & VE 3 and on a M. Clyde were made between Dover and Margate. Did some planting to get potted snail, made good landing. The day was fine. It was a grand morning till the rest of the day was pretty dull.
was very bumpy & misty up in the afternoon and not at all enjoyable. To date I have done 29.44 hours solo but do not feel capable of chucking the air about. Actual basic flying time for squadron was 102 hours which easily constituted a record. Everybody tried to get shots at the end of the day.

Sunday 29th April
To flying untill 10 am. On account of my fall day. I did not get up till near 9 am. My silly ship in the morning was one of 5 hour at 15 9.20. I went up with the intention of keepig. I succeeded in getting the machine on its back but instead of going over the tail did not fly and I had a most wonderful sensation as the machine poised on its back for a few seconds. I was strapped in as would have fallen out. My feet came off the rudder bar as I left the pedal. I hung on to the joystick like mad. Presently I got my nose down & came out of it. Some stunt! In the afternoon I had a trip over to Joyce Green to see Camber on a Chantreymoyle. It was a very bumpy trip. Found Joyce Green OK.
Comber playing cards. Had a jam for about an hour and a half. Took me about 30 min. to get there. I stayed 45-60 min. to get back. Made quite good landings at 3.30. On arriving back here, went up for 30 min. after tea for landing. Only made one good one. These buses are darn hard to land and I don’t like them too well in the air. It has been a glorious day. Letter from Jim, he has the Military Medal Bravo!

**Monday 30th April**

He has been a glorious day and flying his evening was absolutely magnificent, just a gentle breeze and no bumps and I enjoyed it immensely. I succeeded in doing my first loop today, to quite easily and not much sensation about it. Did some Immelmann turns late on a 05.16. Had a Couple of flips on Martyns. And it was a short trip of 10 minutes with Capt. McEchnie to MacAdly Commander. I have never enjoyed being up so much for fell so confident in the air as I did this evening.
Tuesday 1st May
Another grand day. Lay on the
grass near the H. Gun range firing
oscamned shots till about 11 am. Then
went up with the Major to experience
some spinning nose dives. He did
3 good ones & I think he could do one
now. All the men maybe are out of
action now & I cant get a flight on one
In the afternoon I had a flight on a
PEL of 30 mins & on a RE of 35
minutes. Did some short turns
on both trips. Made a grand
landing after the last. I have
done 32 hrs 45 minutes total since
Coming to Dover and have to do
M. Gun course now to get my wings.

Wednesday 2nd May
Beautiful weather continues but
most of machines out of order so
cant get a flight. So I have done
3 flights on Martyns. The
Major said I had better go on leave
I am going on M. Gun course on
Monday to Heath Stumbery in
Redlands & co. said I can get
away now to Scotland & join the
Course on Monday. The Major is
recommending myself and a
couple of others to fly DT40 five
airs. We will have to come
back to Dover after Stumbery & then
the post to DT40. I hope to keep
Dover by 5.50 pm havn't received
8.30 pm. Dines Regent Palace & Oversea. 
Off Club but too full. Decided to get in at Covent Garden Hotel. Went to Simpsons for something to eat & met William. Had a long yarn arranged know him to have the tea with him in the morning. Then starting to come on all the hero.

Thursday 1st May. 
Called round to Coco to get some money. Found pounds were low. Met William. Went down to see on 10.45. After a short walk found his friends were out so had to return to town. Had lunch at Freudenau & a game of Snooker afterwards. Sea at 3.00 & dinner on own at Simpsons. Rang up friend of Walter. Found he had just left for Oxford having been in town during the day. De- 

luck again. Caught 9.10 pm to Edinburgh.

Friday 11th May. Arrived Edinburgh about 7.30 after a rotten trip. Stopped 45 hours of semi sleep in the car. Looked round town in the morning met Elke in the afternoon and went out to the Princes Bridge on the bus. Had tea at her aunt's there. Met Hellmann of the Old No. 2 Cut there. Threw a yarn with him. Met a Naval Officer at the North British who has
Saturday 5th May

Anniversary of first leave day. Today all got a come staying report Sunday on 7th. Then one day report to Dover on termination of leave as for some reason Sunday has been cut out. Thanks very much the to have been at it for it's a fine place.

We had lunch in Edinburgh today. She was doing much work at the hotel when she was there. She is on long off on the 'Australia' which is here. We had tea together. She invited me to come down there too. She was very nice. I seem to have a knack of running into people I know. Went out to dinner at House with Elstra for supper. It's a ramble through the old garden took nice person. Sun was shining brightly but there was a cold wind blowing.

