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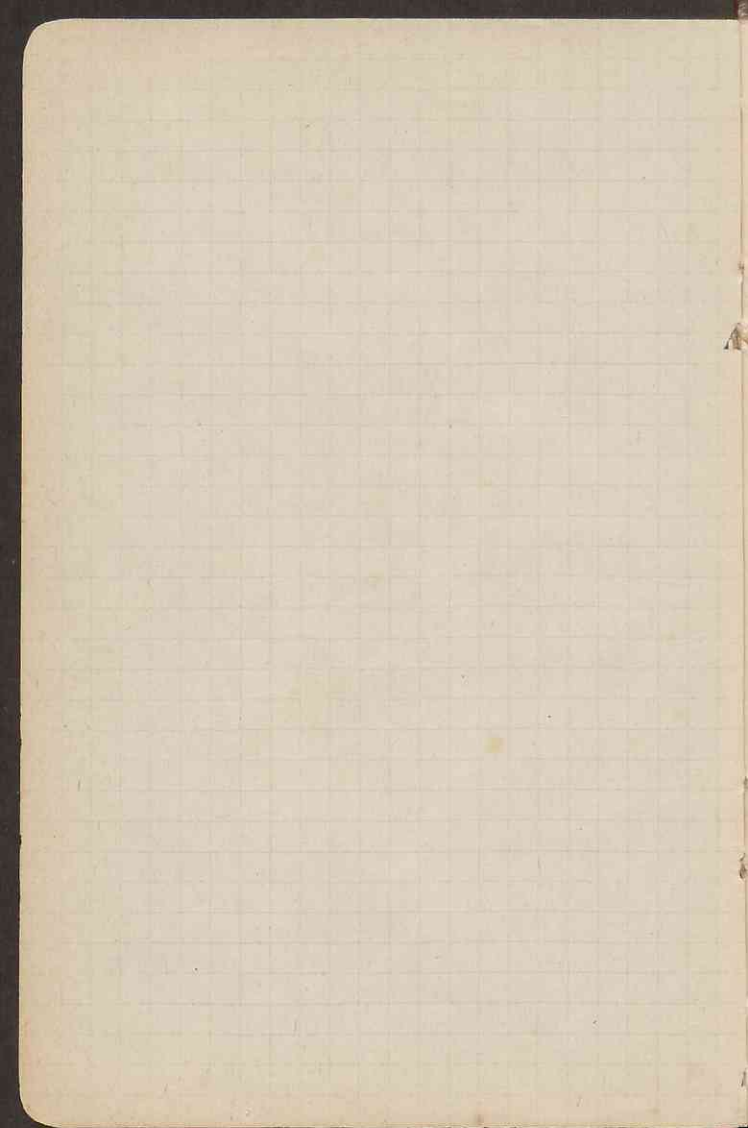
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Lt. W. R. Keast.

1st Field Co.

1st Aust. Div Engrs.

A. I. F



Diary Book IV.

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 mens mess huts kitchens stores &c. The men are having matting mess huts put up for them some being built by contract and others by the sappers. Kitchens to be brick & concrete so the camp must be a permanent one. The contractor putting up the mess huts is French and can't speak English & he has as an interpreter an Arab knows very little English so its not too easy to get on with them. It blew and rained pretty solidly today. I have a bed now & mats on the floor of the tent & am pretty comfortable. Capt. Bachtold arrived in camp today. He left Gallipoli with an order for me. He brought a valise, dipper electric tooth and two sets of woolen underclothes. He also got my black kit bag & I thus have 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 so accurately in the first
place. In the afternoon I started
to design & draw a type of
kitchen to be used by all the
battalions. It rained pretty
heavily & but for the rain
we would have been smothered
in dust. During the afternoon
I received over twenty 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 & 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
Quite fresh this morning, in fact the wind is cold. Spent the morning marking out more mess huts for the contractors and interviewing B.C. battalions about shifting their tents to conform with the general plan. In the afternoon I went round to various brigade majors with Major Newcombe 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 Eng^t supervision. The floor is 4" concrete laid on 6" gravel with a central gutter with slope 1 in 100. Floor is 10'0" x 56'0". There will be ten showers two of which are for officers. I went to see W. Carr after dinner about the details of the showers as he had fixed it up with Grant & Chin the contractors supplying the pipes & showers.

Friday 7th January.

Got on my noddie & went round all the 12 Bns of 1st divⁿ and 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 10 cyp^s.

all the 2nd Bde moved in today
+ of course I went down to try &
see Jim but he has not left
Abassia I found. He is with the
signallers forming an Austr-
Reserve Brigade I find. Jimmy
Murians came down with an
advance party of the 2nd Bde today
+ was along to mess tonight. I got
a letter from Val Bassett saying
he is at Serapeum near Suez
on the Canal. I found Eddy today
in the 6th. He was S.M. on 10th of
6th but will have to lose his stripes
despect. Nothing more than get
a start was done with most
of the shower sites today owing
to the unsettled state of the 6th.
I walked up to Jimmy's camp
site with him after dinner
tonight, its 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 +
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 per brigade.
Then went along the infantry lines
to see how they are progressing
with theirs. We are making

screens to facilitate the gathering of gravel for the floor. We are rather short of tools though, & 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. Did a little drawing & 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 Lt. Howling. The train was over an hour late & it was after 3 o'clock when we got our room at Shepheard's and had a light lunch. I then caught the Heliopolis tram intending to see Jim. On the way down I found he had moved from Abassia to Zeitoun. When I got to his Br. Hd. Qrs 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 I left a note saying I would be back next midday & returned to Cairo. Here I indulged in a hair cut shave & shampoo & felt quite young again.

Went to the Kivisaal 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 V. Pocket. I then set out for Egyptian Ordnance but could only get a Sam Brown Belt. At R.H. Davies Bryson I purchased leggings & spurs, puttees. My new uniform was not ready at Davies Bryson so will have to wait another week. I then caught the car down to Helioopolis and found Jim. He obtained leave for the afternoon & we came up to Cairo & had lunch at Shepheards. Then went down to base kits at Gezireh for some books. I took Jim's photo & he took mine in the Gardens. Came up to Shepheards & had afternoon tea & yawned till it was time for me to get moving. We went & sent a cable saying we had met then Jim pushed 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.

Out on my horse all the morning fixing up about the Shower bath construction and inspecting progress. Getting the gravel down is taking the time & holding back the job. Visited artillery Showers & R.E. store in the afternoon seeing about templates &c. I've had a bit of a tooth-ache all day & don't feel too good on it. Busy with mess accounts & Kitchen designs after tea. Bucks are coming along tomorrow & we expect to get on with the kitchen

Wednesday 12th January

Started the Engrs. on 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 all the showers in the afternoon, some are getting along well, others held up for lack of tools. The pioneers of the Battalions have a lot of work on their hands at present & can't find tools for all the jobs. In the afternoon I met Alan Kerr, he is looking very well. After dinner Jimmy Minams brought Alvin 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 Mirams & he side stepped into a muddy ditch with him at the sight of a donkey. Alan Kerr came along to mess tonight & thought we had things pretty comfortable here. The night is pretty fresh with a bright moon. I received a letter from Jim about his transfer to the 7th Bn.

Friday 14th January

Getting moulds made 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 bricks which came along today are very poor, quite $\frac{1}{3}$ 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 Munro.
As usual there was a lot of
standing about & waiting. We
marched past Brig Gen. Smith
G.O.C. 1st Bgde. Had a rotten
tooth aches 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 a mail & letters today.

Saturday 15th January
All over the camp on my
horse in the morning, I
visited all Bgde. Hqs of 1st
Div. and arranged for all
Pioneer Bys to meet me at
1st Bn Co. after the Review to
fix up about kitchens and
grease traps.

The review in the afternoon
was a great success. I believe
we marched well but there
was a fair amount of dust.
I got my batman to take 3
photos of the review. I hope they
turn out O.K. The only fly in the
ointment was the fact that I
had a toothache all the afternoon.
A review is a tedious affair at any
time & a tooth ache did not
help to alleviate matters. I went &
saw the dentist when I got back.

and had it out. It was a
big wisdom tooth but the
dentist was very successful
with it.

Sunday 16th January
Sent a cable 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 mess accounts & officers
bills, it takes quite a morning
to do it. I read some naval
short stories after lunch and
wrote a letter to C.O. 2nd Training
Bn about Jim's transfer. I also
wrote to Jim & home. It was
a glorious day and a lovely
moonlight night.

Monday 17th January.
According to Col. Martyn who return-
ed yesterday from Somalia 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 if possible. I
was able to arrange to hand
over to Lt Brockman of the 2nd Coy.
& I spent 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.R.C. in the 6th Id. 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.

Col Martyn, Lts. Herberston & Townsend left here tonight for Australia on some preliminary work so there was a "cheers" in the mess after dinner.

Tuesday 18th January.

Celebrated my return to the Coy. by being Orderly Officer, as our Coy is duty Coy. 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 numbers of the Company to war strength + 10% & we weed most of the 11th Reinforcements out to reduce our numbers. Major Dyer went up to Camp today leaving me in charge of the Coy. 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 doing during the day. I received a letter from Walter Leckie from France saying he is O.K. and with his division spelling. Went for a canter over the desert this morning and got a pole seat in consequence. Maj. Williams late O.C. 3rd Coy + Maj. Mather O.C. 2nd Coy + possibly Lt James Adj. D.C. are going to Australia to assist in raising nine new field Coy. 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 "Angai" touch.

Thursday 20th January
We are going down to the Canal very shortly and we have practically no surveying instruments or materials so I got the Major to send me to Alex. to the Base Stationary Office to get some things. I got the requisition + caught the supposed-ly 11.6 am train up to Cairo. It did not leave till after 12 noon + consequently it was well into 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 his transfer & said I would be back about Sat. to see the adj. 2nd Training Br about it. I just got back in time to pick up Mackay & get to the station to catch the 6.35. pm to alex. We had a good dinner on the train arrived alex 9.15 pm & went to Regina Palace Hotel a nice hotel right on the sea shore. We went to the Kursaal & saw the show which was not bad.

Friday 21st Jan

Mackay & I went down to Stationers Office & they said they would send the things on in a couple of days. I then went down to Ordnance to see about surveying instruments. After a long gassy drive we found the place & proceeded to find what they could supply us with. If we had had an indent from Col. Austin D.A.D.O.S. we could have got a Dumpy level right then, as it was the O.O. would not issue to us as we had not come direct from Col. Austin.

In the afternoon Mac & I drove out to Roughs gardens & he took some photos. There was a very fine hot house with several very fine Orchid plants. We got back into alex. in time to

chose a few gramophone records
& have afternoon tea. We
caught the 6 pm train down to
Cairo & went to Shepherds & got
a room. We then went to the
khusaal for the rest of the evening
& very enjoyable day.

Saturday 22nd Jan.

Went down to see Adj of 2nd Training
Bn about Jim's ^{transfer} training
to 7th Bn. He said he would
permit it but it would be a
special case as no transfer
of signallers were to take place.
Saw about Cairo shopping saw
Cops about our stuff & called
back about 4 pm to take it
down. Spent half the time
driving about in Gurney's

Heard we were pushing off
early next week some officers
of 2nd Bde recalled by telegram.

Saw Bowling who had come
down for a last flutter. We
had afternoon tea on the
balcony at Shepherds & then
buzzed off to catch the train. The
train was so crowded we could
not get into the dining car for
dinner. I 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 23rd January

Orderly officer, besides which mess treasurer and the affairs of the mess have to be wound up as the 2nd Coy are leaving for the Canal tomorrow. I spent all day fixing 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 today to look into it again. Most of the drinks and cigarettes that came down today & yesterday have been sold. We rather expected to have some of these left on our hands.

Yesterday I received two great parcels from home, one from Mr. Sherrard & cigarettes from Mrs. W. The boxes from home were regular Xmas boxes.

Monday 24th January

I have to take over the shower job again from Lt. Brockman who left with the 2nd Coy. today at 10 P.M. for Serapeum.

The 2nd Coy are going in 3 parts at 12 midnight tonight, 5 am tomorrow morning & noon tomorrow.

Went round inspecting the various showers this morning. This afternoon I went for a

native village about 4 miles across the desert. It is in a beautiful palm grove & is the best and cleanest village I've 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 sort of good things. I wrote home after dinner.

Tuesday. 25th January.

It has been an absolutely stinking day, blowing dust and sand by the ton and covering everything inches thick in dust. In the afternoon we had the company out with all the tool carts and waggon 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 Aldin here before dinner taking a "lion" with me. He just received a letter from Frank who had been up to Buckingham Palace to Reserve his D.S.O. from the King. Wrote several letters after dinner. Divisional Engr. Head Quarters left today for Serapeum.

Wednesday 26th January.

Spent most of the morning squaring up my kit & deciding what things to take & what to leave behind, getting my valise and books packed. Went for a ride in the afternoon to 2nd Div. Engrs to try and get my revolver back. I left in at Amoy when leaving but found it had been stolen by my messenger. On arriving back at camp I found I was to take charge of an advance party leaving for Senepunn probably tomorrow so I started in to make the necessary arrangements. Found out later in the evening train leaving at 1 P.M. Greenway returned from Alex. today.

Thursday 27th Jan.

Issued the men with 150 rounds of ammunition. We took with us 3 tents, 2 picks, 3 shovels, 3 axes and two days rations. Transport went down to station at 11.30 am and the sappers 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
Serapenn and he turned round
and came back with us.

We caught a train at 1 pm.
Maj Mather, Capt Young and Lt
Greenway accompanied myself
and twenty sappers down. We
travelled by passenger train
& Walter & I lunched in the
dining car. We had to change
at Denialia for the train had.

Dumped our baggage off at
Serapenn & found Capt Backtote
of 2nd Coy. along with two
climbers. 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
& up 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 neighboring
cook house & I went down and
had a good dinner at 5th Coy
mess & stayed talking down
there till 4 pm when I came
back to our camp & went to
sleep. Our tents are right on
the bank (west) of the canal
amongst a fir grove. It is less than
100 yards to the Spontoon bridge &
ferry.

Friday 28th January.

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 D.E.H.Q. but no one there. Col. Martyn is still out at the front. Inspected rifles at 9^{am} & went across the canal to 2nd & 3rd Coys to see if Maj. Mather knew where we were to go. He did not so proposed to stay where we were. Got a ration book & indented for fresh rations getting meat 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 over to H.Q. to find out if Col. Martyn was back when I met Maj. Ryan 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 Serapium station with him. He a good half hours walk over the sand.

Saturday 29th January.

Due to a mistake of the cooks breakfast was at 7.35am and not at 8am. 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 $4\frac{1}{2}$ to 5 Km. and an internal combustion railway which is out about $3\frac{1}{2}$ Km. The pipe line is held up for lack of pipes & there seems to be no prospect of getting them. The water is at present taken out to the 4 Bns. out here by camels already overworked. Troops out on the front line are getting bully & biscuits & not much of that.

I called in to see Maj. Maher on my way out & he said it was the Col's 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 1pm with the men & assisted 3rd Coy during the afternoon. There were

5 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 tug for Ferry Post about 2 pm. I sent 2 men up to Jamalia to receive 20 blankets and my suit case sent down from Tel. el Kebir.

Two came through of Col. Martyn getting the D.S.O. Went to see Lt. Williams in hospital after tea & then to D.E. H.Q. where I saw Col. Martyn.

Sunday 30th January.

Reveille at 6.30 am, fell in at 6.45 and marched down to form bridge by 7 am. Just as starting to swing 3 barges started to swing down and delay of $\frac{1}{4}$ hr. Then swinging down & were held up by up stream anchor which must have drifted.

Just as swinging into position Mr James came down with orders from A.N.Z.A.C. giving time for bridge to be across stream on 6 am to 7 am 11.30 am to 12.30 pm & 5.5 to 6 pm. So we broke again and went to breakfast. By 10.15 am 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 at

11:55 am to allow two vessels from
Dussan through Bridge made
again at 12:45 pm to allow
hurtle wagons loaded with
timber across but first wagon
across broke through handrail
at start of bridge & one horse &
one wheel of wagon went over
Cut horse free & swam him
ashore. Wagon unloaded &
pulled back. This occurred at
1:5 pm. Put keesun along
hand rails during the after-
noon (Bridge broken after
accident) Ascertained by
phone no boats till 6:30 pm
so made bridge at 4:5 and
broke at 6:0 pm. Calm day
no wind. Bridge takes about
12 minutes to make or break
considered question of putting
in another ^{portion} ~~bay~~ and getting
two short bays to facilitate
handling.

Monday 31st January
Reveille 5:30 am fell in 5:45 am
but bridge not across till 6:15 am
due to trouble with road beavers.
The infantry picket did not arrive
till 6:15 am. and the transport
officers did not turn up till 7 am
We had a narrow escape from
an accident with a cook's cart
the horses of which got out of
hand. One of the sappers was

squeezed between handrail and wheel but luckily was not hurt. swung 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. wonderful kept on the bridge and hurt no one. There was a lot of traffic over the bridge + it was kept open till 1.5 pm. Horses went across to water. We put reeds along the decking of the bridge to deaden the sound and it proved very successful in quietening the horses. Made bridge at 5.0 pm + closed at 6.5 pm for the night. During first opening 15 G.S. Wagons + 90 Horses of A + W.2. Divisional train went across to East side. We all had a swim during the afternoon stand by. The water was pretty cold + we did not stay in long. Wrote home after tea.

Tuesday 1st February.

Reveille at 5.30 am but we were all wakened at 5 am by some one coming to the tent and kicking up a row. We did not get the bridge open till 6.25 owing to being delayed by boats. We broke at 8 am & swung again at 8.15 till 9.45 am. Bridge across 10.0 to 12.20 pm, 1.35 to 3.20 pm, 4.50 to 6.5 pm. The 7th & 8th Bns. crossed today 8th getting across in 7 minutes. We kept a navy launch waiting from 5 pm to 6 pm at which there was some straff. The pipe line was laid today by the 40 ton shear 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 used 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. No word 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 bearers. The "Cornwallis" passed through from Domatia at 11.15 am. I got a photo of her passing through. Sent Atkins my batman and Johnstone up to Tel-el-Kabin for stores, porridge mostly. Went up at 9 am & back at 10 pm tonight. Introduced to admiral of French fleet from Lake Turiash. 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	7.25	
Made	7.50	
Broke	9.30	
Made	10.0	
Broke	10.55	"Cornwallis"
Made	12.40	pm
Broke	2.5	
Made	2.50	
Broke	3.25	
Made	4.15	
Broke	5.5	
Made	5.25	
Broke	6.15.	

River Station 1st 24.10.
 taken over from 2nd 24.10.
 (the river bank. att'd)

Thursday 3rd 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 & ate quite high living today, porridge & eggs for breakfast, steak & tomatoes for lunch, mutton potatoes & cabbage as first course for dinner followed by peaches & brand milk, bread and butter for all meals. It seems pretty hard when chaps out on the line about 8 miles out have to live on bully & biscuit.

The weather is grand at present. Received a letter from Jim and one from Reg Jones together with two "leaders" today. There is a bag of mail on the way for us. Heard from a passing ship that the "Lini" had sunk two German Battleships & a Cruiser in the North Sea. R^d 12 spare shells from Smalin.

Sunday 4th February.

Called 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 Dionia an oil engine driven craft. I got a snap of it. It blew pretty hard with the current during the morning & we had a hard job

making the bridge about 11.30 am
We eventually got it across with 3 or 4
lines up steam holding it. A
brig helped us to break bridge by
pushing the span up. Made bridge
just after five and got it over
pretty easily. Broke at 6.30 pm
Got a birthday telegram from
home. Rd 27 chessex, 6 baulks 4"x4", 6 wire
diagonals, 6 fathoms, 1 1/2" rope as spars for bridge.
Saturday 5 - February.

Made bridge a little after six
and had 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
wind with the current 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 punt
coped with what there was. We
made bridge with little difficulty
about five & broke before six as
there was no traffic. Major
Byer came down with pay for the
men I drew a finer. It commenced
to rain slightly about 5.30 pm &
continued into the night raining
heavily at times. We had to get a
brig to push us up when breaking
at midday or we would never
have pulled it up against wind
& steam by hand.

Sunday 6th February
Made bridge shortly after
6 am but there was no traffic
across it. Broken about 7.45 am

Made again at 11.30 am till
one pm. but not much went over.
The day was pretty calm & the
bridge easy to handle. Read an
article on the first stages of meso-
potamian campaign during the
afternoon. The O.C. Bridging train
came down with Gen. Leslie to see
about taking over the bridge from us
The Malaya P.O. line came 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 towing car. They
are talking of bringing motor lorries
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 6.30 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 but
several porton loads of timber
for bundles went over at night &
a Squadron of N.Z. light horse

We received our delayed half bag of mail. I received several letters up to 28th Dec. When the bridge was opened about 1 pm I went down to Hivesair on the ration lands for a run. It is two or three miles down the canal towards the bitter lakes. There is an outpost well protected there. It is just north of the entrance of Canal into Great Bitter Lake.

Tuesday 8th February

The bridge was only open for about $\frac{1}{2}$ hour from 6.15 am three large boats coming down from Ismailia

There was no traffic however. A fair amount of timber was waiting to go across at 10.30 so we rang

Tussum & on advice of no boats we put the bridge across but it had only been across 10 minutes when a boat loomed up round the Tussum bend and we had to break. The timber got across however we made again about 11.45 and broke about 1 pm. We wanted to make about 4.30 pm but a large boat up from Suez took almost an hour to arrive from Bitter

Lakes & we were not across till 5.50 pm & broke again about 6.30

Received letter and papers from Uncle John. No word of the Coy.