Sunday 6th May

Went out in the Forenoon and strolled through the garden in princes church for some prose. It was a fine morning a thing are looking nice and green. Caught 13 to fer to boat at 5. Dragoonery, had some brandy...
Cheese while waiting for the picket boat from the Australia. Made a calm ashore and we strolled across the dot. Bridge to examine the machine members close by. It is a marvellous piece of engineering. Caught the picket boat and to the Australia and had a look all over the boat, engine room, etc. That sea in the ward room & caught 6.30 boat back. It was a very enjoyable afternoon. The people on the big ships like the Australia are very glad that they never get anything to do. Just sit back and enjoy. In time have dinner, back at 9.35 p.m. to London. Had a carriage to myself at 9.45 p.m. to my hotel. Had a good sleep and a very pleasant little holiday.

Monday 7th May.
Arrived St. Pancras 7.45 a.m. Saw the people going to Dorking or Woking. Walk to the station. Get a taxi & go across to Victoria station, just in time to catch 7.20 p.m. to Dover. Yarned with a Naval Officer (nurse) on the train. Was not up to aerodrome till 8 p.m. had
lunch & reports adj. Nothing said about templates. Some news recalled they're some bungling at wing H.Q. I probably mean all to the course in a few months time. Hope to get onto 0440's in the meanwhile. They had blowing hard and punishment weed up or a misread at 9 pm for 40 minutes. That's a pretty rotten ship. It was very bumpy up there. Had to get down at the end. Made a pretty rotten landing.

Tyre burst. Received some letters from home.

---

Tuesday 8th May.

Very blowed day though the sun was shining. No flying on Measham, and only a very few B.T. 0 up. Spent most of the day on M.Gs & workshops, demanding R.A.F. Rang up to make appointment with dentist for tomorrow as I suppose him in for it. Wrote a few letters.

---

Wednesday 9th May.

Machine guns from 9 a.m. & dentist at 10.30 had a broken baddon & had pulled & it hurt some. He broke it getting it out & so had a couple of grogs. Received my Commission papers from the War Office signed by...
George R.I. Very strong again today and in my planning. Made a drawing of Martynville for the workshop people. Eum more and still bleeding a little at night.

Thursday 10th May
Machine guns 9-10.30 am. Five lectures in the afternoon, one contact patrol, the other bomb. Had two ships after. Had one of 40min on 16. Ead some hunting for landing. Then went up on Martynville. Had my first forced landing. Engine gave out when only about 100'. I was lucky in having a distant field to get into. I made a decent landing. Found the engine had gone dead on 3 cylinders.

Friday 11th May
Machine guns 9-10.30 am. Dents' room to get a couple of teeth filled. It was a very warm day so I postponed feel climbing up from down to the aerodrome for lunch. Did not get a chuff. Went down to Steventon hospital & per Frank appley who is on the R.A.F. C. C. here. She is an ob N.V.C. was at Deacon & to a Rhodes scholar. Had a chat on the promenade with him & supper afterwards.
Saturday 12th May.

Machine guns 9 - 10.30 am. Had a flight about noon for 35 mins on a motorcylce. Did not enjoy it too well, made a good landing. In the afternoon five of us went over to Folkestone for a run. Bus takes about 1/2 hr to do the trip. Had tea there and a stroll along the Promenade. Went to the pictures on returning to Dover & arrived back at 12.30 after a light puffin in the town. It was not too nice a day rather muggy & cloudy. Streams of people in Folkestone.

Sunday 13th May.

Glorious morning. Henderson & Walked to Margate & had a fine lunch at a hotel right down on the beach. It is quite a pretty little place. The houses being built on terraces on the face of the cliff right down to the water's level. We shall be back about 5pm. If found we had orders to move. Three of us are going to Dover for Bristol Fighter & a number to Witan for an hour on Bristol Scouts. For some reason all Martyns deal pilots have to do an hour on Bristol before going overseas. I think we are only Scouts at 40 RS. Do here may be another move to
Store for us. Spent the rest of the afternoon getting transfers cards signed to and the evening in writing letters. Read Cable from Home today.