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 six for an hour. Got a bag of mail from the P.O. but nothing for me. Discovered a broken road bearer the compression half having failed at a knot. Made bridge at 11:30 am till 1 pm. Replaced the broken road bearer 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 westerly wind but not felt on the canal owing to the belt of piers and high banks. Received telegram from O.C. 1st H. Co to send brief account of doings for war diary to 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 Reg Jones. After dinner I went down to Loussoum Signal Station on the ration launch. It is 2½ miles down to Canal towards Amalia. I had met the chief of the station here and he welcomed me & showed me over the place

Joussoum was the centre of the Turkish attack last February. The chief had been there & explained everything to me showing the bullet marks in the wall 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 & then across to the East bank where the Turks killed last Febr. were buried. Saw the cross marking the grave of a German Major. Got back about 6 pm. & found a 3 ton motor lorry had been taken over the bridge and nearly crippled it. The Gaffer were busy transferring the ferry (a large punt) to the bridge site as it was considered inadvisable to take any more lorries over the bridge, so the remaining two were funneled across. The fault with a pontoon bridge in a case like this is that the floats sink through such a distance that the bridge is very distorted and the cleats or roadbearers have a great strain put on them. We will overhaul the bridge tomorrow. It was after seven when I got tea, then we had to put the ferry back. Just on finishing this the ferry chain broke & we had to turn out &

get the loose ends & join it up
After 9 pm when we finished
sent Sap. Heywood up to Del el Katin
with some mail & to bring back
some things for me.

Friday 11th February.

Reveille not till 6 am today as
the bridge had to be thoroughly
overhauled before swinging it
over for traffic. All the long bays
were unchessed and the road-
bearers taken out and examined
the only parts affected were the
iron cleats the tongues of which
had been strained in many
cases & the screws holding them
bent & in some cases pulled thro'
the wood. These were fixed and
the bridge made about midday.

It was broken at the usual bays
(one from the shore) and swung
back at 12.35 pm. Read most of
the afternoon, bridge not formed
at 5 pm as a boat went through
at 5.5 pm & a launch with
High Commissioner for Egypt was
expected down the canal at
any minute & we were requested
not to hold it. Naval bridging
train arrived today to take over.
Wrote Walter Peckie. Fair breeze
with the current.

Saturday 12th February

Had the bridge over a little after 6 am. a ~~ca~~ boat coming through just on 6 am. As usual no traffic over bridge, broke at 7 am. After breakfast ~~the bridge met Lt. Bond of~~ R.A.N. Bridging Train + went over to see Col. Martyn with him about handing over. Arrangements made to hand over today + R.A.N.B.T. to carry on tomorrow. We made bridge at 11.30 + broke at 12.30 pm. One of our divers got caught on propeller of "Jug Robust" who was pushing our bridge open + a chap had to dive down + cut the line free. I went down to Deveson on the ration launch to meet Lt. A.D. Ellis a well known University sportsman who is on outpost duty there. He was pleased to see someone from the "Shop" + we spent a brief quarter hour talking of various "Shop" men we have seen here + elsewhere. The bridging train came down at 4.30 pm when we made bridge to watch us to enable them to take over. We made early as the horses had to go across to water, tank having failed on the East side. After tea went over to D.F.H.Q. mess for a yarn. I found out Lt Bond had had a large number of narrow escapes from shells at Oubla + 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 single handed. He is not a man who talks of himself, leave alone boast but a regular hard nut of a naval man, such a one as you think lives only in story books. He's had more narrow escapes from death in many forms than one cares to think about. He apparently bears a charmed life & uses it to some purpose especially at this game. I hope to see a good deal more of him.

Sunday 13th February
Bridge got fished so I went for a trip out to the front line. I had a loan of H. Robertson's horse & set out from D.E.H.Q. at 8.25 am. I arrived at advanced store and water depot 3 m. along rail road at 8.45 am and at rail head 5 m. about at 9 am. Stayed about 1/2 hr. talking to an officer of an inf. 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 1/2 ^{E.} of Serapeum. The laying of 4" main from rail head to Gebel Heibeta is within 3/4 mile of completion. All the pipes have been man handled along the line from rail head,

an extreme distance of 3 miles. Met
Howling at F.H. and after farming for
an hour or so pushed up R. to see
Mackay. Called in at 10th Bn to see some
of the officers & got out to Mackay (11th Bn)
about midday. Found Maj Hancock &
Williams there had lunch which I
had carried out & then 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
original ^{line} sighted by Col. Preghard &
Col Grant. Alterations due to Gen.

Birdwood. The positions already
dug will possibly serve as support
lines and save digging new
support lines. I think the digging
of a visible & well protected

support communication trenches
will give some trouble now
owing to 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

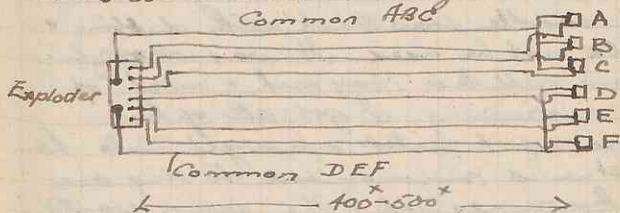
wires hurdle
pressure
of sand

anchorage but uses more timber in the bundles. Positions I visited were well on the way to completion as regards firing line + I think could be occupied in case of attack. Mackay rode back to Fabel Heilich with me + I left there for Graepum about 2.50 pm walking the horse to rail head & got in about 4 pm. It was a holiday along the line + so I had seen no work in progress. Learned 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 Copal. Feeling pretty tired after my ride.

Monday 14th February

I was in bed & almost asleep at 9.25 p.m. 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 Toussoum "to trace and recover if possible all landmines and appertenances thereof". We took arms and ammⁿ as ordered and a midday meal. Arrived at Toussoum 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 + we quickly found one of the craters. There are six mines about 400-500 yards N. of the post and two 800 yards

S. of the post. Three of the first lot have been fired and one of the second. The sketch of Toussaint post showing the mine fields is absolutely inaccurate with regard to the positions of mines. This delayed us in finding craters A+B after having found D. We unearthed wires in several places and ran along these & thus 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.



thus there are 6 wires running out about 450 yards from switch board inside wire entanglements to mine field that means we will save about nearly 4000 yards of wire. I had a party from 3rd Bn digging up the wires where they were buried deep and coiling up the wires. I found the crater of G on the S. side of the post & by getting the leads up it will be easy enough to find. We were given every assistance by the Co of 3rd Bn garrisoning the post including lunch in the mess to myself.

& tea for the men's lunch. Found that our Coy had arrived during the day. It took them all day to get across from Serapuan Camp station with all their transport owing to the heavy pulling through the sand. McBryde is still away at Tel elkebi with the remainder of the horses which could not get train accommodation.

Tuesday 15th February.

Did not set out for Loussoun till 9.40 am. as I wanted to get my own horse which came down yesterday but saddle was thick with dubbin & could not be used. It was drizzling rain all the way out & most of the morning. I got all of the wire up & coiled & brought into the Post and commenced to dig one of the mines up. The sand would not stand up and we had to dig an immense crater. We got down six feet but found no trace of the mine. We will continue tomorrow & try & get it up. When I got back to Serapuan I found my section has to go out to railhead & form an 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 Doussoun about 9am + got the cable battery + switch boards put on the ration launch "Robuste" + sent down to Drapeum with a sapper. I blew two of the mines of the Six group Est with my torch before dinner + got a party to continue digging "C" up. After lunch blew up H of other group + got a great surprise by it going up 50 yards away from where we were expecting it waiting with cameras. Eventually got C up after digging thro' stones + spare parts of trainway wagons etc. The explosive was 12 slabs (1503) guncotton with 1 primer + detonator in a wooden box buried about 8 feet. Brought guncotton in + am getting it sent down by tomorrow's launch. Two letters received tonight. I rode my own horse "Ginger" and today, he's pretty fresh. A couple of heavy showers passed over today.

Thursday 17th February

Horse saddled about 9 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 Rd to Camp + saw the officers who have just arrived. I got some mess stores cigarettes and novels + set out on a strange horse leaving mine to be clipped. Carried out some

stationary. I left Atkins my batman
to bring out my gear on the
oil train. Stayed at 1st Bldg. for
lunch. Rode out part of the way
with Greenway. Arrived out about
3 p.m. & found timber being stacked
& a lot of men doing nothing.
There are supposed to be 50 Coolies
working here daily stacking
stuff that is brought down at
night on the trains. My men
supervise unloading at night
and stacking during the day.
A good part of the spaces marked
out as R.E. Store is taken up
for communications so I went onto
see the Col. about getting the area
extended & to try and get some
timber for A.B.C. huts & butcher's shop.
My horse got away from rail
head about 6 p.m., broke the head
stall & made off for his old camp.
Sir Archibald Murray the F.O.C.
was down today & went over
the lines. Got some mail. I have
a comfortable little hut about
12'6" x 12'6" partly bessian & 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
a fine moonlight night and
quite a pleasant sensation
speeding over the quiet moonlit
desert thinking it was good to
be alive

Friday 18th February

Up about 6.30 am. Found nothing had come along in the night. Coolies came on about 7 am. All they had to do was to shift 100 odd thousand sandbags and alter a wire fence. Only 41 turned instead of 50. 3 empty fronton waggons came out about 11 am to carry pipes out along the pipe line going N. They had 8 horse or mule teams + 12 4" pipes was found to be all they could carry. It took them an hour to go out to the head of the line with their load, as the line is increasing it means 2 trips per day at most + load reduced to 10 when the carry gets further. Suggest carrying to top of rise + letting men roll the pipes down slope. Large tank came out about 6 pm. for erection at rail head. Indent of stores taken today. In future a daily record will be taken of stores received and issued. Messed with 3 A.S.C officers + 2 Camel Corps + had a game of Auction bridge after.

Saturday 19th February

Commenced what proved to be a pretty vigorous day at by getting up about 6.45 am. Coolies about an hour late getting along owing to being checked when taken over by a new officer. They got onto stacking 40 camel loads (50 rolls) of matting

which came along about 6 pm
last night. They then made a break.
wind of bales of sand bags to W. side
of the tent. A very nasty wind blew
all day carting round a lot of sand.
9 pontoon wagons were carting 4"
pipes on W line today. Most
got in two trips and took out
about 180 pipes. I went out on
both morning & afternoon trips. A
load of timber came in about 3 pm
boiler unloaded & nearly finished
stacking it by 5 pm. 5 truckloads
came in about 5.20 which the
sappers unloaded. I then went in
to D.E.H.Q. on train to see Col Marlow
about pipeline etc. Went along to
see Maj Byer about horses coming out
& got home to railhead about 6 pm.
Found 2 more loads of timber had
arrived & more likely to come. Received
a parcel pipe & tobacco, don't know who
from.

Sunday 30th 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 has to be stacked, it
will take about three days to get

it all away so we had to work today. Maj. Dyer came out today to pay the men. I only drew 10/- mainly with the idea of getting another name in my pay book which will be a good record of my wanderings. We messed in the new hut in the R.E. Store yard today & hope to get things abit more comfortable yet. Dowling in to see me & 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 bit of sand getting about. A sharp shower of rain about 4 pm.

Monday 21st February

Working hard all day to get the railway line clear of the accumulation of timber. 24 limbers came out from Serapeum & took stores from railhead to Tel-el Hebita. Snatched time to write a couple of letters about tea time. Had a very unsatisfactory time with the niffer coat & I think it will be best to turn the niffers in and eat with my section. After tea I got a scheme out for the distribution and loading of the 70 camels we

are getting tomorrow.

Tuesday 22nd February

Woken about 6 am by M.Z. M^{rs}
Inf. patrol to furnish a guide
for them to Sebel Stebeixta. They
are going out after a Turkish
patrol & trying to get a scrap.
Camels came about 8 am
and were loaded up. Guides
to take them to the different
posts were late 10 am in two
cases. 20 lumber out again today
& went to 6th Bn. with Sandbag
galv. iron & barbed wire. In the
afternoon I rode out to 2nd Inf
Bde St. Ops to see how the pipe
line to there is getting on.
about a mile to go. ought to
finish in 3 days. Dressed waggons
abandoned for carrying pipe
and now we are using a
sheet of Galv iron ~~same~~ bent to
form a sledge & this is working
satisfactorily, two horses working
abreast pulling two pipes. Went
into 1st Coy & had dinner. The
Coy is to be split up together with
the other ~~three~~ ^{two} Corps to form
one for the new divisions. 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 ones having to

Leave the 1st Division. Went on
in to H.Q. to see Col Martyn but
could not. Got 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. 70 camels as usual
today, did not send any to 10th Bn.
About 9.30 am about 100 horses
came out to take pipes along
the new line to 2nd Bde H.Q.
Had to get to work & make
sledges for the lot. Most of the
horses were fresh and nearly
went mad with the sheet of
iron dragging behind them. Several
bolted over the desert & had to
be chased up. One or two
narrow escapes from bad
accidents but luckily nothing
serious happened. About 120
pipes (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 3rd Bde H.Q. and put out
about 50 pipes. We got the
5000 gall. tank up after a good
bit of strapping & it is awaiting
fittings now. Col. Martyn

came along in the middle of the
franks of horses & sledges and
roused at the proceedings & the
use of men for sledges but for
the pipes it is the only method
of getting them out the distance.

Thursday 24th February.

On first parade 6.45 am I read
out the names of the men who
had^{to} go to the new Division. Most
seem to take it calmly. Only one
request to go. We got all the horses
away calmly with the pipes, loading
the sledges before starting. Only
50 camels for stores today. In
the afternoon I went for a ride along
left flank from Gabel Heberta to
11th Bn with Mr. Bryde, picked
howling up on the way to Gabel
Heberta. The front line defences
are progressing very favorably
& on this flank could all be
unmanned. We are getting the
pipes out faster than the con-
tractors can lay them. When
I got back I found Col. Marbury
wanted to see me in at 4.40. Had
tea & then waited from about 6 pm
to 8 pm for a train. Got in about
8.35 & found Col. wanted to see me
about pipe reports only. Went
for 10 pm train home but had
to cool my heels till 12.15 am
& did not get to bed till 1.30 am

Very cold ride on top of a truck
of sand bags.

Friday 25th February

Up at 6.30 am as usual. Had
7 camels for stores and 150
for pipes. It was some job
getting these away the loading
of the pipes being especially
difficult and there were a
number of accidents with break-
ing saddles etc. Eventually
most were got away on to their
various routes. Camels carried
3" pipe about 5 miles N. 4" 4 miles
S + 3" pipe 5 miles S. Got the
horses away quickly & smoothly with
5" pipe & in the afternoon took 6"
along the same line about 450
pipes put on the lines altogether.
We had a narrow escape from
a serious fire in the morning.
A dugout along the S. side of camp
& caught ^{fire} the wall of sand bags & was
burning briskly in a few seconds just
in rear of a large stack of light
planking. Luckily, there was a wind
blowing the flames away & it had
been so that not much of the yard
would have remained. However
we got into the flames with sand
of which luckily there was plenty
and soon got them under, but
not before several dugouts were
destroyed with all their contents &
one or two men have only what

they stand up in. I am ^{500 Gall} finished
about 6 pm & water commenced to
be pumped through 6" main to rail-
head. McBryde came to live at Railhead
Saturday 26th February

Had 250 Camels to get away
today 100 with R.F. Stores and
150 with pipes, the latter job
is easily the more difficult
the pipes are a very awkward
load. The saddles on the Camels
are rotten things all shapes
and sizes and as old as the
hills. It is very difficult to
get one which sits on the camel
properly, and with a wobbly
load like two pipes strapped
up on it, there are often
accidents. It takes about 3 hours
to load up & despatch 50
Camels with pipes & then its the
devil's own job with them along
the route. A sledge made in at
H.Q. to drag pipes on collapsed
ignominiously today with six
pipes on. We got about 500 pipes
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.
Got some pictures of loaded
Camels. Col was out most of
the day seeing how things
were going. He seemed 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 quicker
packing & there are not so
many accidents with the
saddles. 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
passed through on 4 days leave
for Cairo. Howling came in
about 2 pm for rails. I rode
out to 6th + 5th Bn to see what
stores were wanted and found
200 f.d.s. were holding sports
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 500 pipes taken
out by camels on this 3" line
today. We are putting out a
lot more pipes than an hatter
can joint, about 500 per day
going out. Brockman to tea and
staying the night. Commenced

Jointing 5" pipes, 46 done

Monday 28th February

Had our usual 150 camels for pipes and experimented with various methods of loading. The camels are poor and saddles are poor and it's a difficult matter to make a satisfactory job. Pipes taken out r. of 3rd Bydell's. by camels and the 6" x 5" line to 2nd Bydell's. Completed as far as transport is concerned. I think my batman "Tommy" Atkins is unconsciously coming under his master's influence for he now signs himself J. Marshall Atkins. Went into Headquarters for tea. A R.E. fortress Coy. is coming down to take over works at Enapem. Major Blyer expects to move out to Railhead with the Coy. Went in to see the Col. about 3" pipe lines decided not to employ camels on pipes tomorrow but to use them all on stores. Caught 10 pm train back & rode on the engine amongst grease & rattle. Found some mail waiting for me when I got home. Two trainloads of timber etc arrived out today an unusual occurrence, timber generally coming out at night. 40 pipes are coming

out now as I expect they have
trains to spare.

Tuesday 29th February

Dull day threatening rain.
Col Martyn out this morning
with McDonald the man
superintending the water
supply of hoops 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 50 to each post. Rails
are still short and the only
shortage. Two trainloads out
in the afternoon and another
at 8 pm which came without
an unloading party & I had to
turn the rappers out to it. Coming
in from Gebel Hebita to see us
tonight.

Wednesday 1st March

150 Camels for pipes again today
loaded them with two pipes
between two one camel walking
in front of the other a pipe
attached to each side, the
scheme seemed to work all
night. Horses carried 4" pipe to
200 yds 5th Bn line. Napier Hoyer
out this morning Brockman to

Lunch & the McBryde are picking out a track for the Decaturville light railway. Two trainloads of stores arrived during the day & one just arrived Spm. It has been pretty hot today no cool breeze. Just returned from helping to unload a train load of bar-wire and timbers which has been sent out & 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 up.

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 on a rather decent camel. Got about 130 camels away with pipes today & 100 camels with stores. I got away about 11 am with Herbertson to left flank to have a look at pipe lines & see what stores were wanted. It was not so bad riding out but when I turned to come south to 10th Apr the wind and sand

was right in my face. I was thankful I had glasses with me. Stayed at 10th Bn (Hygumbottom) for lunch. He was not well, a touch of influenza. Stayed till 2:30 pm hoping wind would abate but it did not so set off. Found our house of Tessians had proved a sieve for fine sand which covered everything inside ^{with} a thick layer. Got some mats put on the roof & sides to ease matters. Wind still holds & sand still shifts. Finished laying pipes on 4" line between 2nd Bn & 4th Bn to 5th Bn.

Friday 3rd March

Another rotten day, deserts of sand blowing about with a 30 m.p.h. wind. The camels took out 3" pipe to Gebel Hebeita 6th Bn line and our Coy. horses did the same but it was blowing so badly when the other horses came along that I wired D. E. H.Q. to see if they should go out & they were stopped. We got 160 pipes on the line. Camels went out with stores as usual. Mackay arrived back from Cairo in all the dust & stayed to lunch. Verberton was along too. The water came out as far as native camp $7\frac{1}{2}$ Km. on the 6"

pipe about midday. Then had to stop pumping as there was only 2' of water in the tanks. It takes 3000 gallons to fill the 6" pipe to Railroad. Out but was not so bad today, the mats we put on the roof and sides saved us a good deal but a fair amount of sand got through. Received a few letters & papers.

Saturday 4th March

Another beastly sandy day. The wind changed during the night and blew from the N. bringing all the sand back. It was hardly as bad as yesterday though. We only had 56 camels for stores today and none for pipes owing to a change in the Camel Corps Detachment so I let most of the section go down to the Canal for a swim. French aeroplane flying low in and Ismailia passed over about 5:30 pm. Hones took pipes to Sebel Wabenta + 2nd Bde for lines going S. from these points. The road has reached Railroad, a crossing on the 26' being affected today. Decauville light railway is going out east now. The water cart on the road is novel, it is a 3 ton motor lorry carrying a tank & sprayer.

Sunday 5th March

Held a rifle inspection at 9 am
Practically no work for the men
except the party supervising
stacking. Day came out at 10 am
& I paid all sappers and drivers at
railhead. There are 99 here now
including McBryde & self. It also
includes 5 guides for 2nd & 3rd Cos.
While paying Major Hlyer & Major
Corlette came in. Major Corlette
has just returned from England
& is looking well. We had our
photo taken together outside the
mess hut. After dinner McBryde
& self went into Canal for a swim
rode in on a motor lorry which
is used to bring stone out for the
road. It was blowing pretty
strongly and a good lot of sand
blowing about but we enjoyed
our swim, the water being lovely
called in to see Peter Bowwick on
way back, he is 2nd Coy Major for
2nd Coy now. Stayed at 1st
Coy for tea & caught the train
out about 9.30 pm. The drivers
would not pull up & we had
to chase the train & 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
a night.

Monday 6th March

Only 50 camels for stores, none for pipes, 40 fresh teams came out for pipes from 1st Bgde nearly a repetition of the first day's bolting. Two teams had a short bolt but nothing serious. Stevenson, Brockman, Greenway called in on their way out to benches. After dinner I went out to 2nd Bgde + 5th Bn over the pipe line. 5" to 2nd Bgde finished jointing 4" from 2nd Bgde to 5th has nearly $\frac{1}{2}$ mile to complete. 3" from 6th Bn to Gebel Hebeita has all pipes on track. Pipes laid to close by drivers + I think there will be a number over. Stayed at S.H. for tea. 3rd Coy. advised to get superfluous gear into Scraphium & be ready to move to staging camp on 10th inst. This looks like a move some where for us all soon. Rode to M. 3 post with Dowling + then home getting back about 7 pm. Found about half a dozen telegrams waiting. The men transferring to new Coys are going tomorrow. Sgts + spare N.C.O's to go to school of instruction. Camels wanted for transport of Engr. gear in from posts. Estimate of pipes wanted to complete lines. Will be left with small section tomorrow

Very hot in middle of the day
+ flies starting to come.