Monday 16th May,
P.M.C. was not about early, I did not get my mess bill franking. They wanted to change me for the 4 day leave. I had. I caught the 9.15 am M. from Down, took one gun over to Paddington in a taxi, slept in the coach room. Henderson had brunch at the founders meant to see Rubeal at the comedy, we had to leave before the trains we once hoped for to Paddington. We time to get some luggage & clothes the train. About 6 pm & found a tender waiting for us. Packed to find meadore & saying about 5 mile out they found no we expected that there were only beds to share (sp. "infir") we were free to stay the night. My home were the where all the tents here on a pretty little spot by the river. Henderson & I walked into Oxford after mess & got a tennis back to camp. About even money we stay here I think it. Fly the bully acts & then the Part - I do not miss much.
Wednesday 16th May

Had come about 10 a.m. that
we are to stay 'till the 5th. Feb.
I'm not sorry as I wanted to try
an arrow for the day if you
can fly an arrow, you can fly
our machine so it will be
an education. The rotary
engine is the only thing that
stops you against it although
the kettle in the pipe is
reliable enough. Had my first
strip in an arrow since towards
evening. I am all right in the
day doing most of the turning
on. The sudden is exceptionally
light after the other machines.
Thursday 17th May
It rained heavily most of the day and we spent most of the time on machine guns. We walked out about 5 pm to walk up to Oxford having to walk most of the way in. Had dinner at the Clarendson & then went to “Romanza” It was quite well done. Stayed the night at the Clarendson because I have an appointment with Dentist at 9 am.

Friday 18th May
Dentist at 9 am for an hour. He finished filling my tooth & found another to be done. Did some shopping & then back to aerodrome about 11 am. The clouds were too low for flying. Got in about 15 minutes later but it was practically a forlorn flight. I didn’t do much. Heavy rain storm came up & we washed and about 6 pm. Read in the mess till bed time.

Saturday 19th May
Dull day, clouds fairly low. Flying most of the day. Had a flight of 25 minutes before lunch doing turns all the time and getting some good ones in. In the afternoon went in to the dentist again.
and had my teeth runched off getting another stopper and all of them cleaned up. Should be N.K. in the motor direction for some time now. Sat tea in Oxford and hired a cycle for a week for 6/- to take it back to Padstow. Had a flight of 25 minutes of 9 pm doing landings with Taylor. He seemed frightened that we have control though I could feel him at the stick all the time. Made 8 landings. Then went solo on a more area and got in quite well doing some good turns and landing pretty well. Did not get my tail down enough. Read off every till bed time after a little trip in a car to till dinner.

Sunday 20th May

To early flying Sundays. Blown very low all morning & no flying in our flight. Pulled a little after lunch to be started flying. I did not get a hop till tea time when spent 30 minutes, came down on account of the rain. Then I tried to land just time, I pulled then moved up 500 yards round again and made a better one next time. Rain came on after tea & flying washed out about 6pm. Played bridge till dinner time went for a sail on the river after.
driven and then wrote a letter home.

On early flying 5.45 a.m. in the

Monday 21st May

Raining in the morning so no early flying. Clouds very low. No flying in the morning. My machine gun instead. I am down for Burnberry on the camera starting next Monday. Has three good trips in the afternoon of 30, 45 or 55 minutes respectively. In the last one we practiced precision flying and did fairly well. Before lunch I rode on my bike to Burnberry. 1/2 miles down the river and hired a skiff for an hour and put in some hard work.

Wednesday 22nd May

Up for early flying & got in 1/2 hrs before breakfast. Did some controlled

wheels and then nearly on my back

once losing my engine afterwards

owing to the valve getting off its seating in the fuel release. Value for air

pressure. Made a good landing in the

aerodrome. Made several good

landings on my second trip. Was

incapacitated at 11 a.m. Had a double

dose straight off as I am going to

Burnberry head down the range for some afternoon. Took a four

expedition with camera gun in

the afternoon. After two days gone
Wednesday 25th May

Light duty due to inoculation. Spent
the morning on machine glasses in
the afternoon asked if I could go
to London in the morning so as to
get to the bank. After some argument
the adj. who is the limit let me go.
Set most of my kit packed up in
the afternoon. It rained during the
day.

Thursday 26th May

Left most of my kit at Oxford & caught
the 11.45 am to London with Cornish
at the Iraq then went to Atik’s at the Claridges
and had lunch with Mr. Kennedy.
Met him at the Regent’s Palace
and went to the R.A.C. with him
for dinner. Went to General Post
with the crowd from Oxford in the
evening.

Friday 27th May

Came by special train for L.t.e.
officers going to Dummerbury at 9.10 am
from London. There was quite
a crowd aboard. Met Chadwick
on the train & also a man who
was a corporal in the red poks
Coy. It was quite a good ride up.
Played cards & made a speech.
Arrived Dummerbury about 7.45 pm
Saturday 26th May
Started course. Lectures 8.30 am by Commandant. Her mechanic till
12 noon. Start again 1.30 till 5.30
High tea at 5.30 pm. Went for a
walk toward Girvan and met Higgs-
botham on his motor cycle. He took
me on behind and we went together.
Girvan is a small town about 5
miles S. along the coast. Went to
a small variety show for about
£4 per and got fed up. Set back
just before a cloud formed. Came
up. Third lightning, got a snap
of one flash; dull day.

Sunday 27th May
Firing on range in the afternoon
did well. Rainning off and on
during the afternoon. Went
Mrs. Ag to Prestwick with
Higgs botham on his Harley Danda
22 miles in 30 minutes on
wet roads. Ag is quite a
Big place, electric cars and
come good shops. Went to town
friends of 4½ for dinner. They
I have a grand house most
beautifully furnished. Left
about 9.45 to come back and it rained most of the way. Sheltered behind
4th and did not get very wet. 27 back in 60 minutes. It was a great ride.

Monday the 28th May 1111
Tuesday 29th
On the ranges most of the day.
In the evening several of us walked along the road towards
Pianan.

Wednesday 29th May
I had a fine day today. We had our great flight. Dress up for 15 minutes on a F.E. 28 doing a fighting practice with a
Camelion gun. F.E. is a fine tool for killing in the open
sheet.

Thursday 31st May
A dust day spent the evening writing up notes

Friday, 1st June
Strongly a gale. Went to the
machine gun area in the
evening. Went to grab off
all 5.30 in the evening. Had
high tea then and catch 6.30
train to Exmoor to either walk
back or get a car which
generally amounts to a head
Saturday 3rd June

Quite a decent day. Had to fly 5 min 10 min on F.E. & doing silhouette & shade as practice.

In the afternoon we had a half day off & Chatsworth & swartz into again. Caught 150 pm from Swardesty. Went out to the Burns monument beside the Dome at Alloway. It's situated in very pretty gardens. On the way out on the train passed the Cottage Burns was born in. We went to a Variety theatre in the evening, rather bad show. Returned in taxi about 11 pm. Ayr is quite a big town with electric trains. The place was armed today.

Sunday 4th June

That day, no flying, wrote up notes & some letters in the evening.

Monday 5th June

Went again till the evening when Swartz into Edinbr. Went for a walk along the phone.

Tuesday 6th June

Better day had 8 flips & 24 on F.E.S. And 1 onicker fighting about and 1 on a 2c worth.
a jolly good pilot. Had 63 minutes in the air all told. The actual practice is quite interesting and should be good training.

Wednesday 6th June

Had one fly in a 2C with the synchronised Vickers gun firing through the prop. The plane is fitted with dual control and you are supposedly to take charge and fly the machine at the target but the controls are not too satisfactory. Exams today so read up notes & finished writing them up in the evening.

Thursday 7th June

Had a ref on an F.E. for camera flying. Flight in the afternoon. Not easy to dust well. breakfast in the evening, fine weather.

Friday 8th June

Last day of course. Had 3 flaps, shadow of silhouette targets. The course has been very interesting and have done pretty well. Got possible at all Vickers practice. Did not go so well with bombs. Caught some special hair on board.
Saturday 9th June
Arrived at 8.45 am at St. Pancras. Had a fair bit of sleep. Went to Regent Palace to lunch at 12. Bought some things in the morning. Went down to Richmond on the top of a bus in the afternoon. Called on a couple of friends that I left with three or two days' expenses with the class of people there. Got back to town to meet William, Chadwick and had a blow with them at Strand Palace.
Stayed at Jermyn Court Hotel.

Sunday 10th June
Came on the 10.30 am to Croydon. Got to the billet about noon. It is a fine day by horse 'The Dell' in pretty grounds, etc. Stays comfortable there. Billet is about a mile from the aerodrome which is rather small and rough. I had two flies on my face and two minutes respective and did my usual spin. It was not too good for me I couldn't keep her up at all. Write a couple of letters after dinner.

Warm day.

Monday 11th June
Another warm day. The weather
was due for flying songs to a mist obscuring the ground in the morning. Three of us went up in a formation in the afternoon. I was round by Lesbian, Red Hill, back. We kept pretty good formation. I spun down about 2000 a better spin this time. Went up late to do some landings but present went after one. Told to go over to Pupi flight so there finished with arrows and got scouts as before. Wrote letters after supper.