Tuesday 7th March

The day of the split. R.C.O's and
sappers left all the Coy today
to form a field Coy in the 5th Divn.
Capt. Bacholdt + Lt Greenway of 2nd Coy
are leaving too. 8 R.C.O's and 49
sappers left each Coy with a
certain number of drivers,
just sufficient to make a complete
Coy. Their destination is un-
certain but it is believed to be Del. &
Kebir. Col Martyn was out tonight
his afternoon rousing about road
+ divn. 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. McBryde and his
section left tonight this afternoon
to report in at the 1st Coy for duty
so the Beccanville 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 2'6" and light railways, motor
lorries, native carts and 'r. 2.
G. S. wagons. I lost 4 R.C.O's and 11
men from the section for the
new Coy today and ~~lost~~ one R.C.O.
and one sapper left for Amman

in the new companies. My Sgt. 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 ^{3"} pipes arrived out from Senapuram to-day. Had 100 camels for stores none for pipes. No 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 trenches and to take out baggage of 10th L.H. All the infantry is being withdrawn from the trenches and the 3rd L.H. Bde is taking their place. This means we will have no camels for stores for a few days so things will be pretty quiet till we go ourselves except. McBryde was out today, he has to push on with the Decanville and may be coming out again to live here. Bde Major of 3rd L.H. Bde in to see about watering 1200 horses here so wrote to Col. Martyn about troughs for them. One of the motor engines ran off the line near the bifurcation at railhead & took several hours to get on again. 3 truck loads of pipes came out & I got the E.L. Corps

to unload them about P. 3.0 pm.
Wrote Home. Got what ought to
be a good photo of the antics
carried on by a party of "Eppies"
while working. The party were
carrying baskets of stone and
chanting all the time, when coming
back they clap hands & are lead
by a wag who goes on all sorts of
antics, this particular leader
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 lead as soloist.

Thursday 9th March

To camels for stores on 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.L.C. clearing the cutting for
the 2'6" light railway. Stone
keeps pouring out in trains
motor lorries and carts and
the head of the road pushes
out further into the desert
The natives working for the
contractor refused to go and
live out near the front line
while joining up the 3" pipes
running along the line. They

were afraid they said. There are only about 200 more pipes to be carked now + these for the line S. from 5th St on extreme right flank. Went into Scrapum 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, I'm 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 his reorganisation is finished the Coy will be a strange one, men are going to new divisions, pioneer Bns. signal Coy, light horse Rgt. &c.; several have commission and there will be a great deal of promotion for R.C.O.s

The enemys patrols caused a good bit of excitement tonight & the wires have been running hot with orders. The Camel Corps 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 tram service is pretty irregular I rode out to railhead on a bicycle. It was a great night and I made the pace over the great white ribbon stretching out into the

desert.

Friday 10th February March
Again no camels, all used in moving 5th, 6th and 11th Bns in from the trenches. Only 16 teams (Engs) of horses today so not many pipes transported. Col. Booth out about 5 pm to see what had been done with regard to watering horses here. We had received 7 wooden troughs and had them erected near the 4000 gall tank. There will be 1200 horses to water in an hour. He said water will be out here tomorrow. He also told me we were going on to Staging camp Serapeum on Sunday but did not say to whom we were handing over. After tea I went in to Serapeum for a ride. No quite the best time of the day to take exercise after 5 pm. and I quite enjoyed my ride. Got back to railhead about 10 pm.

Saturday 11th February March
100 camels for stores today. Sent out enough mules to keep them going for some time. Starting to collect Shay pipes now and clean up the desert. There are a couple of hundred pipes

lying about the desert where some
lazy drivers have abandoned them.
Received a small mail (Feb 5th)
about 4pm got on the motor lorry
& went into Serapeum with Herbert.
Son & had a look at the filter plant.
Water comes through 2 large
settling tanks (con. brick, cement
furnished) in series. Two small
centrifugals worked by oil engines
force water from settling tank
through sand filters. Water is
then siphoned across the canal
into large concrete tanks.
Had tea at 1st Coy. Maj. Ryan
back from Cairo. There was a
scarcity of water at Railhead
today. L. H. horses had to go
to Serapeum for water and our
horses went without till 5pm.
Waiting now for the water to be
passed by the Vet. Got back
early on the train.

Sunday 12th Feb March
100 Camels for stores, sent 50 to
escheine right flank post no 60
and 50 to escheine left flank no 9
the works at these posts have
not been started yet and they
are getting a good stock of stuff
to keep them going. We heard
no word of going in. They made
a couple of attempts to pump
water out today but up to 10pm

none had appeared at Railhead. A message intercepted me when I was half way in to Perafuen for a swim that the water was coming out & I had to get out of motor lorry and walk back & send patrol along the line. We waited expectantly for the water but it did not arrive. Herbertson came out along the line but left the water at about 5k.m. & came on here & stayed the night. We put a sentry on the valve to watch if the water came along and wake us up.

Monday 13th March

Again 100 camels for stores, sent 50 right flank 50 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 about 4pm caught a train in and had a swim. Stayed at D.E.H.Q. for tea then walked along to 1st Coy & listened to the gramophone till 9pm. Cycled home in moonlight nearly as bright as day. Found water had reached railhead about 5pm and had been coming through intermittently. Water was let run for $\frac{1}{2}$ hour then run into the tanks. When I arrived

at Railhead about 9.45 pm
troughs were full and tank
1/2 full. Then pumping stopped
while filters changed at Scrapers
stand over to the A.S.C. to put a
watch on the tank & signal
when to stop to Pumping station
* Water pretty dirty looking, rust
being the main colouring agent.
Most of the water troughs leaked
badly although they had been
caulked & cement washed.

Tuesday 14th March

No natives turned up to work
at 7 am. I went down to
their camp but it was desert-
ed. 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 100 camels
with stores. Gen. Godley 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
tanks as far as possible the
water was very rusty. The
horses watered at the troughs
in the afternoon.
Col. Markyn came out in a

car with Herbertson about 4 pm
to have a look at the road and
water supply. I went back with
them to Pt Coy & had tea there &
afterwards fixed up the promotion
of N.C.O.'s necessary due to the
reorganisation. Came back to
Raidhead on the train arriving back
about 11 pm

Wednesday 15th March.

100 camels for stores. Pipe laying
contractor wanted one to ride
round the lines. After the camels
had gone off I set out for No 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 R. & S. from below old 3rd
Bde A.Q. about 1 K.M. S + 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 No 9 post.
They have such an abundance
of skins at No 9 that they can
make matty dogouts ad. lib.
Williams was not in at his
post so I went back S to No 7
and saw Mackay. Had lunch
with him in the L. H. mess.
He is coming in to staging camp
tomorrow, all but 20 Williams' Section

of 3rd Id. Co. are coming in tomorrow
All of 2nd Coy but section on
extreme right are coming in
tomorrow. You get a fine view of
Asa minor from the No 9 position. You
can see mile upon mile of sand
hills varying in colour from light
to dark shades of yellow. Two
aeroplanes went over about 2.30
pm I watched them till they were
tiny specks. They must go miles
over and a surprise visit by the
Turks is impossible. Rode along
the front past the deserted post
541 and found the gang connecting
3" line S from Ebel Heberta had
made a mess of it having got
right off the line. Met Stevenson
& Cumming going to Ebel Heberta from
55 so turned back as far as 53 then
made across for Railhead. Its sur-
prising 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
Cys. I received a wire from D.E.
last night for guides to report
at Railhead ^{at} 8900 did not

mention what for. Urgent were about 1100 asking why not reported to Camel Corps, 200 much is left to one's imagination by telegrams from D.E. About 2.30 pm the Companies started to come in with their long string of camels. Baggage transpires to motor lorries or train & taken into staging camp. I went in to see Col. Markby about pipe lines which are well on towards completion. The Coy & D.E.H.Q. are all being inoculated. Learn't 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 20 camels to both extreme right and left flank. All the guides are to report to their Coys. save one for each flank who are to hand over to the H.E.s take over. About 9 am a subaltern of the Coy taking over arrived at Railhead & got camels to take his party on to the extreme right to relieve the 2nd Coy. It is a brute of a day a sand storm raging and these poor beggars have to go 6 or 7 miles into the teeth of it.

About 11 am Major Cook O.C. 14 A.C. troops R.E. came out with a section of 14 which is to take over the store. A corporal is in charge. The Major stayed to lunch, everything explained in the afternoon & he left about 5 pm. I stayed well inside and read although it was a bit better in the afternoon. My Section caught the 2 pm lorries back to Derafem. The drivers are staying on. Tool boxes are being made for the section tools, no carts or waggons 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 wind was beautifully cool.

Saturday 18th March

Only used 2 camels, & saw they got away all right. Rest of 2nd Coy came in from right flank. Received message about 12.30 pm to come in and bring all men & horses and gear. Teams were out with pipes and we simply had to wait till they came back. It was an absolutely rotten day making moving a disagreeable process. Left about 5 pm & was waiting for a train when the Cpl in charge of store came along

from Kuperum on a motor bicycle
which he said I could have to
come in on. I had a great ride
cutting the pace out against
the wind, thinking I had glasses.
The wagons did not arrive in camp
till about 7 pm. About 12 officers
gathered in Stevenson's tent & had
a sing song accompanied being
May Maken with a violin.

Sunday 19th March

Got a great surprise this morning.
There was an inspection of all
ranks at 9 am in full march-
ing order to see if all were
ready to move off & then arms
and equipment put away &
men fell in at 10 pm for what
we 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 past. I was
so busy taking a photo I did
not see him and many
who saw him did not recognise
him. In fact May Maken called
for 3 cheers for the General not
recognising the Prince. I
was mad with myself for I
took the photo on an exposed
film so I both missed the
photo & seeing the Prince. Took
the motor bicycle out to Railhead

Inoculated for typhoid after
dinner. It was a great day
for a change after the last few
dusty 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
marching officers of the Brigade
have left for Marseille. Our
horses are leaving tomorrow
night.

Monday 20th March

Parade at 9.30 am when the Colonel
inspected the whole of the 3 Corp.
The rest of the morning was spent
in getting our tools, saddlery, gear
&c up to the Ray siding. An N.C.O.
& 3 men have taken a tent up and
are acting as baggage guard. About
4pm McBryde 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 Perpignan at 4.15 pm
tomorrow and are in the train
for 20 hours. We pick up troops
at Demakha and Tel-el-Kebir
waiting several hours at each
place and arrive at Alep at
11.15 am. We are going on H.M.T.
Sternia a Cunard liner. She

is to have 68 officers and 2175 other ranks so she must be some size. Went down to D.E. H.Q. after dinner to bid them goodbye. They are going on another boat. Have started to reload French again.

Tuesday 21st March

Parade of all hands about 8am when rifles piled & equipment stacked and all hands turned to clearing up the camping ground and got the last of the gear ready to be taken to the siding at Serapeum. The first lot of his gear went with a loading party at 1 p.m.

Said goodbye to 2nd & 3rd Coy & fell in at 1.45 & set out for Serapeum

Rg siding about 2½ miles away on the other side of the Canal. Lt Stevenson of the 2nd Coy & 4½ 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 we did not leave till 5.15 pm. We (the 5 officers) were in an open truck next the engine & had a breezy time. At Dunalia where we waited 7 hours I reconnoitred a much better

position in a small luggage van
at the other end of the train.
This had the advantage of being
covered in and was just big enough
for the 5 of us. We put our valises
down but even with this comparative
comfort I did not get 4 hours
sleep the whole night. Picked
up the artillery about 4.30 am at
Jebel Kabin.

Wednesday 22nd March

Ran into alexandria about
11.50 am & ran right up alongside
Our boat the "Guerilla" General
liner of 1400 tons. Got the gear
off the trucks & the men had
dinner. Maj. Went aboard &
found there was no accommo-
dation for the men and that it
was a case of packing them
in anywhere & there will have
to be 2 sittings at mess tables
as soon as lunch finished gear
carried up to the derrick and
heavy stuff taken along by motor
lorry. Ours was the last to
go on & it was not on till 4.30 p
& we should have sailed at 4.50
We pulled out about 5 pm &
went straight out and away.
Maj. Dyer & Mr. Herkenham have a
large state room & Stevenson
Taylor & self are in a four berth
cabin. We have been warned

we can't take our cameras ashore at Marseilles or they will be Confiscated. I turned in early as I was tired & had a good sleep.

Thursday 23rd March

Had a good Bath and got into slacks preparatory to having a good loaf. There are great precautions taken against submarine attacks. Everybody must wear a lifebelt save when in bed. There is a big submarine gun and four machine guns always ready to open fire. There are always two officers patrolling the decks with glasses looking for submarines. Everyone is allotted to a boat and on an alarm being given everyone doubles to his place takes off his boots and lies down. Two men are detailed to stand by the boat with fixed bayonets & allow no one in till the word is given by an officer.

Had an inspection parade at 10.30 am and an alarm parade at 3 pm. Neither lasted long, there is not enough deck space to do any work with 2 Battalions on board. A beautiful day, wind freshening towards dark.

Mother's Birthday. Hope she's getting cable.

Friday 24th March

Detailled as one of the six officers for reconnaissance duty. 8 four hour shifts between dawn and dusk in which you have to march round the boat deck glass in hand looking for submarines. I had the middle shift. An alarm parade at 3 am. but the ship's siren was not working and the thing turned out a bit of a farce all men lie down and take off their boots on arriving at their boat stations. Band plays during the day but I got a great shock when it started up at 7 pm & played through mess. There is a regulation out that men must not shout & sing after dark & it does not seem consistent to let a band play. There was an officer's concert in the saloon after dinner. a very poor lot of talent in fact none at all.

Bull day sea calm. Our destination has been changed to Doulon by wireless

Saturday 25th March

Quartermaster officer for the Coy. 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. Barren
rock rising a couple of hundred
feet out of the sea. Lay down
about two o'clock & went to sleep.
Woke about 6 pm having slept
through an alarm. After
dinner we had a small improv-
vised entertainment which
provided some merriment &
lasted till midnight.

Sunday 26th March

A point on coast of Africa
sighted about 7 am. Church
parade of all hands on forward
well deck at 9.30 am. Heard
nothing save the singing. About
1 pm sighted Sardinia or some
Island near it and had land
in sight till about 6 pm. We
passed close to the land in one
case and I got a photo 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 sheer
cliffs of 200 to 300 ft height.
There are quite a number of
steamers about both large and
small, the small ones

flying about the land apparently.
Sharp showers of rain about 5 p.m.
Dull most of the day.

Monday 27th ~~Jan~~ March

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

We sighted the shores of France
about 10 am arrived outside the
harbour of Toulon about 2 p.m. &
anchored in the inner harbour
about 3.30 p.m. The town of Toulon
is prettily situated at the foot of
a high hill, in fact it is surrounded
by hills all thickly wooded. The
town including arsenal hospital
and shipping yards has a large
frontage onto the harbour and
right around the coast for
miles can be seen beautiful
white houses dotted amongst the
wooded hills. Well in the back-
ground are snow capped mount-
ains and the wind coming off
them was very chilly today.

Two boats with Australians aboard
were already in the harbour but
one was surprised to see so few
warships 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 & band playing to orders for us when we arrived & it is expected we will go round to Marseilles to disembark. We are lying anchored out in the harbour. Men held a concert on forward well deck tonight. The freedom is remarkable, lights up and ports not closed, we enjoyed going round without our life belts continually strapped to us. Heard "Munneepolis" with some 2nd Aust. Div or has been torpedoed, no word of losses.

Tuesday 28th March

We left Toulon harbour about 7am. just after the "Grampian" and "Knight Templar" and 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 10 am. It is a very open harbour with a line of docks sheltered by a long straight break water. We lay off this for a couple of hours waiting for a pilot. It was raining & blowing hard most of the time. We pulled into the

dock about 1 pm & by the time we had finished lunch we were alongside the quay. Just a few women & children about begging. Disembarkation orders came along some 2nd Bn & 2nd Lt. & 69 other ranks of 1st Bde to be off boat by 4 pm & to entrain for a 3 days railway journey North. This was pretty sudden on us. Maj & self with 69 men left the boat shortly after 4 pm & marched through the muddy streets to the station about a mile away. We passed several bands of German Prisoners being marched through the street under guard. Train left at 7.30 pm. Given 3 days ration at the station & took it aboard. 4 officers to a large 1st Class Compartment. 8 men to a compartment turned in pretty soon & had a doze.

Wednesday 29th March

We reached Orange about 1 am & turned out for a feed at an inn. We stayed about an hour here & the men were given hot water to make tea with.

We had a french meal with some Champagne 4/- a bottle. Got some money changed 25 fr for one pound. Slept till about 6.30 am. Woke up to find ourselves passing through

a beautiful valley with a river
probably the Rhone passing through
it we were crossing round hills
through most picturesque country
& after so many months of
Egypt it was magnificent. We passed
through a big munition factory
at St. Etienne just before reaching Lyons
where the Red Cross Society had
a snack for us. The nurses
were "très jolies". Our next stop
was Montanem for lunch about
3pm where we had a good sit
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 day's 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
waving arms nearly the whole
journey. Everybody visible along
the line was waved to, old and
young.

Thursday 30 March

We were woken up for tea at 5am
at Montigny & expected to
breakfast at Leuville just outside
Paris but by some mistake we
waited about 40 minutes at a

Station the L. side of Luigny where
the men got hot water & then just
stayed time enough at Luigny
to change the engine from one
end to the other. We then passed
onto the railway which Circuits
Paris through Versailles & then
changed onto the N. lines. We saw
the Eiffel tower sticking away up
in the sky and when passing thro'
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 kilometres apart. We also
heard the boom of the guns at
one stop. We did not have one
stop for a meal & we lived
on bully beef and biscuits for
the day. We passed through
Amiens about 5 pm. & saw
several British officers on the
platform and some Tommy's.
The country passed through
today has not been so hilly
& more given to cultivation of
cereals. In the south most of
land grew vines. We passed thro'
a fair amount of wooded country
too. At a siding we passed an
armoured train with a fairly
heavy gun up. We passed

Six or seven train loads of French troops going south. Reached Abbeville about 8 pm & men got tea. Told we would be detraining in about 2 hours.

Friday 31st March

Woken up at 5 am to detrain at Ebblinghien. This is about 7 km East of St Omer our G. H.Q. We found the 2nd Lt. was to proceed to Lenscume a village about 1 1/2 km back along the railway and we were to go to Abbaye de Troestine about 5 km by road but about 2 1/2 km. due N. of Ebblinghien stn. There were 5 motor lorries waiting to take our gear & they hurried out to be driven by the Aust. M.T. Column. The 1st Lt. knows Reg Jones well & promised to get him to look me up. St. A. de Troestine was originally a large distillery but now disused. I went out on the 1st lorry & arrived just as the family were going to mass. Unloaded & by help of M.T. Sergeant asked the gentleman of the house if he knew anything about billeting us. There had been no definite arrangement apparently but there was plenty of room. The Major came along about an hour later with the rest of the men and

When they had breakfast they were set too cleaning out 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 & the Sgts. mess & Officers mess. Part of this building is occupied by R. Hyins Corp people Patoto section they have some great photos of the trenches showing mine craters and shell holes. The rest of the Coy are supposed to detain at Hagebruck at 3pm this place is about 10 km away so they will have some march. The rest of the Coy arrived just on dusk all dead tired after the unusual exertion and were put into billets straight away & given some hot tea. The gear of this portion of the Coy did not come along so Maj. Ryer and I shared our blankets with the rest of the officers. After tea the Major, Hubertson & self went for a stroll towards Le Kieppe and struck a small French inn with a fat innkeeper and had a drink of wine and a chat & off home to bed.

Saturday 1st April

Parade at 9 am for the men

who arrived first, the new arrivals
given a spell. Went through
some squad drill & inspected
arms. Parade of all hands at
2pm. When our hours drill was
gone through. An interpreter
Mr. Rice arrived during the day
He speaks English quite well &
seems a very decent chap. Herbert
son Stevenson. I went for a
walk in the afternoon along the
tram line from the Distillery
to Blithfield & then along to Kenesme
& back to tea. Went along to
the inn for supper & had
a delicious omelet.

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
musketry instruction. When
the parade was dismissed I went
in a R. Flying Corps motor car
to the aerodrome of the 20th Squadron
situated a couple of miles
from here. It was shown over
by the adjutant of the 11th wing
about 13 planes. These mostly
fighting type. All of the planes
are battle scarred. While there
a plane came down & the
pilot had used all his ammuni-
tion about 380 rounds.

Saw a machine go up with
a photographer on board to get
photos. Had a bouquet of violets
made for me by the "Maires"
daughter here while waiting
to be shown around the aerodrome.
Stayed at H.Q. of 11th wing
for lunch and has a very
fine one, brought back an
armful of illustrated papers
for the mess. Read most of
the afternoon. Went up to
"Charlie's" for supper again.

Monday 3rd April 1

Parade at 9 am. Section on
knotting most of them know
the work well. Dismissed at 11.30

Parade at 2 pm & 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 & are
behaving themselves well.

As usual we visited Charlie
but went there for dinner
& had a hare cooked in a
most marvellous manner with
Cognac sauce it was simply
great.