Tuesday 12th June again a hot day. Had my first trip on a puppy in the morning and liked it OK. No a bit sharp at first especially taking off as she tends to pivot. They are pretty difficult to land properly but I got down fairly well. Very stormy through the middle of the day and did not go up again till evening. Tried some loops and a spin this time. The spin was a success but the loops were bad. I shall not make a clean one to please my bacon. Hope to do better tomorrow. Am an "A" Home Defence. Duty tomorrow so I hope the storm keep away.
Wednesday 13th June

Well the things didn't keep away but it wasn't my luck to go up after them. I was in the air when the alarm came through and started off on the patrol line. When I realised I was on an instructional bus without a gun to down I came to found that the Flight Commander & his assistant had taken the two gun crew up. They had to stand by to take up a bus when one of them came down but all clean & came back before they landed. Whether place anything of this story or not it came over 750 bombs on London causing a lot of damage & a large number of Casualties. They got right into the city somewhere near St Paul's & the Bank. As far as we can hear we got none of their machines. This will put a great up Londoners & some of the squadrons have to sleep at the aerodrome tonight in case any Huns come over early morning. Had 3 flaps, Splinters in prop. Taking off once.

Thursday 14th June

Warm day but clouds low in the morning. Went up with them in the afternoon & flew down 1
Brighton. Set up to 1000 at Brighton and open down to 2000'. Came back along the railway beneath the clouds. It's a fine sight in the streamerie above the clouds. Get bumped about going through them though. Stood up and lost a cabin after landing at Shoreham so we were washed out and about 6 pm.

Trend with rendered on a bus after driving for the ride. It took just over an hour from Croydon to London. Set back about 11.30 pm. Alarm today of no swimming doing.

Friday 15th June

Only one machine available all day. I did 40 minutes before lunch, just standing about a nearly getting sick. Henderson rang up from Joyce Green and asked me to come into town. I left at 5 pm had a bath caught 9.3 pm from Croydon. We had dinner at the Piccadilly Hotel to see Cheeky. Quite a good evening. Set back to Belle about 12.30 pm.

Saturday 16th June

Hot and very morning with a low ground cloud. Head up and fooled round for 20 minutes finished my 5 hours on the then found I had to complete 15 land up before I could just
my wings up. went up again shortly after. to do 6 landings. he reached the tip of a charge alongside the aerodrome getting in but landed ok. then as another 20 minutes. and had a good fight with another jet, after which found a new scheme. now we have to keep at the aerodrome permanently and go to the bell for meals. we are to have every afternoon from 2 to 7 off which we won’t do as bad. I went up to ayr and bought some sheets, shoes + light underclothes for the warm weather. It was July 17th again this afternoon. read a large amount of mail today’s a letter from jim. took my gear up to bed & before we went to bed.

Sunday 17th June
very hot day. c.o. told me about 11 am I was for overseas. Tuesday. Put in fight on a jet in the afternoon t caught 0.30 pm train to scotland.

Monday 18th June
the day of days. went out to see hamilton in morning & stayed to lunch. met rita in the afternoon & went home. went out to braid hills on the
evening words fail a description.
Geta accepted. Back to London hand
mail.

Tuesday, 19th June
Reported N.C. at 3:30. In order
to catch 7:50 am tomorrow to
Folkestone. Did some shopping
had tea dinner with Miss Fanny.
Feeling dead tired all day as I
had practically no sleep for 2
nights.

Wednesday, 20th June
Catched 7:50 am to 5 Folkestone
boat did not go till 3:15 pm
and Boulogne 4:30 pm. Head
and to see Walter at 5-5. British
Red Cross Hospital Wimereux. He
found him pretty bad and
friendship stayed till 10 pm.
Shall have caught same train
5tmen but finished it to
have some more time with
Wall tomorrow.

Thursday, 21st June
20th to catch 10:50 to Boulogne. Went
and to see Wall in the morning.
Came back for 10:50 but was
put on to 4:17 pm. Po went
but again stayed till 3:15 pm.
He had his first natural
sleep while dorm away &
believe it looked better when
left. Arrived 57 men aboard
8pm to Red Cross No. 1 A.D.

Bullets at Aerodrome. No orders for me but the Major Maj. Selwyn to Sept has applied for me.

Friday 22nd June
Rainy. Wrote most of the morning. Also wrote a couple of letters. Went into town to field courses in the afternoon. Played ping pong. Wrote away the time. Raining again in the afternoon. Posted in the evening to 66 Squadron.