Tuesday 4th April

Section on lashing all day, 9x2 planks being used instead of spars which were not available. We expect to be able to go to a ~~wood~~ ^{wood} near by + cut some spars.

It turned very cold in the afternoon and after about an hour's work I took the men down to a field for a run. Had some time at "Charlie's" Ce soir.

Wednesday 5th April

Section on boring + levelling all day, short lecture 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 redoubt at the rear of the distillery. After dinner we went for a route march through Penessee lasting a couple of hours. It is pretty cold + rainified today. Heard a heavy bombardment.

going on today. Cameras handed
in to be sent to base. French
progressing slowly (that is, mine)

Friday 7th April

Had breakfast ^{early} and caught 9.30 am
train from Ebbw Vale to Hazebrond
& then went on to Merrie to R.H.Q.
Hazebrond is a large town but
buildings are not in any
way grand, large station. I
set out to walk to Merrie & went
a fair distance till I got a lift
in a farmer's waggon. He turned
off the road and I commenced
walking again but soon
picked up a motor lorry
which dropped me 2 K.M.
from Merrie. Found R.H.Q. in
a butchers shop or office is
right next to the shop. Got the
Coy's pay and changed some
money. Picked up one or two
things. Had lunch. Paid
visit to B.Y. force canteen
which is really a marvel
in canteens after what we
have seen of them. You can
buy almost anything there
came back to Hazebrond with
the Col & Capt James in a
fine big Blumber car. ~~Capt~~
Passed Walter Bassett's Coy &
the Bde which he is attacking
marching Mrs Phayle.

They apparently have all their equipment & were going to the trenches. Received our maps. Got word that Melliajo, two other officers (one a reinforcement just being attached to us), with self & 12 M.C.s are going out to the sector we are to take over for 14 days starting tomorrow. Carrying two gas helmets per man & 24 hrs rations. We will go out in motor lorries. Turning in early for a good sleep tonight.

Saturday 8th April.

Breakfast at 7.30 am but the lorry or rather motor bus did not turn up till nearly 9 am. We all got up on top & set out about 9.5 am. Between Ebbw Vale & Stagebranch we picked up some 1st Inf. Brigade officers & men, about 3 buses full of them & we led the way through Stagebranch to Stagecelo. Here we were supposed to pick up 2 Pioneer Officers & some from 3rd Coy. We waited a couple of hours looking for them eventually found 3rd Coy people & set out for Bailleul which is rather a large town, the square was a mass of motor lorries. There were a great number of broken windows here but no evidence of shell fire.

We then went through to Wismar in
a large town almost on the firing
line. Surprised to see population
still there & amount of business
going on as usual. We then
turned S.W. & went down to
Sailly which is a small town on
the main road. We met C.R.E.
of Div. we are to take over from
the 3rd Fd Co. people got off here
but we went back along the
road about 1600 yards to Bac St
Maun where the Coy we are to
take over from is billeted. We
arrived Sailly about 3pm. We
had some lunch then a look
round. The R.E. works actually in
Bac St Maun. The first went to
large factory right on the main
road where the Coy is billeted to
the R.E. Store is. We then had a
look at the Emergency Pontoon
bridge over the hye which is
ready for use in case of retreat.
We went to the Officers of 205 Coy
billet for dinner. They have a
nice house as a billet, nice
big dining room. 7 of them &
four of us made a large
mess. Had a look at trench
maps & turned in. Received
a decent mail before we left.
Had 3 sketches in our billet I was
the unlucky one & had to
sleep on the floor.

Sunday 1st April.

Almost a year since going into the firing line at Angas. Again on a Sunday we go into the firing line here for the 1st time but on rather different conditions accompanied by an officer of 205th Coy proceeded on bicycles from Bas St. Urban to firing ^{line}. We rode down decent roads passing occupied farm houses & estates for a couple of miles then we had to get off & walk for about a mile & a half of this being through communicating trenches there is water lying along the floor & you walk on a grating covered with wire or expanded metal ^{pieces} slipping. It strikes me as rather remarkable that people especially women should be living within a mile from the firing line when houses 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 breastwork pure and simple; An immense pile of sandbags & bundles of sticky clay built up from ground level and about 6 to 8 feet wide at the bottom &

from 2 to 4 feet wide at the top.

The firing line is traversed and the parapots built up behind the firing step & revetted both sides with bundles. There are trench boards everywhere & you are liable to get up to your knees in mud & water if you take a step off them.

The mines are dreadful looking things from the outside all mud & 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 on one part are about 500 yards apart across a nice green field and no one seems anxious to push them any closer. There must be millions of sand bags used along the front if there is much of the breast work type of trench. The support line about 60 yards in rear has not been reclaimed up to the present and is not much more than a ditch. The reserve line running about parallel to the firing line and 200 yards is of the breast work type but much better where it is complete than the firing line. There is a long stretch yet to be completed but apparently the process is this, the field top

only putting in the depot. The wiring in front of our trenches is nowhere very strong and in some places quite sparse.

Apparently the R.E.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 Anzac, being solidly timbered & covered with iron rails and "buster" courses of concrete. The emplacement is built right into the embankment of the parapet & would require a direct hit 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 $\frac{1}{2}$ guns at present on the brigade front. It is one of the engineers jobs to build these emplacements & all day-works are built ~~from~~^{for} them. Communication to the front line do not strike one as being numerous or safe. Two main roads are used & 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 $\frac{1}{2}$ rifles for firing rifle grenades fitted up along the line. Between

2000 to 5000 yards behind the line are innumerable gun positions but it is not very often you see any of our guns. The gun positions are all well constructed and concealed. The Coys we are taking over from are billeted about 3 miles back from the line and go up on ponton waggons 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 waggons to a dump & from here are taken on to the trenches on a tramway at night. Our division is taking over from the 3rd "Bantams". Some of the men are over 5'3" & their appearance is quaint. Opinions 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 a mile behind the line. The officers live very well considering they are reserves for the firing line. Got back to Sully about 4.30 pm. pretty tired after the days tramp & cycling. There has been a continuous bombardment going on

North of Armentières probably on the
St Eloi sector. Indirect H.G. fire
(enemy) is brought to bear on our
communications at night &
various spots and corners behind
the line are not too safe at night.
The Germans send up lights all
night watching the front of their
parapets.

Monday 10th April.

Went up to the trenches by myself
but picked up a couple of our
M.O.s there and went the whole
length of our brigade sector &
also had a look at some "bottle"
dugouts being put up for the
brigade H.Q. just in front of our
lines. In the afternoon Taylor &
I went along the road towards
Armentières looking for the
field corp. of the 2nd Div. We
found them along the road a
couple of miles & I first of all
saw Steel & Olive of Welsh Univ. &
together we found Walter Bassett.
He is looking well but a bit
thinner if possible. We had a
long yarn. Their corp was going
into the trenches that evening
they will be billeted much nearer
the firing line than we will
only 1000 yards from the line
whereas we are about 5000 yds.
behind. They are taking over
the line after being here only 3 days.

Tuesday 11th April

Went down to the trenches in the morning by myself. It had been raining a good deal during the night & 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 2 pm & all Eng. working parties had to be withdrawn by 1 pm. They take care of the Eng. to same order these days. In the afternoon there was no staff for some reason or other. Took a new officer attached to our Coy & myself. rode down to see Mackay & Williams who are taking over from 208th Coy. Found Williams in bed & Mackay drying himself. Both had got wet down at the trenches in the morning. Major & I were invited to the Ch. Es to dinner & afterwards played bridge for a couple of hours. He has very nice quarters and the dinner was R.I. Report that 6 Zeppelins passed over about 7 pm 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 so the Major wire Dis. Corp. It was a miserable wet day mud & blizzards everywhere. A motor lorry turned up about 2.30 pm & 27 of us crowded into it. We had a quick run up to Oulsterstone our new billets just east of Merries & found the Coy in 3 farms about 50 yards apart. They had marched down from Abbe de Woestine on Monday last about 17 miles in six hours. Taylor & I have a very comfortable room & I have a real "cushy" bed. War is fought here under rather different conditions to the one we experienced at Gallipoli. I saw last night at the C.R.C. in a paper that Walter Leckie 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 but it was a big bit.

Thursday 13th April

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

Friday 14th April

Raining again during the night & roads bad 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. Rick & I went up to Merrieston & got some things at the Canteen. The Major arranged to get a car to go up to St. Owen 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

Major & I walked down to Merrieston about 9.30 am to D.F.H.Q. & went with Melol in a 4-seater Austin to St. Owen a big town

about 20 miles N. from Merrie & F.H.Q.
On the run over it started to rain
small lumps 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
I am looking for Orduana &
finally unearthed it, then we
all spent money with much
 gusto. Stayed at Hazebrouck for
lunch on the way back
about 1 pm & then were driven
right through to our billets
at Outtersteene. Quite a nice outing
This morning the men had
a bathing parade to the Bivouac
hot baths & got a clean change
of underclothing.

Sunday 16th April.

As usual were off on a Sunday.
Maj. Byes went down to the trenches
with the Brigadier and Peck with
No 4 and inspection set out with
most of Coy Stoves set out at 9 am
to march to Back Ham.
Luckily it was a beautiful
morning & the roads nice
and dry. We marched
down through Ronliere
having one halt of $\frac{1}{4}$ hour
just outside Ronliere. We
arrived at Bac Pommant at 11-30
am. The men went into the
bygate factory occupied by the

205 Coy R.E. 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 Eppingham to see about rations for Tuesday but found I could not get them so wired Outterstone to send them.

Monday 17th April

I took over the whole of front line & sent down about a dozen sappers to work with 205th Coy for the day & get 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 turned up for tomorrow about 4 pm so I went down to Lailly to the A.S.C. but they could not give us any but said we could draw at 7 am in the morning & use those rations. Stayed at 3rd Coy (Lailly) for dinner then came back & went down the trenches with Peck. No working party turned up for my job so I had a look at Peck and left with him about 11.30 pm. Got to bed about 1 am.

Tuesday 18th April.

Rations for today turned up late last night. They had

difficultly in getting transport
205th Coy had no men in trenches
today. Our sappers left alone on
the job. I went down in the
morning, took a bit of lunch &
came back about 3 pm. Raining
off and on. Rest of Coy arrived
about midday. Advance Sect.
of 205th left for Neuve Chapelle. Did
not go down to trenches in the
night.

Wednesday 19th April.

205th Coy R.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 right sector (1st Bn) so
handed over to Taylor the job
on the left. Fair amount of
artillery during the afternoon.
About 5 pm found I was going
to have a working party for the
after night of 20 men so
set out at 6 pm for the line
picked up working party at
6.45 pm. Put one party carrying
stores to trenches and another
on a breast work at N.E.S.

It was a rotten, wet night & not many had been under fire before & they were a bit nervous. The breakfast was out on front & the Boob was pretty lively with his M. G. S. working in the mud & wet was not too pleasant. Lare's going up all night and you had to be pretty careful. I got back to billet for dinner at about 10.30 pm. McBrayde turned up with horses and hampers about 5.30 pm. 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 Germans shattered one of our billets & killed 25 and wounded 18 of the 1st 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 party worked down there. Turned in early for a good sleep. Things pretty quiet in the line.

Friday 21st April

Good Friday but no different from any other day here save that it was a fine morning and afternoon till about 4. There.

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 Col. Steane 1st Lt. and Maj. Gen. seeing what work was required. Home to lunch, sported a hair cut. Received papers from home. Letter from Sir Donaldson explained telling me of Walter Jackson's death, hit in the head by a stray bullet on Feb 21 & never regained consciousness. Commenced raining about 4pm and rained almost the night through. Went up to the trenches after dinner at night & got pretty wet.

Saturday 22nd April.

Wakened wet through last night so had to daw a great coat from Q.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 way. Had to be turned up about $\frac{1}{2}$ way to the trenches so it's not much chop 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 & one of our planes.

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Beautiful day all day, aeroplanes very active. Saw a good duel between a Hun & one of our planes

neither brought down. A clear blue sky is flecked with little white clouds & you pick up a plane sailing serenely through them, turning and maneuvering. At it rarely a shell bursts close to a machine. Went down to trenches early and did not get back till about 4 pm. Went down with the Major after dinner & we had a patrol round in front of the trenches where I am putting a breast-work across a re-entrant.

Monday 24th April

Another good day. Went down to trenches early & got back to billets for lunch. Censored letters & read during the afternoon. Heard Bill Oliver 4th year Civil & same field Coy. as Bassett was killed.

Tuesday 25th April

"AVZAC DAY" Went down to the trenches pretty early & stayed till after two. One Coy of 1st Bn got a good few bombs back from the Hun after firing some rifle grenades at them. It was a beautiful day again & there were a good number of aeroplanes about. Plum-puddings & tinned fruit bought for the men out of Coy. funds for

Cuzco Day. We had a dinner in the mess Maj. Mathew H. Stevenson & Cunningham of 2nd Coy were there & a sub. from 2nd Div. As de Coy. We had quite a good dinner & a few speeches & music after, when things were quieting down Capt Townsend & a sub. from Pioneers blew in and livened things up a bit. Used a five page note as a menu card to get the Autograph of members at the dinner.

Wednesday 26th April

Spent most of the day down at the trenches. We are having a grand run of beautiful spring weather and the ground is drying up nicely. It still remains quiet in the line. 2nd Company are coming to billet in the same place as our Coy. today. Officers will mess with us. I make a mess of 13 including two interpreters. Received 5 letters today but don't get much time to reply. Leave to England starts tonight and we have 3 RCO going. Two are to go from Div Engns each day. I expect to have a chance within a fortnight as the wagons taking men to work are not allowed within a couple of miles of the firing line now, the men working in 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.P.M. to proceed to "Winter Night" by day on the wagons so shuffling is not necessary. Down the line till after 3 pm. Very quiet day and rather warm. Went down after dinner & had a close shave with M.G. at V.C. corner. They had a M.G. playing on the Breachwork the men were working on so it was pretty lively. M.G.'s all along the line very busy ~~and~~ during early part of the evening. About 10.30 pm just as I was on my way home a heavy bombardment started along near 2nd div. line & spread along our way & a signal for gas attack was given. However things quieted down soon after 11 pm 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 (Champion) of 1st Bn. striped during the morning badly hit through the body. Things pretty quiet down the trenches.

Went for a ride on "Ginger" to see Walter Bassett. He is well & handwaxed their Coy. having lost two subalterns one killed the other sick to work. Got some addresses of Mr Bassett's friends in England so that I can get a start in looking round. My leave is fixed to start on the 13th May & is in about a fortnight. Another beautifully fine day today. Went down to the trenches again after dinner for a couple of hours. M.G.'s not so bad tonight although they continually had a go at the breastwork.

Saturday 29th April

Down to the trenches all day, pretty quiet, beautiful day. Went down to the trenches about 9 pm & as the M.G.'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}, it would have given us some "hurry up", however we got it in safely but it did not set too straight.

Sunday 30th April

Down to the trenches in the morning, back to trench, had a sleep in the afternoon.

After dinner at night went down
on a motor lorry to Kemp Berghem
where Reg Jones is stationed to
look him up. Found him on
guard, had a long chat with
him till about 11.15pm & caught
the bus coming back. He is
well and having a good time.
Beautiful day again.

Monday 31st May.

About 7.30am 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 using as a Railroad
All together they put in 15 or 20 shells.
The inhabitants grabbed their children
& live stock and ran for the shells
were falling about their houses.
So lucky the Hun shoots 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 a shell falling in
between two lines of stables,
but no horses were hit. I
don't think they got the Ry.
Station or line either. I got
off to the hatches pretty soon
it being safer there than around
here. Had lunch with A Coy &
stayed till about 3pm in the

benches. Went down again after dinner for a couple of hours to have a look at a couple of M. G. positions. Peck & I came home together about 10.30 pm. He was riding a horse & just after leaving communications trench and getting onto the open road his horses canters must have attracted the Germans notice for they opened a M. G. on us and bullets were flying all around I was off the bicycle in a tick & flat on the road. Peck put his nag into a gallop. When the gun stopped I got up & went on, had not gone 100 yds when it opened again, this time I put my head down & pedalled hard with the bullets singing around.

Tuesday 2nd May.

A number of a sort of enquiry to enquire into the circumstances of a self inflicted wound with a tomahawk by 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. Wrote 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. Dull 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 so he came down to the trenches with me this morning & I showed him round & the work that is in hand.

Sappers withdrawn again today at 11 a.m. on account of artillery bombardment which when it did take place was very mild.

Battalion's change over tonight 3rd Bn coming into our sector.

Walter down to mess. He seemed to enjoy lounge & I said Opera on the gramophone. Dull day.

No night work on acct. of change over.

Thursday 4th May 1916

Down to the trenches again with. S.M. Aeroplanes very active & there were several duels & reports of a couple of Huns brought down. Our chaps are very daring sailing in almost the shrapnel apparently quite complacently.

My leave was nearly made a long one by a strafing 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 bus at 7.45 pm. Picked up rest of leave party from Div. at Sully & proceeded to Stear Creek. There happened to be a major going on leave so 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.

Sunday 5th May 1946

Up at 4 am had a cup of coffee for breakfast & aboard the train at 5.30. Had rather a slow trip across to Boulogne passing Calais. We arrived B. at 11.15 am & found boat left at 12.15 pm. We were supposed to march over all together but soon got mixed up & went into the boat which was pretty crowded, independently. There were generals in force on the boat & hundreds of officers, a few civilians & nurses. Two boats were taking leave people over &

my word they could travel.
They must have been doing
25 miles an hour. We
were accompanied by a
torpedo boat, passed about
500 yds to starboard with returned
leave probably. A General
seeing how Anst^r wanted to know
if it was my 1st time to England
chattered a bit. Lucky enough
to catch first train up to
London & got there a little after
4pm. Shared a taxi to St Pancras
with a capt. going to Glasgow,
went & booked a sleeper in
the express leaving at 9.30 pm
Had some tea & went to a
music hall nearby to pass
the time till train went.
Passed Buckingham Palace on
arrival in taxi. London seems to
be full of taxis & in some
parts traffic very congested
Went Mrs. Piccadilly & Regent St.
but it was just a fleeting
glance at London.

Saturday 6th May
Edinburgh 7.30 am. Went to
North British hotel & got a
decent room & had some
breakfast. Met a couple of
Anst^r Officers on leave &
they told me of a good trip
through Loch Lomond which

they were going today. I went to
Cook's & took a trip for
Monday. Went for a stroll to
see the sights. Unfortunately it
was very dull & what ought
to have been a beautiful
view from the castle was
spoiled by the clouds & mist.
Saw Edin. Castle John Knox's
house & Holyrood Palace the
residence of King of Scotland.
Walking along Prince's street I
was stopped by an elderly
lady who entered into
conversation with me & it
turned out I knew her brother
a capt. in 10th Bn R.I.F. She
asked me to come and home
with her & Ediz. She lives
10 miles out of Edin. at Hawthorn
den a nice country house
Went for a car drive to
friends after dinner & met
a very young quite nice went
to the pub together & came home
after. Invited out tomorrow
afternoon to Mrs Hamilton
not miss young worst but

Sunday 7th May

Intended to go to Forth Bridge
this morning but did not
wake till it was too late to
catch the bus, so I employed the

morning which was sweet in writing letters. Left Edinburgh about 1 pm & got out to Hawthornthwaite about 2 pm for dinner. Friends out after dinner stayed to tea. I left about 4 pm after cordial good byes & invitations to come along next time. Adventure going back in the bus.

Monday 5th May.

Caught 9 am train to Aberfoyle which is first stage of Loch Lomond trip. Pleasant morning & scenery magnificent. Reached from Aberfoyle to Loch Katrine down L.K. on small steamer. Coast across of Loch Lomond Ben Lomond & surrounding hills covered in snow. Amusement train by now & very cold. Going down L. Lomond on steamer met Mr McKelvie 1st R.F.C. Had dinner with him & his mother at Central & saw him off to London. Went to pictures with a friend of mine. The Loch Lomond trip was great & a thing I won't forget for some time.

Tuesday 6th May

Had a stroll round Glasgow for an hour 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 Regt in the compartment, He
invited me to lunch with him
in Bath before I went back.
Got into London about 6.30 pm
Went to Regent Palace but it was
full so went across to Galignani
Hotel just off Piccadilly &
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 decent day &
the parks looked grand. Had
lunch at a fine hotel at
Weybridge, it had beautiful old
grounds. Went on to Brooklands
after lunch & back to town.
Went to the Piccadilly for dinner
and "Brie a la Crec" 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 & got a pass for

morning which was sweet in
writing letters. Left Edinburgh
about 1 pm & got out to Hawthornside
about 2 pm for dinner. Friends
out after dinner. Stayed to tea.
& left about 4 pm after cordial
farewells & invitations to come
along next time. Adventure
going back on the bus.

Monday 5th May.
Caught 9 am train to Aberfoyle
which is first stage of Loch
Lomond trip. Pleasant morning
& scenery magnificent. Reached
from Aberfoyle to Loch Katrine
down F.K. on small steamer
Coast across to Loch Lomond
Ben Lomond & surrounding
hills covered in snow. Commence
train by now & very cold.
Going down F. Lomond on
steamer met Mr. McEachern 1st R.C.
Had dinner with him & his
brother at Central & saw him
off to London. Went to pictures
with a friend of mine. The
Loch Lomond trip was great &
a thing I won't forget for
some time.

Tuesday 6th May
Had a stroll round Glasgow for
an hour 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 Regt in the compartment. He
invited me to lunch with him
in Bath before I went back.
Got into London about 6.30 pm
Went to Regent Palace but it was
full so went across to Gump's
Court Hotel just off Piccadilly &
got in there. Met McKechin
& we had dinner together.

Wednesday 10th May
McKechin had a little two seater
in town and he took me out
for a run up the river. It
was rather a decent day &
the parks looked grand. Had
lunch at a fine hotel at
Weybridge, it had beautiful old
grounds. Went on to Brooklands
after lunch & back to town.
Went to the Piccadilly for dinner
and "Brie a Mac" afterwards.

Thursday 11th May
McKechin 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 & got a pass for

members gallery, signed by J. 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 "Romance" in the evening

Friday. 12th May

Went a bus ride down to the Tower of London & 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 & saw this years pictures. Met Jack Ascher there, he is a Tommy in the Artists Rifle (O.T.C). Went to "Peg of my Heart" in the evening

Saturday 13th May

Buelted round and did some shopping in the morning, caught the 11 am 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 River runs. Got down to Bath in under 2 hours although it is 106 miles from London. Went to Major Sindlars for lunch & after dinner they showed me round the old town. Saw old houses, the pump

room & abby. Bath is a pretty town resting in amongst green hills. Got back that evening in time to go to the theatre for the last time in London.

Sunday 14th May

Up early & caught train at 8.30 am to Folkestone. Travelled down with Scotch Captain I met coming up. When we got to Folkestone found boat was not going till 8.15 pm that night so we had a good look round Folkestone and a walk along the top of the cliff in either direction. There was a bit of a sea running & there were a few sick in the short run over. Just missed running into a wreck at Boulogne. Found we had to sleep at Boulogne & that 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 so went along to hotel & found her not asleep. Went for a car ride out along the coast & had a walk on the beach some lunch & back. Jolly pleased to see her & she is

looking well but a bit tired.
Boulogne is a fair sized place
with Electric Trams. A large
number of Hospitals there
including an Australian one.
Left there about 8pm for Steenwerck
I slept most of the way down
in the train, tumbled out at
about 1am and found a
motor bus waiting to take
us on to Baillieux where we
arrived about 2am

Tuesday 16th May

Of course every one wanted
to know all about it, where
to go & what to see. Went down
to the trenches in the morning
& found things going alright.
Slept most of the afternoon and
went down again at night
Had a big gang digging a
trench to bury a cable from
mine shaft to reserve line six
feet deep. Fine weather again

Wednesday 17th May

Down to trenches in morning
back to lunch. In the after-
noon I rode over on my
horse to Baillieux to see
McKechie 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 miles & 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 in about 5 pm. to see if I had survived my trip to England. I received the photo records from England & a letter from Scotland. Went down 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 officer in charge of Cable laying in deep trench we have dug. Saw Leo Cook there. Wrote letters & censored a big bunch in the afternoon.

Saturday 20th May

~~Had~~ lunch with C Coy 1st Bn in the trenches today. The Bn is very keen on getting a lot of Barb wire out although there seems to be acres of it there already. Called in to see Jack Hamilton (Capt.) of 10th on my way home & had a

you about Scotland to him.

Sunday 21st May

Trenches in morning and again at night till about 1 am. The Germans could be plainly heard working on their parapets driving stakes etc. and bundling a beam along the rear of their trenches. Their flares are fine things - a couple of hundred. 70 better than ours both in candle power & in range. Very close to being pinched by a M.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. Had a sleep after lunch. After dinner went to see Capt Steel B.M.G. office about a concrete defence M.G. emplacement. The General is made 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 institution

You get a hot bath + cold shower
with clean towels + underclothes
if you want them any time
between 7 am. to 5 pm. Rather a
different war to Gallipoli!

Tuesday 23rd May

Down benches in the morning
home to lunch about 2 pm.
The storm blew a mine under
one of our galleries but did
little damage. About 4 pm
saddled up and rode down
to 5th Co + had dinner with
Walter. Called in to see Peter
Borwick on way down. Walter
is O.K. Fine day, cloudy at
times.

Wednesday 24th May

Empire day, no celebrations
Received parcel from Edinburgh
Down benches in the morning +
again about 8 pm. It was raining
off + on and consequently slippery
+ was as black as your hat
+ not too pleasant trying to
get home. You scarcely know if
you were in the ditch or 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 a fairly heavy
retaliation from the Hun.

Friday 26th May

Artillery of both sides very
active during the morning. Not
much material damage done,
one man killed and two
wounded from my working
party of infantry. no captures
hit. 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 "stunt" 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 of front line in
connection with the raid
that is coming off from
our lines in a few days
Found an old communication
trench which first require
deepening. Had a party of
50 infantry on the job

at night working from 9 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 the trenches for his morning. The Hun shelled 11th Bn pretty heavily getting a few men. In the afternoon I went for a ride on Tiger down to Estaires. It was a beautiful afternoon & I enjoyed the ride, the horse was a bit fresh shying at motor cars.

Monday 29th May

Beautiful day aeroplanes very active especially the Hun. Saw a rather protracted duel no apparent result. Had lunch with B Coy 9th Bn & visited dump on way back. Found that Gen Walker would not allow men down to trenches or weapons any more so the sections will have to camp near the dump. Had a lecture from Capt Johnson Dunt Gas officer at 5.30 pm on gas

Tuesday 30th May

General Walker saw the sappers going down to work on the Pontoon waggons & raised a fuss and said they had to camp down near the line. Fixed up a billet for them and let them off at midday as they would have to walk down at night to the new billet. We just arrived at the billet about 8 pm when a violent shaft started. There were about 50 men about the billet then and Batteries close handy were getting shelled & one never knew when one would come for the billet. I told the men to scatter & come back for the Mopis who we met coming down. He decided to withdraw the men back to their old billets on Bac Fl Mam & walk to the benches till we get dugouts erected for the men nearer the front line. The Germans raided a portion of the 11th Bn lines is just to our left. Their apparent object was to destroy a mine shaft as they left behind explosive they brought over. They started by shammelling the bench out of recognition then apparently just walked over did what they wanted

and walked back with no casualties. As a result of the violent bombardment, we had about 50 casualties of which about $\frac{1}{2}$ were killed. The whole affair lasted about 2 hours our batteries firing Shrapnel most of the time. The aerial torpedoes of the enemy apparently did great damage forming immense craters. The rear of the line was simply leveled & the parapet breached in many places. ~~Withdrew~~ left for Scotland.

Wednesday 31st May

I went along to look at the damage done to 11th Bn. lines last night and was surprised to see the way things had been levelled. It must have been an impossibility to man the line at this point. Down the line till 3pm. A bit of artillery work in the afternoon. Quiet at night. Stevenson in to dinner.

Thursday 1st June

Down the line in the morning, had a bit of revolver practice, not too bad at it. Then started shelling

reserve line and O.P.s behind it about midday. In the afternoon as a retaliation to a couple of our bombs going over the Hun threw back a score or so which killed a couple and wounded 8 or 10 including two Sappers from my section. These were not badly hurt. I was going down to trenches in the evening & called in to see Byde H.Q. to pick up about working parties & was kept till about 9 pm. So came back to billet. About 7 pm the Hun sent over about 10 of his aerial torpedoes on the spot he raided a couple of nights ago. Luckily they were over ranged & did little damage.

Friday 2nd June

Called in to see Byde 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 I fancy. Did not get down to trenches till nearly 10.30 am. Higher the P.M. of Aust. was in the trenches some where. I saw some of the "hangars on" but did not see him. Saw one of our new

fast battle planes up today, they do make the place and ought to live up the Hun. About 7.30 pm one of our capture balloons up near Ammenhies broke away and drifted right over the German lines. The occupants were supposed to have escaped in parachutes. The Huns fired hundreds of rounds at it but failed to bring it down. We strafed the Hun successfully about 4 pm today with artillery and heavy trench mortars breaching his parapet in places. As retaliation he fired bombs & 5.9" back at us with little effect. They breached the parapet at the new breastwork. Sappers fixed it up during the night. I went down in the evening.

Saturday 3rd June -

Down to trenches as usual fine day. Got out a drawing for type of dugout in the afternoon. Wrote letter in the evening fine day.

Sunday 4th June

Down to trenches in the morning, in the afternoon went for a ride to Estaires with Capt Herbertson & had a good trot. Had a drink.

bought some lollies & returned
getting back about 6pm. Went
down to the trenches in the
evening and found there was
going to be a raid by the
Welshmen at 11pm so I stayed
down. We fired heavy shells
into German front line for a
couple of minutes then lifted
a steady curtain fire kept up
for 10 minutes. The party did
not enter the German trenches
but just bombed them from the
side. 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 later reports of the Naval Battle
make things out a bit better
than the first thank goodness &
Germanys losses seem to be
commensurate with our own.
Went round the trenches with
the Major dull day & cold dark
night.

Tuesday 6th June

Hot day, raining off & on, trenches
very muddy & sticky. 10th Bn
relieved 9th in the front line
tonight so infantry fatigue

from 10th 18th ceased at 1400 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 benches on
the duckwalks when it is
dark & slippery into the bargain.
Sand bags laid on all duck-
walks to make the relief quiet.
I went down to have a look
at M.G. poon which has an
embassage 14' long. We want
to reduce it as much as
possible. Rode the horse down
I had a good canter. Got a mail
of 8 letters tonight mostly ancient
ones. No a shame the way they
are holding up our mails
at present. I received some
February mails when we
should be getting April letters.
When I got back to billet
Major Owen told me of a big
strut 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
benches from our front line
in to main line. The heads
of these are to be joined up
by a bench a couple of
hundred yards near the Roche

Wednesday 7th June.

I chose Cpl McPhair and Sapper Gorman to go on the Stunt with me to this morning we went down the benches with Major Dyer to meet Col Nicholson of Pioneer Bn. & CRE. (Maj Mather) and have a look at what is to be done. This took us all the morning & the scheme was to mark out the benches with telephone wire stapled down with iron 8" staples. The job for tonight was to mark out about 350 yards of bench starting at Lys river junction with our parapet & work in a series of arcs to a spot about 150 yards out from our benches. We had a covering party of 2 officers & eight six men (sent from 9th & 12th B's) they were to go out & form a screen outside us. We had two coils of wire to take & I got the connecting pile of the patrol to take it & give it to us when we had finished our first. We went out of Sally port about 5 mins. to 10 pm after having given the patrol 10 minute start. We had a bit of difficulty with the wire & then we set sail with our marking out. We saw nothing of the patrol

or connecting file with our wire
& we ran out of wire with
still 100 yards to go. So we had to
come in & see what had happened
to the patrol. As we were coming
in & approaching a listening
post it was fired on by a
member of the listening patrol
who had been given distinct
orders not to shoot & who did not
even challenge. Luckily the shot
just ripped my revolver holster
& dented the barrel of my revolver
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 ~~at~~ barbed wire. So
the patrol went out again &
we went out & finished our
marking out & this time
returned safely but found out
that the covering party had been
in about 1/4 hour when we got
back about 2 pm. It was just
getting daylight then. Bought
the fappers in for a drink &
something to eat before turning
in. Turned in about 3.30 am

Thursday 8th June

Did not sleep much up a bit
after 8 am & had a hot bath.
Major Mathew came along to see
what had been done & said it

was ok. Tonight there is about
700 yards to do if possible which
includes a communication
trench about 150 yards and a
long stretch of front line across
to the Welsh man & joining up to
where I left off last night. All of
this is about 150 yards out in
front of our parapet and is to
be traversed ~~at~~ every 40'

It turned out to be a rotten night
raining most of the time & dark
which caused the Germans to be
sending up flares all night
so they were keeping us bobbing up
& down all night. The rain &
mud from my fingers blurred
the periscope & I could not
read it at times. We had a
covering party of one officer &
men only & they did not start
till about 10 pm on account of
the Germans shelling our trenches
about 9 pm. We got wet through
and stone cold and got in about
2 pm (getting light) disappointed
with night's work & weather
conditions. Turned in again
a little after three and this
time slept off & on till 1 pm.
Major Mathew came up to see
me whilst in bed.

Friday 9th June

Went for a ride on Tiger with
Capt Herbertson in the afternoon

we went down with the idea of getting the job finished tonight started off by finding an office of one of the patrol not too soon and there was a bit of delay caused through that. It was bright moonlight and we had to be very careful. Patrol of 1 officer and eight men. They took a great time to go out & it was 11:30 when going out along the wire I heard last night I encountered the last of them still going out. They got off the wire which they should have followed & I let them get ahead & followed later. When we had gone about 50 yards further I stopped & heard someone move in front & whisper & also heard a row with some staples. Our patrol should have been further out & they were given orders not to talk. These people moved across our front & to our right flank and we simply lay still trying to find out who they were. It was no good challenging for if they had been there they would have just thrown a bomb into us & we only had revolvers. From where we encountered it & the circumstances surrounding it pointed to its being a Hun patrol rather than ours.

which had worked in on the left of ours. We lay & froze for an hour and a half more waiting for some definite sign to establish their identity but could not ^{do} as it was beginning to get light - we came in with nothing done but a whole skin.

Saturday 10th June

Slept till midday, received a few letters. Went down to trenches about 7.30 pm to get everything fixed and to try & get the thing through. It was rather a dull night & later it rained miserably, luckily I had thigh boots & a leather jacket on so did not get wet. I did not get the job finished but did about 250 yards of straight connecting up with my first night's work. We crawled out behind our first covering party & they probably went in front of us but we ran into our other party of bombers & worked a bit outside of them.

Sunday 11th June

More mail again today, received about 8 letters two from home one telling me of my

degree. Coast down & got the job
finished off. We went out along
a trench dug by the Welsh men
on our right for 250 yards
which brought us in front
of our right flank & then
worked over to the communication
trench I marked out on the
second night. We were late
getting started as usual the
scouts being to blame. We
got across pretty well only
being a few yards out when
we hit the point 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. I would have
shook double if we had
hit any Hun patrols. As it
was we just got finished
as it started to get light. We
got in fast on 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

Slept in till about midday
with a very satisfied feeling &
knocked round in slacks, slippers

and cardigan jacket 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 go & crawl round on my stomach in "no man's land".

Tuesday 13th June

Paid my first visit to 10th Bn. in 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 sector of the line has been plastered with shells & aerial torpedoes every afternoon for over a week now and they have knocked it about some but there have been very few casualties. Had interview with Major Reddy 2nd Command of 10th for a couple of hours in the afternoon. Received a big mail of mixed 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 11 PM 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 ahead today that the whole scheme for which I laid out the forward firing line has been abandoned so all the work was for "naught".

Some reinforcements came along today, some old 2nd company men who were in my old section in that Coy. Capt. Lawrenson & 4.

Band of Pioneer Bn. down after dinner. At about 10 o'clock we got word that watches were to be put on an hour at 11 pm & we are going to save candles also now. It won't affect work here much as most of it is governed by when the sun goes down & comes up, not by the clock.

Thursday 15th June

Dull and cold all day but no rain. Along the trenches in the morning. About 1 am the Huns shelled our trenches for an hour or so but no raid or attack developed. Visited Brigade about working parties after lunch. Had a hair cut. Heard rumours of Russian Naval Victory on the Baltic. Russians still rolling back the Austrians. Saw 200 ft. pay.

Friday 16th June

Down the trenches till about 2pm
lunched with Capt Hamilton. Weather
becoming finer. Walter

Bassett was waiting for me when
I got back from the trenches
He stayed to dinner & heard our
new gramophone records. Went
to bed with the intention of
going down to trenches at 3am

Saturday 17th June

At about 1am this morning we
were awakened by news of gas
alarm. We had a false alarm
previously and were for ignoring
it but soon we began to smell
the gas which came from

Arrienhirs way. Soon however
it became so bad we had to
put on helmets on as the
gas was becoming very unpleasant.
It was Chlorine, and the
gas lasted about $\frac{1}{2}$ to $\frac{3}{4}$ hour
The Coy. stood to & had their
helmets on for an hour or
more. One new man felt
effects of helmet but soon got
allright. Instead of going back
to bed I went down to the
trenches and stayed till 7am
It was a beautiful morning
& the planes of both sides were
very active, there were several
duels and there was a lot of

into aircraft shooting. Came back
to breakfast & turned in and slept
till lunch time. 4th Divn (Aust.)
has arrived in France & are being
followed by 5th Divn. So ought to
see Jun soon. 4th Bde (of 4th Divn)
marching thro' Boxt Maun today
turned in as soon as it was dark
about 10 pm.

Sunday 18th June

Up at 3 am and down to the benches
undoubtedly its 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 & did
not get up to lunch. Lt Col & Norman
old 1st Coy men now 13th Coy of 4th
Div. came along to be killed with
us to get an idea of the work. In
the afternoon we heard we were
shifting from Bre St Maun &
late on found it was to near
Beuve Eglise. just about 2 miles W.
of Ploegsteert. It means a 7 or 8
mile trek tomorrow. No one
knows the idea of the hurried
move but we seem to think it
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
moving & we are simply leaving

the line without handing over to anyone but we believe the 2nd Coy will be taking over the front line work.

Monday 19th.

— then had breakfast at 5.30 am & paraded at 6 am in fatigue dress for loading pontoon waggons & stores. we were up at 6 am & saw things were OK. The usual bussle of shifting & the usual drunks making a nuisance of themselves. With No 1 & 2 Section moved off at 10.30 am & followed at $\frac{1}{4}$ hour intervals by Beck in charge of No 3 & 4 sections & then Headquarters. We "rendezvoused" at Steenwerck about $\frac{1}{2}$ miles away & moved from there as a company. Got to Steenwerck at 11.30 am and the next spell where railway line Armentiers-Bailleul cuts the road at 1 pm. We arrived at the destination "Aldershot Camp" about 2 pm & found 8 aldershot huts for the men & one for the officers. It meant sleeping about 35 per hut and they have only normal accomodation for 20. However two more huts were packed up for the men & things are not so bad now. This is quite new country here, small hills, instead of

the flat country we have just
come off. There was a meal waiting
for the men, the "dommies" - here
did all they could for us. ~~the~~
they made bunk for the officers
& were soon comfortable. Men
soon turned in as they had had
a fairly long day. We know
nothing of what we have to do
yet.

Tuesday 20th.

Major Dyer went to CRE to find out
about the work we have to take
over. An hour's parade in the
morning on which the men
were given rifle exercises to
brighten them up a bit. After
lunch Major Dyer, the O.C. of 104th Tdbs,
Capt Levy of 5th Bn, McBryde Peck & self
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 young up the
tracks reminded one of Sam
Tree Enlly. These O.P.'s which
have all been started are a
rotten heritage some of the jobs
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 tramping up and down hills.

Wednesday 21st June

My section to take over the 2 ops on extreme right. Took Sgt 2nd & a few sappers out in the morning to look at the jobs & they would come back at night to carry on with them. The work has to be done at night and all bases carefully concealed in the day time. Paid a visit to Divine Baths in the afternoon, they do not compare favourably with those at Bas St. Mane. Went in & had tea & a chat with Gen Forsyth. Went out to work about 3 o'clock & stayed out till 12 when everything was going o.k. Fine day, plane very active in the evening apparently our people are doing a lot of sabotage work to keep the Huns 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 concreting. At 2 pm met Lt Nichols of 104th Fds at Roumarin & proceeded with 4 of my Mts 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 yds of the line & tie him in a well hidden stable on the slopes of Hill 63. You can then walk in the open for a fair way as the back is screened by hedges & rises. You finally get into a half finished avenue 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 the line which overlooks all our benches in this sector. There is a front line and that's about all you can say. It is more of a bench than the line at Bacthman but there is still a fair amount of breastwork about it & very thin breastwork to. The Canadians were in the line 3 months and they must have just lived there & done nothing to improve their home. Dugouts are few and far between.

In the support line which is not yet completed and the Commun-ications there are numerous places where you can be seen from messes unless you crawl. There is a tremendous amount of work to be done to make the place habitable to ~~within~~ any degree of safety. Came back and had tea with 104th at Roumain. They have a very fine little camp made by the Canadians very comfortable. Some of the section went out onto O.P.s and a few went down the line with the 1st Sgt. of 104th Coy. We had a gas alarm at 11 40 pm which came to nothing although the Coy turned out. There was a fair bit of shuffling down the line & a Sapper or 2 of our Co got wounded. Our Chaps all got back safe.

Friday 23rd June

No 1 and 4 sections of our Company moved off from Aldershot Camp at 2 pm to take over from 2 sections of 104th Coy at their camp at Roumain. We arrived at Roumain Camp just before 3 pm. Men sleep in small huts holding from 16 to 4 men. These are all substandard & were built by the Canadians.

There is a big mess hut for the men with a canteen in it, a large size bath where the men can get hot-baths, a very decent sergeant's mess & a store good offices & orderly room and all built with rubberoid. The officers mess & huts are very comfortable, the Major & Capt have separate huts & the Subs in a large one with brick fire place, in fact it's a very comfortable home for everybody. 4 of the section went to work with the OP's & the 104th Coy who are taking them over & the rest of the Coy sect. went with guides from 04 to see the work we are taking over. It was a rather night raining most of the time & there was plenty of mud about & we were slipping about all over the place. No work was done & the men got back about 2 am.

Saturday 24th June

The rest of the company moved over about 2 pm today & got settled down. I went down to the benches about 3 pm to have a look round with the sergeant. Got back a little after 05.00. Dinner about 8 pm. Went down to benches about 10. Men start out about 9 pm, got to

Hyde Park Corner about 10 pm. This
is about 1000 yds behind line
& is our forward dump. From
line to benches starts from
here. No infantry working
parties tonight. Men went down
and worked on S.E. line between
Hanscroft Ave & "The Only Way", two
Communications benches to front
line. Knocked off about 2:30 am
& the men & I got breakfast
when we got back to camp.
M.G.'s pretty active during the
evening.