Saturday 23rd June
Sunder did not come till nearly midnight to take me to 66 which is at Calais on a home defence job. Picked up three officers going for a weekend to Calais. Aerodrome about 1 mile out of Calais which is a big town. Squadron under canvas. Two chaps were down with me. Oxford. There are several Australs & N. Zealand seem to be quite a decent lot of chaps. E.O. Jolly decent but leave me. My late Co. at Down is coming in his place. Squadron is up to strength & I can a spare pilot. Had a game of croquet in the afternoon.
SUNDAY 24th June
Absolutely nothing to do but enjoy the sunshine. This is a restful job to be sure. We do not have to go up unless there is a raid on England. He asked if I can get into Bologna to see Walten. There was a game of cricket on against A.M.C. but I did not get a gamesummiff. C.T.C. now.

MONDAY 25th June
Was able to get up and see Walten this afternoon. The old C.O. was leaving for France on the Can with him to Bologna. Poor old Wal was not much better than when I saw him last.

Bed crash on the aerodrome this morning. A chap who was to have left for England today went up for a joy trip and was thinking too near the ground. He got spun into it and 200's luckily was not killed.

TUESDAY 26th June
Erin to see Walten again today. Left just before 12 o'clock about 5:30 p.m. He looks a bit better today. It was a grand day to sketch the ride on automobile. Received my first letter from Peter price leaving.
Wednesday 27th June

Had my first trip today. Up by 4 a.m. at 4 a.m. when engine cut right out. Made a good landing in the aerodrome & created good first impression. Played a cricket match v men. Made 100 & I kept wickets, Stump one. We lost by nine runs.

Great day. Had another trip after tea. Formation with C.O. Flight Commander, did pretty well.

Thursday 28th June

Swam before breakfast, fine morning & afternoon till tea time. Rained heavily afterwards. Played men cricket again v 7th last beaten Bowled & got two wickets.

Received great cigarette case from 7th, also a mascot, little black cat, for machine.

Friday 29th June

Ordinary officer. Not much to do except visit in Ops office and answer telephone. Set off to go and see Wallin in the afternoon. He seems a little better, talk of moving him to England. Sunday an RPTS pilot landed on beach about 4 miles NNE of Calais v phone through here for assistance. There
and with ladder & couple of men to try to
pin him. After searching till
dark getting the car stuck in
the sand we came back & found
someone else going to him with
more explicit directions. It
took the party till about 1 am
by now of the night.

Saturday 16th June.

Very and very strong cold
wind and showers. Took
over 0.0. in the afternoon &
write a couple of letters.

Sunday 17th June 1st July

Did again. C.O. person to
England in the afternoon
when it cleared slightly.

had for a small meat
Calais and had dinner
there. Great crowd in street.

Monday 21st July

Great day. Fotini to Boulogne
to see Walter & found him
not as good. Splint has been
changed & he was having a
good deal of pain. He is not going
home to England for some time more.

at a grand before breakfast
Tuesday 3rd July

Had a practice formation with 3 flights yesterday. Today I flew alone. Played golf with Mr. C. driver left hand. Played another game after tea. Won by 7 runs. Capt. our team 1 made a blob.

Wednesday 4th July

Got airplan but things weren’t very far. Started at 8:10 am & went up with left hand. Flight got rather ruined up getting into front eventually 87 away & steered most getting 16000’. Clouds bad, could get occasional glimpses of the sea & small piece of English coast. Daren’t anything of home. Flew over Dunkirk & flight missed ship again. Followed three ships over to England & lost them in clouds. Thought they was lost in the sea but eventually found England & landed at 3 am. There after 2 1/2 hrs in air. Very cold & stiff in the front. Flies to landed. Landed at Guard with Clouds at about 300, landed at Dover & there three went on to LYmpne. Weather very dull & so did not attempt to cross Channel. Stayed at Dover the night hanging with the masts & the masts
Thursday 5th July
Wants for Flight Commander who was at Lyme Regis with me. He knew when he was leaving but he did not leave my own about 10.40 am and crossed the Channel at 2.20 for just under two hours. Clouds landed at 4.15 and an air. All home but one rear round my tent mate.

Friday 6th July
Squadron had orders to return to old aerodrome at Estérel Blance. The plan was about 8.00 am. Found 3 Esp. 56 (SE5*), 70 (Esquiberry) 19 (Sop). On the same aerodrome which is quite a good one. Went in a jeep on my own to have a look at the country. Worked on hills, Bethune, Amiens, Bellzec, Hargrave, Straight Stock.

Saturday 7th July
First job was to line up escort to 2 aerate photo taking planes. Got plenty of work as soon as we crossed and were then attacked by large number of them. Finished control of them on my tail. Had calm. Control shot. Gun down with them chasing most come. Passed landing near Chateau Ralfe reached Chateau 62.
Light commander hit in face by explosive bullet at same time Ashley wounded in back with C flight. Back to Squadron feeling a bit ‘wondo’. All now received orders for 2252 to proceed to England.