Sunday 25th June

Batman has not been looking
after my horse properly so I am
changing him. I've had him for
ever since I got my commission
10 months now. Hulbert is name
of new man from No 2 Sect. Got
up about midday & went down
to see Col Jess C.O. 7th Bn about
work in the front line. 7th &
8th Bns are in the front line
2 cos of each front line & the
other two support. Not much
work to be done on front line
although it is in a pretty
poor condition. Received a
mail from Aust. including a
photo of "Mena" which looks
O.K. Down on support line
job from 10 to 2:30 am. Get

breakfast when we get back to
Camp & turn in till midday

Monday 26th June

Did not wake till midday. Went
down to front line in the after-
noon to suggest work for Coy.
Commander in the line I am
to have supervision of. Many
dugouts require urgent repair. I
just missed a fine sight after
dinner. Our aeroplanes attacked
3 German anchored kite balloons
used for observation purposes
and brought them down by
projecting liquid fire of some
sort onto them whilst flying
past. Only in one case did the
observer get away in a parachute
went down to Hyde Park Corner
the remainder for working
parties at 10 pm. It was 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 mid-
night. Newspapers cutting came
along in Father's letter with the
announcement of Walter's & my
degrees in.

Tuesday 27th June

Did not get up till nearly midday

when I had a hot bath in our
Company baths. Things are point-
ing strongly to an offensive
on this front. A great deal of
ammunition is going up to
the guns, gas cylinders are
being taken up, hoofs are
being concentrated behind the
lines, new roads are being
pushed through. For some
reason the rest of our division
have not showed up yet & we
have heard nothing of them.

Rather by the 5th Sd Co are
up in the billets we evacuated
near Nerve Eglise to come here.

Dull morning, occasional rain
its rotten summer weather.
New batman is trying out very
well. Went to work in buses
at 9 pm expecting to get working
party but none turned up as
the reserve battalion were
employed carrying gas cylinder
into the trenches. The Sapper
went down & worked till 2.30 am
Going to work in buses is a
great idea, it saves a good bit
of time.

Wednesday 28th June
Up about midday, no working
party day or night owing
I think to a raid carried out
by Buffs during the night. In

The afternoon Ketchyde & self went up to 5th Coy to see Walter. We stayed to dinner and invited them to come and see our comfortable home tomorrow. Home about 10pm & turned in. Dull day occasional rain.

Thursday 29th June.

Loafed about all day, no work again at night for some reason. Bassett & Burnell of 5th Coy to mess. Played nearly all our records through. The drum was strapping the ridge to N of hill 63 pretty severely about 9+10 pm. and at 11 pm we got a telegram from 24th Div to stand to. We rounded the men up & got them books on but in half an hour the stand to was cancelled. Something is going to happen shortly & something big from all appearances.

Friday 30th June

Word came that we have to leave our cosy home by noon tomorrow. I went out this morning to have a look at the new billet. It is hard having to leave this place for it. There are 3 delapidated aldeshot huts without floors & a dirty barn

luckily we are to be there for a few days only. Took up some men in the afternoon to fix things up a bit, floored the huts put up a cook house etc. After dinner we witnessed the fine site of about 20 of our aeroplanes coming home in a bunch after some sort of a raid. There were big battle planes and scouts, small fast machines circling round the bigger & heavier fighting planes. About 10.30 pm a heavy bombardment started down south from us & then some heavy shelling around hill 63 our immediate front, the Germans started to send up dozens of red rockets & after watching for a while we saw a great cloud of gas so it appears that we have let off the gas in our hand to cover a raid.

Saturday 1st July.

Spent most of the morning packing up. Moved off with my section about 11 to 12 & Peck followed at noon with his. The afternoon was spent in settling down, erecting bivouacs obtained from ordnance & 3 tents used by us as the officers. We brought along an armstrong hut which we use as a mess. The men in many cases have erected

small bumpier for themselves. No work has been done now since Tuesday owing to raids, gas, and shifting.

Sunday 2nd July.

a very quiet and lazy day. Spent most of the day reading or asleep. Lt. Bardin of 1st Pioneer Bⁿ came up from Bacthman to be attached to us till the Divⁿ comes up. He is on some special plan 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 guns were shelling the two 12" guns near here with H.E. stuff & getting fairly close. The guns are well concealed in dummy houses and they fire thro' the roof which is removable. Their gun is run in on rails from a railway running up the road. Heavy bombardment started about dusk as usual, this is getting very regular now a heavy bombardment for an hour or so on a sector 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? Lets hope they break through. Apparently they have made great preparation. Pretty quiet day. I took the section over to 6th Bn bombing school in the afternoon where they got a lecture on the Mills' grenade & had some practice in throwing live grenades & afterwards with dummies. The fellows seemed pretty keen. Another a-billying shift on to night.

Tuesday 4th July

With Peck I met Capt MacDougal of 6th Fdls. at 8.30 am at Orchard Dump & proceeded to go over the portion of front line to Communications we are to take over from them. The Commun. are rotten 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 as if it had been dug or built up of 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 muddy after a night's rain. We did no work & got home for lunch. Answered letters & read in the afternoon. Went over to 5th Co. to mess with Walter. Stayed yawning till about 10 pm. They 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 is nothing by about it anyway, the French seems to be going ahead much better. We hope they keep pushing & break something. Another artillery staff on our front tonight.

Thursday 6th July

Started work this morning on Currie Avenue. All the section was out and they worked in several parts; duckwalking was main job. No revetting can be done till trenches are deepened by the infantry.

It is great having the old kussen
to run the men up on, it
saves a good deal of time & at
present the novelty of it for the
men has not worn off. Then
worked till 3pm & returned a la
bus. Received parcel of good
things from Scotland. No
working parties tonight on
account of 2nd Brigade taking
over from the 7th. The British
advance seems to have petered
out & I supposed things will
be at a standstill for a
while again although the
French seem to be keeping on.
Still heavy shelling at Verdun
when will the Hun wear him-
self out?

Friday 7th July

Worked during the day time
with most of the sappers. Marked
out traverses on the long
trench for night work. Came
back about midday & had
a snooze in the afternoon.
Had a working party of 250
from the 5th Bn. at night
working on the communication
trench. Machine guns pretty
lively but no one was hit
while I was yarning with a
Lt Coy officer 2/3 of the men
punched off with the officers

about an hour before nine
and left things in a rather
rotten state.

Saturday 8th July
Got back about 4am & turned
in and slept till midday.
After lunch went down to
the job on the house. 50 Inf
had been working on the job
trying to straighten out the mess
made last night. 5 of his
party were wounded by a
H.E. Shell fired at them seen
walking outside the trench.
About tea time got word that
there would be no working
parties as the 6th Bn were
come out of trenches again
passing over to a Tommy
brigade. Rumours that the
Div. is going South. This will
be alright. Had a slap-up
fish supper with some
fish the Major brought from
Baillieux. There are great
numbers of troops about now
not field & have a few tents
or bivouacs in them. The
roads generally have a
string of troops moving some-
where. Ammunition trains
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 feet & boots inspected. We have to cut our kit down to 35 lbs so I am sending my black kit bags away with books & British loan in it. Fine day today cloudy but warm. Saw the two of Ambrose & Auburn yesterday while up to see Walter Bassett. Went for a ride into Bailleul to see McKechnie of the R.F.C. but found he had returned to England probably to take up his pilots 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. Strong rumours that we are going to the Somme.

Monday 10th July

Final fraying up of transport. Had a bath at Div Bath to celebrate move. Got our entraining orders for tomorrow for destination in south of the line. Nothing doing all day, Read a

bit. After dinner went for a ride with Peck to Steenwerck where our escha kit has been stored. Hun plane passed over about 11 pm and from the sound of thump dropped a couple of bombs on Bailloul. Some of our division are entrenching here. We leave at 4.28 pm tomorrow afternoon. Very quiet mild evening

Tuesday 11th July.

Moved off at 11 am for Bailloul West Ry. siding. all gear cut down to minimum for we only have our proper transport. Arrived Bailloul station about 1 pm & the men had lunch. Our train backed in about 2 pm & we loaded pontons & waggons in 1/2 hr and got the horses on in a little longer. He should come along but Peter Kelly with 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 restaurant. Train pulled out at 4.28 pm for Doullens about a 5 hr run. Arrived Doullens about 9.30 pm. There was an unloading party of Inf to get the waggons off. I got orders to go ahead to Bonneville and fix up billets for the Coy. This was

about 2 miles ahead. Left Doullen
about 10.30 pm. This seemed
rather a nice town from what
you could see in the dark.

Passed through a fair sized
place called Beaumont & arrived
O.K. at Bonneville about 11.30 pm
No lights and not a soul about.

Knocked up an estiminet and
enquired in miserable french
for the "Maire" and received vague
directions. Got pretty close &
knocked some one else up &
found the maire'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 as long
on the barn door and no one

will hear you. However I
persevered round the back &
happened to flash my torch
on the window of the room in
which the old boy was sleeping
hauled him out in his shirt
and told him I wanted billets
so he got dressed and we went
round the town together waking
the inhabitants up. All the officers
fixed up with decent beds & we
had an empty house. The Coy
arrived about 3 am all the

men pretty tired for it had been a long day for them. They had marched 14 or 15 miles all together carrying packs & blankets.

Wednesday 12th July

We turned in about 4 am and slept till midday. Went for a stroll in the afternoon. Bonneville is a pretty little place with a very fine church for the size of the place. There are some exceedingly pretty old lanes about the place. We were the only troops in the place & so things were O.K. The men could buy bread and eggs and what they wanted to drink. We had a fine lunch at our billet finishing with strawberries & cream. After tea we were entertained at the Ecole des garçons by M^r. Madame & 2 Mademoiselles. One's French would improve 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 9 am that we were to start about 11 am on a 14 mile trek to Raineville 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 mare had been tied up too long and cut her hock on the tethering rope. I could not be ridden so I had to get another horse. We set out about 11 am and proceeded via Canaples, Ravenna, Naours where we stopped an hour for lunch then through Salma Village, Cocq, H. 2nd Corp. to Rameville. It was a great day for a trek & the men marched very well. We did not get as good a reception at Rameville as far as billets went both for officers & men. The country we marched through was fairly hilly but the roads were good. We passed the 3rd Coy at Naours arrived Rameville about 6-15 pm. After tea went on about 1 1/2 miles to Cardonette to see the 2nd Coy who were billeted there & had some good gramophone records. Got back about 1.30 pm & turned in. So far we have trekked about 23 miles from Doullens where we got out of the train & we are still about 15 miles from the firing line due to J. Incourt. The country we came through today is very open and cropped nearly all over. There is generally a small wood round 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 9 am. Stevenson + Collins came up from 2nd Coy and yarned most of the morning. Heard a big bombardment during the night. It rained a bit during the morning but cleared up during the day. Wiled away the day reading and playing patience. Major + Capt. went over to Div. Engrs. in the afternoon + the Major brought back the arrangements for the Engrs. in the attack which our Divn. are going to get into soon. Some troops who had been in the rear marched thro' the town today marching towards Amiens which is only 6 miles away. Heard we had broken the line and put a division of Indian Cavalry through.

Saturday 15th July

Men paid in the morning. After pay gave them a short talk on the notes brought over from the C.R.E. about strong points etc.

Inspected rifles at 2 pm. and then traced out one of the strong points on the ground. A Serjt of the 8th Br gave the section a bit of bayonet fighting afterwards. Got a wire 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 am to get ready to move. Had breakfast and pushed off between 8.30 + 8.45 am for Vaden court about 8 miles away a bit north of East. We are gradually getting nearer the front line. We had a decent day for the march and arrived about midday. We passed through Mallens where we had to wait while a Division of Artillery 18 pdrs + 4.5" howitzers went through. We then went through Beaumont + Cantary. We are now about 7 miles due W. of Albert ie about 10 miles from the line. It only means one more week and we are up there or no sooner there than not at I suppose. We are

dead lucky being brought down
for the Push. I'm sure the boys
will do well. We have pretty
decent billets here but I suppose
we will only be here for the
night.

Monday July 17th.

to move today. Did not get
up too early to make up for
yesterday's early rise. Went
down to Div'l Baths & had a
good hot bath. Adj. + M.O. from
Div'l Bn up to see us in the
morning. Peck went down to
Canteen in Warley & got in a
stock of goods. Had a little game
of poker to while the time away
in the afternoon. Capt Herbert-
son & I went for a walk to
Warley after dinner for a bit of
exercise. It has been a miserable
day, dull 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 29th May this
morning & posted a few. Sales
sent a cable away for I
suppose people will be pretty
anxious about these things.
Another dull day, sheets

pretty windy. Had a gas helmet inspection at 2 pm. New type helmets have been issued with sponges attached to the expirator so that the same helmet does for lacrymatory gases as for chlorine. We are ready to move off at a couple of hours notice. Started reading Pickwick Papers. Had a game of cards after tea. News from the front not startling but satisfactory.

Wednesday July 19th
Spent part of the morning writing letters. Parade at 9.30 am to read out the sentences of two men tried by F.G. C.M. for drunkenness. Got word to be prepared to move during the morning. About 3.15 pm we received word to move at 4.15 pm so there was some bustle to get going. Practically everything was ready at 4.15 but we did not get going till about 4.30. We are ~~now~~ moving with 1st Bde and orders we got were scant and unsatisfactory. We were to move to Albert but not by main road. We should have dumped our kits & men then packs at Warloy but Bde did not inform us. We dumped them along the road & placed a guard. Waited at w

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. In turning back
to get the right road we broke
the pole of the waggon and
were held up till the spare
was put in. Then our Divisional
artillery cut in 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 bivouack unless orders
to move came. Got tea for the
men and had some ourselves
+ a very good one too, steak.
Found out that adj. of B. Engrs +
Capt Herberston were waiting for
us near the famous church
with the statue of the virgin
hanging over horizontal. Major
sent a note we were staying
there where we were. Turned on
about eleven under the blue
heavens, back to war with a
vengeance. Fairly solid
bombardment going on since
it got dark, the Hun is
dropping a few shells into
Albert. Today's work was the
worst we have had since
leaving Neuve Eglise.

Thursday July 20th.

For some reason or other I did not sleep much although I was warm & the bed comfortable. There was a continuous bombardment all night and at 3.30 am it became very intense on a sector just N of E of Albert. It lasted heavy till about 4 am when I caught the sound of M.G.s, the bombardment died down for a while but got busy again in about 4 hr. All sizes of guns were firing & quite a number of large ones from round Albert. First aeroplane up about 4.30 am. Balloons had apparently been up all night. It was wet during the night but no rain & ~~was~~ 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 being spilt down below here. Got up about 5 am to secure my horse which had worked out of its head stall. Stayed up then. Saw 4 9.2" howitzers go along towards the line. Had an early breakfast Capt Sherkenton did not find us till 2 am this morning. The Major Capt. McBryde Reck still set out for the line about 9 am. The

rode our horses out to near
the old British front line at La
Boiselle. Then out across over the
hill & struck the trenches. The first
thing of note was an immense
mine crater with its further lip
just touching the Hun line.
The crater must have been
50 yards across and 50 feet deep.
We then passed over battered
German lines almost denuded of
wire and then got in amongst
the guns. They were absolutely
thick, our guns, mostly 6" 60 lb
and 18 pounders in tiers of
lines and almost axle to
axle. It must be some room
if they all got jammed together. I
was also struck by the sparseness
of most of the positions and the
apparently small efforts taken
to screen the positions. We
wandered on over the maze of
trenches all heavily pock marked
with shell holes and meeting
here & there abandoned kits. No
dead were seen lying about
till we got on the forward slope
of a hill looking towards Pozieres
with Contalmaison on our right.
Here we were practically lost
wandering around in view of
the enemy till they took a tumble
& went down a trench and
eventually found Bgde H.Q. for
which we had been wandering

over the country as searching.
It was deuced warm. So soon
arrived than they started to
put a few H.F. around but
not near enough to do any
damage. We found we had to
go back to find the Bde H.Q. we
wanted & then when we got to
there found they were Advanced
and had to go still further back.
On our way we passed through
a German 2nd line with
what must have had a
continuous chamber running
along under the trench about
20' underground & connected
with the trench with stairways
about every 10 yards. I did not
go down any of these places
for most of them have dead
thems in who are stinking. We
then passed through the what
used to be habellie. Now it is
a brick heap with hardly
2 feet of any wall intact. On
the British side of the village are
numerous mine craters over
which it must have been difficult
to advance. Found Bde H.Q. &
came back leaving Major & Capt..
McBryde went out about 5 pm with
5 men to construct Bn H.Q.
near front line. To work for the
rest of the night so being in
for a good sleep

Friday July 21st

A few German planes over. Our mastery of the air is almost incredible. These planes are the first I have seen since arriving here & they were driven back before they got over any distance. We have as many as 15 balloons up over several miles & it is very seldom there is a them up. We seem to have them well beaten in this line. Hung about doing nothing all day till about 5 pm when the sappers moved down to billets in Albert. Major & I went out about 8 pm to reconnoitre a communication trench to be dug tonight by the sappers who followed on with Taylor & Beck about 9 pm. We had a bit of difficulty in finding the place but eventually got there after dark & set the sappers on the job. We had just got them out on the trench in the open when the German started to throw over shells. Every one lay flat & as good fortune has it no one was hit. Then they started to dig & although shells came along now & again no one was hit. We looked off work about 1/4 to 3 & got back safely although one half was hung up with shell fire. Breakfast ready when we

Got back, it was a pretty exciting
night altogether.

Saturday 22nd July

Slept till 2pm. Its our great
push tonight. The division
is out after Poziers. There have
been two cuts at it before &
both failed. My section have
to construct strong points in
the 3rd objective. Our attack
is on about 1000 yard front &
is to take place about $\frac{1}{2}$ hr
after midnight 3 waves
separated by about $\frac{1}{2}$ hr.
There is to be a general attack
by the French ~~tonight~~ & the
the Army is also attacking so
there will be something doing.
We can just trust in God for
our success & safety and
get into it. Men seem cheerful
on it & if our division
don't take the place no one
will. I received Father
Whitcomb's pouch today & a Chronicle
the Hun put a few by shells
into Albert about our billets
& had us guessing for a while
None of our people injured
Writing this about 7.30 pm
Leaving here about 9.15 pm
for Sunday morn.

I am attaching to this diary the duplicate of the report of Section's operations between ~~to~~ yesterday & Tuesday 25/7/16 and I hope for a few notes will let it suffice for a record.

The first impression received when we got the gas alarm rendezvous was that the attack would have to be put off. When I put my helmet on I could not see for misty goggles & if we had been moving it would have been beaten. However the gas was just from shells & soon cleared off although we had the dose repeated 3 times.

Sunday 23rd July.

Went on arriving at Chalk pit that Capt Herbertson our 2nd in command had been killed about midnight by a shell just outside Bylandt. Q. We have lost a good comrade & an officer well liked by the men. Had some funny experiences during the day. Greatly surprised to find when I got up to the captured front line about 5 am that you could walk about in the open for the Boche had cleared. The boys had taken their objective in fine style & could have had.

the whole of the village if but
orders were to halt on a certain
line in the middle of the
village & dig in which they did
then I got up there they were
in great heart & were wander-
ing about in two and three
in front of our new front line
amongst the ruins of houses
& cellars looking for prisoners
of whom they found quite a
number. It was better than
rat hunting. Things were
quiet like this all day practically
no shelling of captured positions
or rifle fire, the Germans must
have been back consolidating
& shifting guns. I really believe
the men could have gone for
a mile in the morning if
they had been allowed to, in
fact it was a great day. The
casualties in taking the place
were slight very few of our
dead being found on the
captured ground. Lt Taylor was
killed late in the afternoon
bringing his section out from
their completely back so we
lost two officers in the one day.

Sunday 24th July

The Germans had got their guns
forward and Pozieres became

a hot stop. The Coy sheltered
and rested in our old front
line during the day. They
had worked about 17 hours
continuously the day before.
I did a bit of reconnoitering
of advanced position during
the evening and when dawn
at Gdett. Q. reporting to the O.C.
came under an hours heavy
shelling but stopped nothing.
Today's shelling caused a few
few casualties among the infants
holding Poziers. Stayed in the
position during the night. I
thrust hit by a shell splinter
in the head & died in my arms.

Tuesday 25th July

I never wish to experience
the another shelling like
the Huns gave Poziers during
Tuesday morning. It was
extremely violent between
6 and 9.30 am & heavy the
remainder of the morning.
We were sitting in a trench
during it all waiting for
one to lob on us to finish.
It was hell. My section
came out of it remarkably
lightly 3 very slightly wounded
& 2 gassed. The Company
had 52 casualties including
six killed while some have

died of wounds since. The
Co. was withdrawn about
1300 (1400) to Gordon Bluff
in Sausage Valley where wagons
took the men back to billets
in Albert. I am sure the
men were never more
thankful to get out of a place
in their ~~lives~~ lives. I know
I was not. Although the losses
in the infancy were slight in
the taking of Pozieres the losses
due to the shelling brought
the total up to 50% of
all battalions. By Tuesday
the whole of the village was
taken but 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 a shell
nearly knocked 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 & turned in
thankful to be alive to
tell the tale, & so ends our
part in the Great Push for the
present. The papers seemed

to indicate that some English
regiment had an equal hand
in the fighting but the only
troops in Pozieres itself were
Australians.

Wednesday 26th July.

Left Hill nearly midday & in
the afternoon went along to
see Alan Kerr and Cyril Cox
who were in Albert with
2nd Div on their way to take
part in the big push. They
are going up to the front
tonight sent a cable home
saying I was safely through.
Spent the evening with the
2nd Coy listening to their
Gramophone. The Germans
still drop shells into
Albert doing little damage.
Most of the places are in
a dilapidated or ruined
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 Vadencaumont the
place we were billeted at
last on our way down here.
I found out that Lt Daylor

had not been buried & crosses
were made for the officers
and men who had been
killed and buried on the
spot. I took two men up &
placed the crosses & intended
to bury Mr Taylor but found
someone had buried him.

Things were quiet up in
the front. I found the trench
we had excavated on Sunday
almost filled up ^{by shells} so it was
fortunate we got out when
we did. When we got back
to Albert we found Coy had
left so we pushed on &
Vadenmont & arrived about
10 pm to find them camped
in a wood on the side of a
hill. I slept out as tents
were stuffy. I had a good bath

at Div. baths & went to
hospital at Warloy & Vadenmont
& found out particulars of
our men who had passed
through. Found records of men
we believed missing. Had
lunch with
[Friday 28th July] Major Cutler

of 4th Coy in Warloy. They are
2nd Div. and are on their
way up to the line. Coy
set out for la Vieogne about
9 pm. it was a 9 mile

march but men marched very well. We arrived about midnight & bivouaced under some trees.

Saturday 29th July

I was ticketing officers for our next move & set out for Bonneville about 8 am. Arrived there about 9 am & fixed billets for the Coy. Had lunch at Cafe in ^{the} arriving about 1 pm. Went round to see friends we had made here on our way through before. I found out before leaving Albert that Walter Bassett had come through O.K. His Coy were being with drawn the day we left. We are having some hot weather now quite sunny and crops are beginning to ripen.

Sunday 30th July

We left Bonneville about 11 am for Halloy where we understand we are to rest for a while & refit & reequip getting ready for another cut at the Bosche. We have decent billets here & our little stay ought to be comfortable. Wrote report of section operations for the

Major.

Monday 31st July

attended lecture on gas at
Syde H.Q. at 9.15 am. By
reviewed at 10 am by Maj.
Gen H.B. Walker our Division
Commander. He shook hands
with the officers & congratulated
us on getting out of
the scrap. He praised the
company's work in
the action & said C. in C.
congratulated 1st Aust Div
on a remarkably fine
piece of work. Inspection of
gas helmets in afternoon.

Tuesday 1st August

Had a parade in the morning
& half an hour rifle
exercises. Commenced
writing letters to make up
for long interval without
reading. In Hq's 1st Division
thousand, cleverly written,
novel & very true. Visited
Quinten at Freselles for cigarettes.

Wednesday 2nd August

Nothing doing all day for
the men but at 5 pm we
went for an hour's march
through the Camfields which
are rapidly becoming golden
in many cases harvesting
is in progress. It is very hot

in the middle of the day at present but between 6 & 7 is an ideal hour for a march.

Townsend down from Bonneville to see us with an invitation to go up & see him tomorrow.

Thursday 3rd August.

Wrote letters and read during the day. Route march 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 enjoying remarkably fine weather & only hope it will continue. Got a batch of letters from Home. Visited 2nd Coy in the evening & were entertained by the ladies of the house. Yesterday our pontoons and basket gear were parked at Contay with the view to using the wagons to transport R.E. stores. Tomorrow the search light wagon is to be returned to ordnance at Abbeville.

Friday 4th August.

We are to have a concert and sports meeting so there was a meeting of Section 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 & 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 I had not yet lost my punch by winning the 100 yards. Got into final of 440 but only ran fourth. Wrestling bareback on horses provided some excitement & fun but the funniest event was the obstacle which provoked roars of laughter. Finished up very tired about 6 pm & I turned in stiff and tired about 9 pm.

Sunday 6th August

Weather still keeps fine. Held the big race this afternoon

No. 1 section were victorious
defeating in turn Nos 4 & 2
sections and the drivers.
Before dinner the Maj & I went
out for a good ride & had a
gallop on our way back. We
expect to be moving up to the
scrap on Tuesday. I am
still a bit stiff after yesterday's
exertions. Good news brought
tonight. We have gone ahead
again near Poziers & have taken
what appeared to be a
formidable double line of
hedges N of Poziers.

Monday 7th August.

Parade at 10 am followed by
an hours drill. Men are
having an easy time now.
Speedup promotion of NCOs
made necessary by casualties in
recent operations. At the 2 pm
parade these promotions were
read out and the prize
money won at the sports was
distributed. Gave mine to my
section cook to get vegetables for the
men. Had a short route march
to get the men used to their new
heads before we have to trek.
Whole company has been issued
with new clothes. Did a bit of
marking out work during a rest

on the march & also marching
onto back. Went for a ride
with Peck before dinner.
Weather still grand.

Tuesday 8th August.

Heard of Turkish attacks on
Canal & the way the Turks 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 orders for
10.30 Am tomorrow to La Vicogne
our 3rd last stop on our way
here. Put in a couple of
hours good work with the
section this morning on
strong points and general
drill. Check 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 and out of it again.

Wednesday 9th Aug.

Marched out about 10.15 am
Had an accident with lumber
pulling out of wagon park
the rear half upset and the
hook link was broken & a
temporary attachment had to
be rigged up. We were a

little late at the starting point
but even then caught up the
3rd Bn supposed to be 20 mins.
ahead of us on the road. Passed
through Halby & Canaph then
up a long & fairly steep hill
out of the valley. We were held
up on this by 3rd Bn transport
breaking down & encountered
the 5th Bde coming the opposite
way. The men squeezed past
but the transport had to wait
on the top of the hill till we
got clear. It was hot and
very dusty. Had lunch
about 2 pm on the edge of
a wood in the shade. Wood
very thick with undergrowth.
Approaching the aerodrome who
should ride along but Walter
Bassett. He 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 3 days. Walter
told me Alan Kerr had been
killed in the line. Arrived
at tinianac about 4 pm. &
went down and had a yarn
at 5th 750 Co who were nearer
to La Vieque than we were.
After dinner went that a
look round aerodrome. Saw a
patrol come in one of the
trucks being the one and

which Major Reeves won his V.C.
a week or so previously. He
attacked about 10 Hun planes on
his own & brought 3 down before
being hit himself. However he
brought his machine back
safely.

Thursday 10th August

Awakened about 5.30 am by
rain but covered up with water-
proof sheet & kept in valise till
about 7.30 when it was still
raining. Got up & had breakfast
in the rain. Rain stopped
about 9 am & we moved off
about 10 am & had a good trip
through arriving at Arras
a little after midday we
were fairly well billeted.
Went to D.H.O. at Cambrai
to pay in the afternoon. Heard
that King George was at Cambrai
about 13 miles away this
morning. Met Stevenson at Field
Cashier.

Friday 11th August.

Parade at 9 am and rifle
drill for about 3 1/2 hr. Pay during
the morning. Check parade at
2 pm. Received a letter from
Jim, the first since he
been in France & found to my

great surprise that he had
been wounded in the 5th Div
threw about July 19th at Arruementien.
He wrote from Leeds Hospital England
& seemed to be progressing well. He
received a bullet in the left shoulder
just after hopping the bags. Any
word one can imagine the
people at home worrying their-
selves to death if they knew
that their Jim had to hop the bags.
However he has what seems to
be a good blighty - & ought to get
a good spell out of it.

Weather keeping fine, no word of
moving down further yet. Wrote home

Saturday 12th August.

Parade at 10 am " about an
hour drill. Afternoon visited
Canteen at Warley for Cigarettes
& Shaving brush. On the way
back called in at Radencourt
& had a good hot bath. Dined
out at a Cafe. Menu as follows
Omelette (à la tomato)
Roast pigeon & peas, Salad,
Custard Grapes and pears
as dessert. Some dinner in
honor of the guns. These
French people know how to
Cook. Got a fresh mail
from Australia.

Sunday 13th August.

Great Church parade at 10 am.
All 1st Bde except 2nd Bn
present. Gen Birdwood
here & after service he
presented decorations won
recently & then gave us
quite a cheery little
talk on the situation in
general. Stevenson came
over from 2nd Coy as our Capt
& 2nd in command. Gosland
from 3rd Coy inquiring Commission
& is coming over to fill Dafflon's
place. Had a very decent
supper of omelette, rabbit &
fresh fruit, the first peaches I
have tasted for an age.

Monday
Tuesday 14th August.

Received orders to proceed to Albert
to bivouac at "Bridfield's camp" &
I was just setting off to fix up
camping area there when word
came to proceed to Vadencomb
instead. This cancellation was
probably due to the rain for there
are tents & huts at Vadencomb.
I went ahead to Vadencomb & on the
road passed Gen Sir Douglas Haig in
a motor car. Men fixed up in
tents and we camped in a shed
for the night.

Tuesday 15th August.

Received orders to proceed to Albert & I went ahead again leaving Radencourt about 11 to 1 am. I went through Warloy Reunis & Bouzincourt & arrived at Albert just before 10 am & fixed up with billeting officer our bivouac area. The Company arrived about 1/2 past twelve.

It rained off and on during the afternoon & the Saboteur constructed little bivouacs with ammunition cases & water proof sheets. 32 + 4th Bn went into the line and Major Beyer found out from Bde that we had to get certain work done before 18th when a hop out is to take place so we are going down to have a look at things in the early morning. I went in about 1/2 past 9. I met Percy Weldon an overcast when I arrived here this afternoon. He is quite well & in AMRC cyclist Bn.

Wednesday 16th August.

We got up about midnight in the early hours of Wed. morning, had a drink of tea & set out on our horses for Bde H.Q. in Sausage Valley. There were Maj., Stevenson, McBryde, Self & 4 MCo + 4 runners & a surveyor. We picked up guides at advanced Bde H.Q. near Argente to St Bn H.Q.

in an old German trench near
the cemetery on N. Side of Pozien. It
had been raining and the track
was very slippery + up + down shell
holes. Proceeded on our own from
M.H.Q. + from there had a merry
time doubling over the top, getting
sniped at and dodging a few
shells. We found a long stretch
of our front line unoccupied
It was originally old German
trench and in bad condition about.
This was on left. We went round
to right + surveyed the position
from the forward slope of the hill
to the position we have to work
at tonight seemed pretty clear. All
got back to Albert safely for breakfast
about 10 am + then turned in
but I could not sleep much.

Company moved up to German
dugouts in La Boisselle at 5.30 pm
+ from there I took my section right
on to Chaulk pit where I should
have picked up 400 men
to dig a hopping out trench
in front of our line. There were
only 100 there + we set off about
9 pm after waiting for guides
which did not turn up. We
went down center way and
lost our way, could find
no track to the front line so
at 11.30 pm. we decided to
withdraw. ~~Ordered our men~~
~~to pull back out with no section~~

~~light~~ + messy side sprang in on kees
Thursday 17th August

We arrived back at La Boisselle about
2.30 am & had some breakfast &
turned in & slept till midday.
I picked up 75 infantry should
have been 100 at Chantilly
at 9 pm. proceeded to front line
to deepen & widen & sketch
of trenches. We picked up guides
at 4th Br. H.Q. and they told us
down onto the job or I don't
believe I want to have found it
Got down about midnight after
many delays through one
Cause and another and
started in to work. Went
probing round to find out
exactly where we were if possible.
The front line is very thickly held
here & the Boches would shake
things up if he came. Crossland
filled with M. 2 Section

Friday 18th August.

Worked on till 3 am when we
pulled out so as to get behind
Pozières before daylight as the
Communications trenches are
not to food & you can be seen
in the day light & shelled. We
came home through the centre
way & I think it is the best
track. Arrived back at La Boisselle
about 5 am. no casualties. Had
some grub and turned in &
slept till midday.

There is to be a hop out by 1st Brigade tonight & we have to dig some strong points out in the captured line. This order cancelled just before moving & we have to dig a strong point in the line occupied at present when the 2nd hop out. Started off from La Briselle about 6.30 & got up to Chantepit about 7 pm where I picked up 40 bombs of 2nd Br. These men carried wire and sand bags for the strong point. We had to wait in Pozia till it got dark & about 8.30 pm as the next stretch of trench was pretty open & you were liable to get shelled if seen. We were hung up by an or barrage about 9 pm but got down to pt about 11 pm & found the infantry had not yet hopped out as they should have done at 9 pm. Our front line had been blown in by our own guns during the day & I set ~~ours~~ my party on deepening & widening it.

Saturday 19th August.

Got the job completed about 3 am & left for La Briselle at 3.20 am. Things had been pretty quiet right in the front line save save for some H.B. work & rifle fire. There was

a bombing attack going on just on
our left though. I heard the 2nd
Bde was not too successful in
the stunt they had on the right.
We got back with a lot of good
fortune about 5 am. Two shells
burst just beside the trench
coming out but besides no one
was wounded although a
couple of men were partially
buried & badly shocked. We
bounced in about 6.30 am
& slept till midday. Found we
do not have to go out tonight
as 3rd Coy are relieving us
& I am truly thankful.
wrote a few letters & catch
the mail. Received box from
Enrico Baro & yesterday
a parcel of cigarettes from
Mrs E. Brown. Turned in for
a good sleep about 10 pm
Sunday 10th August.

Slept till nearly 1 am. A very
dry day with every appearance
of rain about. Whole Coy out
tonight practically re-digging
a support line that had been
badly knocked about by shell
fire. McNulty a little still bad
and Peck not well so Steiman
and self took out two sections
each. I had No 1 & 2 and left La

Bucelle about 7pm & picked up
sandbags at the Chalk Pit. We
were held up under pretty
heavy shellfire in a commun-
ication trench by large ration
parties and the 3rd Bde. However
we got down to the job without
a casualty but found the Hun
shelling it vigorously so we
waited till it eased up
before we started work. Parks
in fact most of the trench we
had to work on was blown
out of recognition being
merely a series of shell craters.

Monday 21st August.

We stopped work shortly after
three and got back quite
safely things being the quietest
on our way out that I have
known them. But Maj. Dyer
just coming down & he came
back with us. We were
extremely fortunate to go right
through the night without a
casualty. Had some breakfast
and turned in & slept till
1pm. Peck evacuated to
hospital with shell shock. 3
sections of the company
out tonight on two strong
points in connection with
a "chopout" by 3rd Bde.
Stevenson & McBryde are

taking the parties up to No 1
section are given in detail.
I went up to the Bado, Byde H.O.
with the Major in case wanted.
It was a very willing night
the Buo who advanced went
over at 6pm & got most of
their objectives. Our sappers
could not get to the points on
which they had to dig strong
points but worked further
back.

Thursday 22nd August.

Sappers got back about daylight
with only one casualty. 3rd
Coy. had about 15. It was a
bad night down the trench
the men shelling being very
heavy. This is the last day
for we are going out. The
Coy. has been very fortunate
this time 2 killed and about
12 wounded all but 3 of
these being very slight. The
actual work has not been so
bad but it is getting through the
barrages quite work & coming
out. If you can negotiate these
safely you are pretty safe for
right in the front line is pretty
safe. This is our last show
in the big push. We are told we
are going up to the upper salient
to relieve the Canadians who

are coming down here for a/c.
The company left La Courville for
Brickfields camping area just
outside Albert at 7 pm. & bivouacked
there for the night.

Wednesday 23rd August.

Up at 6 am as I had to go
ahead to Warley for make
arrangements for billets for
the company who are moving
with 3rd Bde. About 9.30 am
I rode over with Dowling of 2nd
Co & had to wait an hour or
bde billeting office. Company
had to bivouac as officers had
an Armstrong Hunt. We are
reduced to 4 afac now. The
Major left for Roullens at 2 pm
to attend a court martial.
Went to see Capt Hamilton of
10th Ar in the evening. He has
come through the stunt O.K.

Thursday 24th August.

Tracked from Warley to
Ezaincourt a distance of
18 miles and the men marched
extremely well no one falling
out. We left Warley about
9.45 am and had lunch
outside Henosant about midday
We halted for 1½ hours here
& arrived at bivouac at
Ezaincourt about 5.30 pm

It was a good paddock to Bwona
in trees for shelter to a stream
at the bottom of it. However it
looked like rain & billets were
found for the men. We put up
the tent & 3 of us slept in that.
I turned in early & was soon
asleep. Received a few letters from
home. Adjutant and mes. officer
from H.Q. Div Eng^s came along
and attached themselves to us for
the move to Belgium.

Friday 25th August.

Had a clean arm inspection
at 9.30 am. McHyde went
to buy and find the Major. Both
came back about lunch time.
After lunch I went into
Doullens to get some things
for myself & home for the mess.
I have taken on mess cooking
job again. Doullens is quite a
decent town with some very
good shops where you can
buy practically anything.
I got a couple of pommiers
an ash tray & serviette ring
which is obtainable here but
it is very dear. Back to
Gesamcourt for dinner and
off again at 8 pm for Doullens.
I am sent ahead to Belgium
to fix billets. Company is
leaving tomorrow at midday

I am catching a train at
20 minutes past midnight tonight
Met Collins in Doullens. He is
going ahead for 2nd Coy. It rained
a good deal so we went to
the station and found a
very comfortable officers' carter
where we sat & drank tea
smoked & played the
Gramophone & were very
comfortable till train time

Saturday 26th August.

Had to travel 3rd Class owing
to no officers in B^{co}. I went
with 1st B^{co}. Left 19 min. past
midnight. Got under the seat
for a sleep & managed to
doze off. Woke up at Hazelbrack
where we turned on to the
Belgian line. Arrived at a
dehraming siding just South of
Poperinghe about 7.30 am. &
found it raining like fun
walked to Bfde H.Q. about 3
miles & had some cocoa.
Waiting for them to allot us
a camping area. Had lunch
with the general & afterward
borrowed his horse to find
our camp. We were to
share a camp with a B^{co}
but there is plenty of room.
I used things up amicably

when they (4th Br.) came
along and then got back to
meet the Coy. Arrived at
station just after they arrived
n guides went to camp which
was reached about 8 pm.
Some of our cyclists got lost
on the way & did not turn
up for an hour or so. There
is plenty of room for men
& officers although camp is a
bit scattered. Y.M.C.A.s & a
Cinema show quite close.
Adj & M.O. of R.E.H.Q. left us on
detraining.

Sunday 27th August.
Quiet day. It rained once
or twice but most of the
day it was fine. No word
of moving up to the line yet.
Went down to S.E. to find
where S.E.H.Q. was just before
lunch. Had a visitor from
Mining Br. for lunch & I
learned the workings of a
2 speed Triumph motor
cycle by riding it round the
parade ground. Wrote 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 Y.M.C.A. When we arrived
the show was crowded to the doors

but we managed to get 4 seats
We had to sit out a long drama
lasting about 1 1/2 hours which
would have been deadly if it
had not been enlivened by
the comments of the men present

Monday 28th August.

Parade and 1/2 hrs. drill in the
morning at 9 am. Spent 2
hours censoring letters till
lunch time. Wrote some
myself after lunch & about
4pm rode to a "Journey" R.E.
Coy from which we are
taking over to try and get a
motor bicycle but no luck.
C.R.E. 1st A.D. with the C.R.E. of 4th
British Div. came along about
lunch time with the news
we have to take over a section
of the line by 1st Sept. There is no
rest for the wicked. Our H.Q. are
to be 4 ft. in cellars under
the post office a good spot we are
told. Major went along to see the
O.C. Coy we are taking over from
in the afternoon. The Salient is
supposed to be pretty quiet
these times, lets hope so anyway
but it won't be long before it gets
stuffed up in a fight.

Tuesday 29th August.

Usual parade for about 1/2 hr

at 9 am. Major arrived back
about midday after tour of
bunches. Reports them to be in
bad state. In the afternoon I
rode into Poperinghe to have
a look round & get some
cigarettes. 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
commenced running from all
directions apparently towards
cellars or open fields. Left our
huts about 7.15 pm for Back
bills of 9th Bld Co from whom
we are taking over. Here we
obtained a guide to our billets
at G.P.O. Ypres. MacBryde & self
went down with 3 rcoo pm each
section. we rode bicycles & had
a pretty sticky ride. It had been
raining all the afternoon but
ceased off for our ride. Arrived
at Ypres in the dark about 9 pm
& found pretty snug quarters
in the cellars which are
safe from shell fire. After a
rapun with officers of 3rd Coy R.F.

turned in & slept till 4th am.
when we set out for inspection
of trenches. Gao alarm but
nothing came of it.

Wednesday 30th August

It rained miserably during
our whole trip to the trenches
& we all got wet through. Round
the trenches in a deluge of a
state mostly ankle deep in
mud & slush. Water everywhere
trenches narrow & falling in,
in fact a rotten heritage. There
was tons of work, the trenches
will have to be drained
and duckwalked right through
revettes in many places.

Feeling wet & not so cheerful
we arrived back at Ypres about
8 am after a good solid walk
we had our first look at Ypres
in 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 delapidation. 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 & then turned in. Had
a sleep till lunch time when
the Major turned up. Still
raining & things are muddy.

The sector I am taking over comprises the famous "hill 60" of the patient. It is pretty quiet now, save for a few minenwerfers or "minnys" 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 NCO went up with the section of 3rd Coy & had a look round. Returned about midnight. Luckily it did not rain much.

Thursday 31st August.

Kept till about 9 am. Had a look over level sections and plans during the morning, & a 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 billets about 8 pm & worked on clearing a drain down the cutting. It was a fine night & a good night's work was put in. I left 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 September.

Section ceased work about 2.30 am & breakfasted about 4 am. I had breakfast about 8 am & went round the line with my sergeant. Went round to the left reconnoitering the communication there. Most of them are wet & muddy & falling in. A few mounds burning over but we missed them. Ryan our surveyor was sniped in the leg this morning. The Major was standing in the same place & just missed it. Stevenson came down after lunch. Wrote a few letters. Went down to line about 7 pm after a rifle inspection. Section followed at 8 pm save the day party & tunneling party. Continued with drainage of Rye. cut & got a siphon over the barricade. Spent 1/2 hr with Col Price of 3rd Br. who are in the line. Fine night.

Saturday 2nd Sept.