Sunday 8th July.
Left camp at 9.00 am for Bourgue with men and kit. Arrived at Chateau-d’Armentières near Arras by 7.30pm. Quite comfortable after stayed night at Waldorf.

Monday 9th July.
Was day. Spent day getting camp fixed up. Waiting for pilots to return. At 7pm word came to return to France. Could not go into London.

Tuesday 10th July.
Left camp clearing to go to Chaise on very own to do some shopping. Was away for a long time. Called at Waldorf to see Walter who was looking better. Arrived back at camp about midnight.
Wednesday 11th July
Went out at 6 pm on O.P.
Kayed Canaries. Snowy Scenes
No scuffling.

Thursday 12th July
Locate 2 Reaction ships at 6 pm
on photos about hangman.
Nothing doing.

Friday 13th July
Two shows land frightful
wind-up among the day dates
First show at 5.10 am was
lack to my psyche. and end them
at the meet at 6.5 pm on O.P.
East of thereby. Nothing doing on
either.

Saturday 14th July
End day nothing doing.

Sunday 15th July
End day. Nothing doing.

Monday 16th July
Went up to O.P. gun + muzzle
attachment check off + smoothed
prop. Went on an O.P. at
5.15 pm 9 minutes. Roads. There
were snows.

Tuesday 17th July
End day nothing doing
Wed 18th July

This day nothing doing.

Thurs 19th July

End day nothing doing.

Friday 20th July

Becomes M Tyder at 5.15 am east of home on Bomb raid. Engine head 9 & I landed at 4.30 pm.

Became up & missed my way getting back to home. Landed at Montner, where I had lunch with pharmacy section landed at R.T.C. Had for full up.

Theol I fell back at 4 30 pm.

Clouds long all day (1000')

Saturday 21st July

Two guns set up for tests again 00. Becomes M Tyder & home at 5 30 pm. or more did an O.T. Armament to home. 15 hours

Sunday 22nd July

Two shows 014 at 11 am with "fight" O.T. Controllers to tea of 2 40 at 5 30 pm over same area. Both quiet.

Monday 23rd July

End day nothing doing.
Tuesday 24th July
Had a rotten trip at 6.30 pm. O.P. over houses in thick clouds. Machine was bad & engine not too good & it was jolly cold. No lunches out.

N ves. 25th July
No outing.

Thursday 26th July
 Washed machine at noon OK.

Friday 27th July
O.P. relieved at sea at 5.15 pm. Very quiet. Zesta gum & found some cane & short cane. Rod lengths & tested again OK.

Saturday 28th July

Sunday 29th July
Went to Sandown to pitch back hooks. No. Left camp at 4 am & found two shot about & had hame for spares. Had very dust & had storm in morning & some of our
machine missing did not fly back till evening when had to come under clouds at 1000'. Saw Henderson at 11.

Monday 30th July.
Push east to M.E. 1 Ypres.
One day only special plant came off Clouds 500.

Tuesday 31st July.
Still very dull and raining continuously.

Wednesday 1st July. August.
Still raining. Went to see 1st Cap Aldern Cassel. Had lunch with Mr. M. had a good old yarn.

Thursday 2nd Aug.
Still dull and raining. Went to Hazebrouck to see the Col. met Hely Hughes. Cats Brown Rogers Sinclair. Had dinner with the Col. Quite a poor day.

Friday 3rd August.
Still dull and raining. Rush absolutely hopeless.

Saturday 4th August.
Still dull nothing done.
Sunday 5th Aug.

Cleans about noon slighty.

In the afternoon went to Country Club.

At 1:30pm Escorted Miss. McLeod to Bomb Corteinark. Plenty of Clouds and a few trees breezing away. Some brisk wind for tennis court before dinner.

Monday 6th Aug.

Heavy morning. Rested all day. Played tennis in afternoon on 19th Court. went to Cinema in the evening.

Tuesday 7th Aug.

Stoppage on range in morning. Did a bit of work on the court in afternoon. Stood by from 6:30pm to 7:30pm for a show but weather was too bad. No show at all.

Wednesday 8th Aug.

No flying. Coiled hard on the tennis court most of the day. Heavy thunderstrom in the evening. New field New Zealanders arrived to replace standards.
Thursday 9th
Calls at 3.45 am. Went on o.p.
Marin Jackson Combine at 6.10 am
Saw a few Huns as a distance.
Said a gun jam had testing while in
paddock and had to leave early.
Jew over to Marie Capel Aero
(170 to 175 mph.) to see 3rd Field
Fay this found they had moved.
Went on to afternoon to do
some shopping. Back about
7.30 p.m. Rained hard most of the afternoon.

Friday 10th
Better day. 3 Shows for 29 1/2. On
flight went to the aerodrome in the
evening. Got a gun jam testing.
as soon as I crossed the line I had
to come down to clean it. landed
at Chateau Laure. Then went up
again and trailed round the line
at 10000 but saw no Huns near.
There were a lot up high through
the rest of the flight had a
reach. Others had not yet
returned. Pedman landed at
2300.

Saturday 11th August
Got up early 8 a.m. to try my gun.
Fired 250 rounds that 1 No 3 & 1 No 2
Stoppage. Made a rotten landing.
This jolly bumpy way. Spent most
of the day in the workshops.
Watching a se plane being assembled.
Rain storms much of the day.
Standing by for a show at 6.15 pm
which was luckily washed out.
C Night went out and just
got home before a big thunderstorm
broke. Olwen is still missing
from yesterday. In a free at a
case.

Sunday 12th August.
Quite a decent day and a few
few clouds about. Took my
gun in the morning. I had
a short show and in the
afternoon recording 7 1/45.
Dined on a
bunch of hours but my
beetle off as we couldn't
get near them. When I got back
got a letter. I went to Blaencwm
and Ragnhild to see Jan and
Jack but both were out. Saw
Jack Amberd (O.W.C)

Monday 13th August

Ordered officers. Things pretty
quiet. Livecr cooks used
on a shot. Broke his jaw.
Had a show in the evening
and expected a circus but
there were practically no
shows about. All back
D.C. Complete 100 hours
Solo today. Took out two
new chiefs on practice form.
Tuesday 14 August.

Called at 7.30 am to stand by for a show but nothing eventuates. No 19 Syd. are leaving for 5th Brigade to an aerodrome near Poperinge. They requested us their tennis court to have lunch and a lot of work. Had a couple of sets with Bell winning in the morning 7-3, set in the afternoon making me feel very tired. Had another single after tea, standing by for a show all day but nothing turned up owing to clouds. Rained heavily in the evening.

Wednesday 15th.

Third day nothing done for me. Flight. A & C went out in the evening and stayed out late. Syd. Front was at the aerodrome about 9pm on a tour of inspection and had a yarn to a friend of the officers. Later, Sir Douglas came round and I was away to see Jack. He is acting R. 40th Bn. was 40th Bn. then in a gala evening. Quiet a swank dinner with before bands playing selections. Back about 11 pm.
Thursday 16th

Push in an again. Pritt and Meatley went out with their bombs & Pritt did jolly well. B flight out at 7.30 am but weather very bad & thick layers of cloud. The air was alive with our rafges but no bombs were seen. Went out again with C flight at 1.45 pm escorting 14th dyads to bomb Saughin. To have seen again. Patentio had rainstorm coming back from first phase but 47 in ok. Nearly crashed twice taking off in second phase owing to choking engine. First time had to land in crop just off aerodrome but got down safely.

Friday 17th July, August

Had some tennis during the day. Went out on evening plane. Stood about in crowds. Ourselfs and Bristol fighters. The only one. Out to we both lost a machine. Other poor man's flight & Phelon whom I roomed with at Oxford read meal. There was a wind. Strong west wind and we should have fared worse than he did if the bad had anything to do. But got a how turned & 1-embol & harmless one.
Saturday 18th August.
Pretty dull day. Played a
fair bit of tennis. Did not get
a show up at C. No buses
seen. Phoned up Funthorpe back
from leave yesterday. Stomach
hurt today. There seems to
be nothing but new pilots
at the squadron.

Sunday 19th August
Came round 4.30 am to see
Show did not pitch off till 6.40
am though. Went South to
London to be in
connection with DH4 bomb
raid to Valenciennes. Cold &
very grey. No. were. Has a
couple of new. They must
have been all north for
the Canoes had a rough
time. Quite a decent day.
Played Notts 1 sets before
lunch. Range in afternoon.
Another new pilot

Monday 20th August.
Had an early action with C Flight.
Engine dies & Canes not keep up
with formation. Later gun
went dull & I returned early.
Feeling tired all day. Evening
showered with B Flight. Engine
again to 2000 feet & got
another new gun.
formation but can no harm
Put in about 3 hours on the
air. Very cold in the morning.
Hunters has his ears of
face frost bitter.
A number of the following pages were blank and have not been digitised