Got back to billets about 2.30 am & rained a little on the way back. Breakfast about 9 am. Found the Colonel 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 reserved my 1500.

Also got some handkerchiefs from
Auntie Liz. Just when I wanted them
so for I have a pretty good old
in the head. The wind got
round to East towards evening &
the usual "gas alert" was on
The Hun is very fond of using gas
in the salient here & elaborate
precautions are taken to prevent
the men being caught. Helmets
are worn in the "alert" position &
inspected daily. Went down to
work about 7 pm & stayed till
about midnight. There was a
gas alarm on our flank &
consequent stoppage of work

Sunday 3rd Sept.

Another gas alarm just after
I got into bed but I went to
sleep. Went down the line again
about 9 am. on a bicycle, the
road is pretty rough but you
save a lot of time. Things pretty
quiet in the line. Just after
lunch the Hun dropped a
couple of shells just near the
billet & wounded an L.E. officer
accompanying during the morning
Filled in the afternoon reading.
Out to the trenches about 7 pm
Inf. party got lost & turned
up more than an hour
late. I left before midnight &
got back about 7- past 12.

They had been putting in a few minenwerfers during the afternoon & knocked our trenches about.

Monday 4th Sept.

Slept till midday. A cold bleak day so the best place was bed. Went out about 7 pm. It was a rotten night, dark as pitch, it rained enough to make things very slippery, then to top things the sun got busy and for a couple of hours rained bombs over & killed one of No 4 Section. He put Shrapnel over the communication but got no one.

Tuesday 5th Sept.

Left the job about 2.30 am. It was not possible to do much work what with the darkness and bombs. Found the Col. Maj Savage, & Dowling just getting up at our billets 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 mucky it did not rain during the night. Succeeded in getting a lot of duckwalk up & we ought to make

things better with these. In some places mud in the trenches was 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. They've got another Zeppelin which is good business & war news from the East is heartening. Pushing harder on the Somme again! It must be rotten weather for it. Shelling here has been more active today. Got going out to the trenches tonight as I'm going out first thing in the morning with the major.

Thursday 7th Sept.

Got up at 4 am & went round the line with the major. Got back about 8.30 for breakfast. Got on a bicycle & rode into Poperinghe to get some smokes and things & came back via our horse lines calling in at D.A.D.O.S for a raincoat. Got quite a decent raincoat through ordnance for £1.16.7

Got a puncture in Pop. where I
lunched at the Officers Club. Rode
the bike on flat tyre to 3rd Bgd Hqs.
where I got a signaller to mend it.
Rode back with Steamers past
our new tank billets by
Dickerbusch & then through
Huttenbusch to Ypres. Sat on a
Board of Enquiry when I got back
on missing bicycles. Down
to trenches about 7.30 pm to
find jobs where the men
would be out of the way as
Battalion relief on tonight.
Fine clear moonlight night.
Relief went off without a hitch.
Slept about 1 am for bed & was
pretty tired after my days
exertions.

Friday 8/Sept.

The 2nd Anniversary of
my birth as a soldier! I
signed my attestation papers
two years ago today at
Stint Street Barracks. It has
been two years of very
varied experiences under
many different conditions.
I wonder where I would
have been but for the
war.

To celebrate I received a
big mail from Australia

" a fine parcel of sweets
and shortbread from Scotland
I hope to be spared to share
and celebrate many more
anniversaries but no more
as a soldier. If the war
is not over by Sep 1917 we
ought to get a trip I reckon or
we will be forgetting the way
home. McConnel of Tunneling Coy
came along as a reinforcement
officer. The Col, Maj Hancock who
has returned after being away
about 4 mos. sick & the Doctor
came along in the afternoon.
Doc & Maj Hancock will camp
here for a time. Col put down
for the night to go out to the
trenches in the morning.
Went out & got back pretty
early so I will go out again
in the morning. It is still
very quiet & is keeping
fine 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
wander about on top without
any fear of being seen.
Camped till midday & wrote a
couple of letters in the afternoon

blown to the trenches about the usual time in the evening but did not stay very late

Sunday 10th Sept.

Slept in till midday. Bassett & Burnell 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 rushed through & it will take an age to get through. It would be great to be a flyer & would relieve the monotony till the end of the war. Not going out to trenches tonight as I am going out at 4am tomorrow with Stevenson.

Monday 11th Sept.

Out at 4am with Stevens & May Hancock. Went right round the trenches, passed Gen Walker on his rounds with the Brigadier. It still remains fine & things are pretty dry in the trenches. Called on to see 2nd Coy at Reg. dugouts on our way back. They are being kicked out of good dugouts there to rotten ones nearer the line. No to be hoped we are not shifted from our comfortable quarters to I.P.O. Ypres.

Major Dyer & I went out to reconnoiter the position of two sapheads one in crater & another in trench 44 to cut off a slice of no mans land & shorten our line. It was ~~no mans land~~ ^{dark} when we got up but the supposed point to start from in 44 pointed out by an inf. officer who said he knew the proposed spot. Started a sapper & 4 inf on each end. We propose to have a look at the job in daylight.

Tuesday 12th Sept.

It commenced to rain about midnight so I left about 12.30 am & went down Knoll Road to Zillebeke Village. Got on 6th Coy's freestone wagon here & had a ride back in the wet. Got back about 1.30 am pretty wet. Got up for breakfast & turned in again till midday. The relief of 1st Bde by 3rd Bde starts tonight 9th Bde relieving 1st Bde so as there are no fatigue parties available the sappers are having the night-off. To the first spell since coming in. The infantry brigades are doing 24 days in the line & 12 out but at present no arrangement has been made to relieve the Field Cyps. Drill day with occasional showers

Wednesday 13th Sept.

A sad day in the Coy. today, we lost N. McBryde. The Major, Stevenson McBryde & self were going down to the line to have a look at the saps from Crater to 44. Passing thro' Zillebake village which is about 100 yds. behind the line a H.G. on our left put over a burst which most of which went very wide. We said he hit & doubled up & after going a few paces he stumbled and fell & never spoke again. He died right away & our ammo. The .31. bullet went in under his left arm pit & must have gone right into his heart, & stayed in his body. It seemed so unreal to us walking along beside him talking & joking one minute & dead the next. We could not have been seen for it was only about 5.30 am, it was probably indirect fire on the village & it was the cruellest luck imaginable to get one right through the heart at that range and after coming thro' the Poziers stunts safely. He was a great chap, well liked by all the company. He has been with us since last Dec. when he joined us up on Kinnos just after the evacuation

He was a reinforcement. drove to the City 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 & has been running for some years.

He was buried in the cemetery by side the Railway dugouts at 11 am by Padre Mackenzie of 4th Bn.

There was no day work done by the sappers today on account of no parties being available.

Out as usual at 8 pm to inf. party a bit short. Went in to see Col. Robertson of 9th about work in the 18th sector. Left about midnight for off

Thursday 1stth Sept.

Left the benches about 1.30 am & got back about 2.30 to find the Major had gone on leave. He left Ipsos at 1 am with Gen. Smyth to motor to Boulogne. He is getting 10 days. Leave is starting again & from the Division a day. It will take about 40 years to go round at that rate. Had a small breakfast on Aerial locomotion in the morning. Went through Metherides kit in the afternoon.

Privates went out to the
trenches about 7.30 pm. It was
raining then but cleared up
about 9 pm & was a fine
moonlight night. All 4 sections
are working on the Coy front
now & I am looking after
Nos 1 & 4. No 4 section are working
in the firing line revetting. My
Sgt. has a cold so I let him
go back early. Stevenson is now
in charge of No 3 section
Friday 15th Sept.

Did not leave till 3 am. &
came back with the section
Did not get up for breakfast
Major Hancock has taken
charge of the Coy in Major Wyles
absence. Weather keeping
fine. Work interfered with
by retaliation fire from them
to a bombardment of ours. I
did not go out till tonight.

Saturday 16th Sept.

Went out at 5 am to see
day parties working. Home
about 10 am. Spent nearly all
day censoring mess letters
to catch tomorrow's mail
C.E. came out to dinner. Working
parties cancelled tonight on
account of a raid by Canadians
on our right so no work happens.
My application for

transfer to R.F.C. returned from
Dover. & had to apply for commission
according to some res. let of vaccine
to be supplied by A.I.F. under
Special conditions. The Col. put
a good recommendation on my last
application.

Sunday 17th Sept.

Went to Dr. Baker this morning
met Col Elliot of 12th Gr. & had
lunch with him. Then got a
horse & rode to C.R.C.'s office &
fixed up some things about
store. It was a beautiful
peaceful morning but got
clouded over in the afternoon.
Got back to billet about 6 pm &
went down to henchas about
8 pm. Had our new patterns
gas helmets issued. They are
a great improvement & are
very easily adjusted. It
commenced raining about 10 pm
& kept on most of the night.

Monday 18th Sept.

Got home about 1 am & was
going up to henchas about 7 am
but it was raining heavily
so I did not go. Miserable
day, raining most of the time.
Went down to the Watter before
dinner about 4 pm. & then to R.F.C.

He does not seem to keen on it.
Sound the Col. down to dinner
when I got back. Down to benches
about 7 pm. It was a pretty good
night after the mornings heavy
rain. Left benches about
midnight & rode back on a G.S.
wagon.

Tuesday 19th Sept.

Up at 5.30 am. & rode up to the
benches on a bicycle. It was
a very slippery ride & I was
off several times both going and
coming home. Had a good look
round & got pretty muddy. Rained
a little. Got back about 10 am
Had a few hours sleep after
lunch. Censored letters till 9
pm when I turned in. Fair day
Battalion relief tonight 11th relieving
9th. Parties for work did not turn
up till 1/4 to 12 tonight on account
of change over.

Wednesday 20th Sept.

Up at 5 am & out to benches
it was raining but I had high
boots on. Benches very wet &
muddy & falling in places. We
are working hard trying to get
them rectified but its a slow
job. We are going to increase
the party working on front
line to 20 sappers and 150 infantry

Called in at Brigade on my way back to arrange about working parties. Got home for lunch, found a decent mail waiting for me, one from Jack in England I ought to see him soon. Sent a cable home. Walter Bassett got a cable from home saying Eddie is missing. He was in the 5th Div Stunt at Arrmentien when Jim was wounded. Had dinner with the 5th Coy. Went down to trenches about 8pm & left for Ypres about midnight.

Thursday 21st Sept.

Up at 5 am & went down to the trenches with Major Hanson and did not get back till about midday. Then balloons up at 5.40 shelling by the Q. They got a couple of hits on the dugouts but no casualties. C.R.E. piling on the work. I have now about 55 sappers and over 200 infantry working on the sector 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 & had a look round all works.

got back about 1 am. It was pretty dark but the rain kept off.

Friday 22nd Sept.

Did not get up till 9 am. Spent the morning making out daily & weekly reports &c. This is a paper war and one wastes a lot of time getting out these reports. I got a few mail yesterday. One does not get much time to write these days with the amount of work that is going on. Major Hancock is going to 2nd Coy to replace Capt James (temp Major) who is coming over as 2nd in Command here. Fine day in dining, aeroplane activity. Drenches at night till about midnight, fine night. When I got back found telegram saying I was to report to D.E. HQ at 10 in the morning if I was under full weight.

Saturday 23rd Sept.

Had breakfast a bit early & got on a bicycle & rode round to back billets where I weighed myself. I went over too late in clothes but would go

under shipped so I went on
to D.F.H.Q. The Col. said to go on
to Div. & found Col Doott there
examining the candidates
from the Div. There were about
a dozen officers up & 3 are to
be chosen to send to R.F.C.
waited all the morning while
the men were interviewed &
went & had lunch with Major
Brown of Sq. Coy. Went back
to D.F.H.Q. & waited till 4 pm to
see Col Doott. He said you're all
right well send you on but
we'll be sorry to lose you & off
I went. Had tea at C.R.F. with
the Col. & got back to Ypres for
dinner. Went down the line
about 8 pm & got back about
1 am. It has been a beautiful
day & it was a clear night
till about midnight when a
heavy fog came up. A few
shells put over on the left
tonight but things pretty
quiet otherwise. With the
fine weather keeping up
we are getting a good bit
of work done. You can see
an alteration in the front
line now.

Sunday 24th Sept

Up at 5.30 am. foggy. Major

Stancox & I rode bicycles up
to the trenches & had a look
round. 11th Bn being relieved
tonight by 10th Bn. It turned
out a grand day. Steve and
Singer leave tonight. Received
a dence of a lot letters this
morning & catch the mail
having today. Did not go out
at night. ~~Ass~~

Monday 25th Sept.

Major Dyer arrived back from
leave about 1 am. Went
up to the trenches early &
had a look round & saw
10th Bn H.Q.s. a bit of a mix
up with working parties. Met
Capt. MacLagan C.R.E. & G.S.O. 1 up
at the trenches. Another
great day. Major brought
back some new records
which were played over &
over again. Got a small
parcel from Scotland. Maj.
Stancox sent to take over
2nd Coy. Went down trenches
at night.

Tuesday 26th Sept. Back
about 1 am & out with
the major about 5 am. We
went right round the
trenches excluding the fosse

way. I'm again. Got back
about 9.30 am & after breakfast
lay out in the sun & slept
most of the morning & after-
noon. Down benches all
right. There has been a fair
amount of artillery about
actively the last few
afternoons mostly on our
part. Fritz blew in a trench
of ours in a couple of places
this afternoon fixed up tonight.

Wednesday 27th Sept.

Home 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 lorry
turning in sharply without
warning. I got a few scratches
Saw a map of Flying Corps &
was selected to go to England
to train for a pilot right
away. Met Ray Jones here
on the same point. Had a
long yarn. Hope he gets it
too! Looked showery about
midday. Called in & had
lunch at C.R.E. many
congratulations. Fined up
in the afternoon. Feeling a
bit stiff in my fall so did not
go down to benches.

Walter has come in & said he
had 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 temporary
rank of major came over
as 2nd in command of the
Co. & Stevenson takes a section
went down trenches in
the evening. Weather fair.

Friday 29th Sept.

Did not go down trenches all
day. Slight rain. Wrote a
few letters & censored a file

Saturday 30th Sept.

Down trenches at 5 am with
McCormell, met the ship.
After breakfast went down
to 13th H^q & got hold of Lewis M.G.
Opin & work over the parts
of a Lewis. I have to know
something about it for the
R.F.C. & am just getting a
working knowledge. Walter
Along to dinner. I went

down to benches about 8 pm
The 2nd Bde had a stunt
on our right at 10 pm. Fritz
did not rpf very heavily.
Fine day.

Sunday 1st Oct.

Wacker put back an hour
during the night. I got
back to billets about 1.30 am
Carried letters for tomorrow's
mail during the morning.
We got one of Fritz' balloons
on our front this morning.
They don't show themselves
now as they will get caught.

12th Bn relieve the 10th on left of
Rly cutting tonight & two Coy of
the 9th Bn relieve the two Coy of
the 12th that were on on the
right of the cutting. Turned in
early tonight. Ordered horses
for tomorrow to go into Poperinghe
we were going on today but
decided to wait till tomorrow as
shops will not be open. Fine
day.

Monday 2nd Oct.

Up at 5 am & down to benches
on bicycle. Things going o.k. &
firing line beginning to look
good.

Started drizzly rain about 10 a
Horses did not turn up till about
midday when as it was raining
fairly heavily I sent them back.
Started to look up the Mouse
Cape in the afternoon. Down
benches about 7 pm.

Tuesday 3rd Oct.

Back about 1 pm. Had to get
up about 6 am & go about
12 miles to give instruction
in bench setting at an
infantry school. I rode a
bicycle as far as back billets
& it was a slippery ride. Got
a horse here & picked up 4
recs who were going to school
so & left there at 8.15 am
for D.H.O. Found on arriving
there that C.R.E. had given
wrong map reference for
school & I still had to go
about 13 miles. Arrived at school
at 9.20 am and found I was
not wanted till the afternoon
at which I was mighty wrath.
However he gave me a good lunch
& the school went off O.K. in the
afternoon. Stayed at C.R.E. for
dinner and came back about
10 pm to Ypres in side car of
C.R.E. motor bicycle. Rained off &
on during the day.

Wednesday 4th Oct.

Down to trenches about 6 am.

Rained most of the way back
Turned in after breakfast &
slept till after lunch. Received
small parcel apparently from
Home last night. Rained most
of the day. Yarned till about 10 pm
when I turned in. Letter from Jim

Thursday 5th Oct.

Down trenches at 5 am. Rained
pretty heavily in the way
down but fine the rest of the
day. Walter looked in for a
while in the afternoon which
we spent playing cards. I turned
in early. Heard last Tuesday
at D.H.Q. that we will not go to
fighting school till 8th November
rather a disappointment.

Turned in early. Stevenson due back.
False gas alarm after I turned in
about 9.30 pm. It's the first alarm
we've had for nearly a month.
Now and its about 2 months since
Heston has let gas off.

Friday 6th Oct.

Down trenches at 5 am with
the Major. The Hun got fairly lively
to loose off several "rum jins" or
large bombs getting a couple
on to one of the trenches we
have just fixed up making

a nasty mess of 20 yards of it.
Only one man wounded during
the bombardment. Fine but
cloudy day.

Saturday 7th Oct.

Down to trenches in the morning
things quiet & fine.

Col out to tea. Went down
trenches again. Got back at
midnight. Fine night. When
I got back found a pile of 13
letters waiting for me which
was "some bon".

Sunday 8th Oct.

Fairly fine day. Wrote a
couple of letters in the
morning. After lunch
rode in to baths with Capt
Harrison our relieving M.O.
Had a good hot bath & felt as
fresh as a lark. Went to
back billets & had afternoon tea
with Capt James. Met Walter on
my way back. Stevenson came
back tonight about 4 days overdue
but he was held up both going &
coming. Capt Park of 13th Coy
here to stay tonight. He is going
on to 2nd Coy tomorrow who are
going to be relieved by 18th Coy.
Persistent rumours now that
we are going to the Somme again.
Official notification came

through about my R. F. C. job.
School starts 8th Nov.

Monday 9th Oct.

Went down the line on a
bicycle about 9 am. Fritz
putting shrapnel along the
Rz, cutting but I kept well down.
The tunnellers heard over their
listening apparatus that the
Hun is going to blow a mine
at 6.15 this evening. Wal in to
lunch. Dick Coy is out resting
but he is building a tramline
near Zillabake. Stevenson brought
back about 10 new records so
we have new music for a
while. Mine did not go up

Tuesday 10th Oct.

Down the line about 6 am
with the Major & Stevenson. Things
pretty quiet. 8th Bn 2nd Bde
relieved 12th Bn 3rd Bde last
night & working parties on
the line were rather messed
up this morning in consequence.
Orders are out that the Div
is being withdrawn to St Omer
for training but everybody is
sceptical & most are of the
opinion that is for entraining
for "Somewhere". Letter from
Jack Williams. He is at Casualty

Cleaning Shop. Estaires quite
near to where we were on
the line when we first came to
France. I must try & get down to
see him.

Wednesday 11th Oct.

Ran trencher on a bicycle
about 6 am. It rained a little
but on the whole it is remark-
able how fine the weather is
keeping for this time of the
year. Rode to D.A.O. in the
afternoon & found out that
Flying School is at Denham
about 10 miles out of ~~London~~
London it ought to be for the
address R.F. L.A.C. Officers Cadet
Bn. Denham Bucks. It was
about 20 mile ride but I
did not feel at all stiff.

Thursday 12th Oct.

Ran trencher about 6 am
on bicycle, just missed by
a shay bullet. When nearing
the trencher. Horses came
about midday & the day. I
rode into Poperinghe. I
bought some souvenirs for
Dora as presents. We had
lunch at the Officers Club
& got home after a great
ride about 6 pm. The
Doc's horse got away &
slipped on the cobbles &

Came down but the Doc
got nothing more than a
shaking. When we got back
found things moving. The
Coy goes back to back
bullets and ~~the~~ about 11 men
or self stay behind till
tomorrow to hand over to
6th Coy. After dinner went
in to 6th Coy & had a yarn
to the officer taking over.
2nd Lt. Gerald who joined up 2nd
Coy as reinf. officer at Del-
el Kebir & got hurt by a
fall off a horse there joined
up the Coy today with a 1st Lt.
Thomson another reinf. officer.
Coy moved out about 9 o'clock
in lorries for C.R.E. leaving
held.

Friday 13th Oct.
Went round trenches with
Lt McCurdie & showed him
all round the trenches.
Called in & saw Percival Kelly
on my way out. Got back to
Ypres about 11 am. & got a horse
there & got to C.R.E. in time
for lunch. Found out that
I could go to England as soon
as I like. I have to report at
Christ Church Oxford on the
23rd Oct. whereas the school
does not start till 8th Nov.

sent rounds & drew a turn
from Field Cashier. Had my
health drink at mess tonight.
The Coy moves out on first
stage of route march to
St Owen tomorrow.

Saturday 14th Oct.

I said goodbye to the 1st Field
Coy today it was a hard
parting. My section has
been all that could be
desired, good chaps and
willing workers. The
Coy moved out for St Owen at
11.30 am & 2nd Field Co
came in from the front &
took their place. I
borrowed 2nd Coy motor
bicycle and rode down
to Estaires 20 odd miles to see
Jack Williams at 1st Co. Cleary
Hoof. Found him looking
thinner than I expected.
Had a good yarn & left about
4.30 pm. Getting back about
6 pm. Turned in after a game
of cards. Al Purdie Maj. Rivers
(Bennie) were to dinner.

Sunday 15th Oct.

2nd Coy moved off about 2.30 am
& I went into Popperinghe on
one of the C.R.C.'s lorries & had

my kit dumped at the station.
Had lunch + travelled down to
Hazebronty with Alf Carme of Inver
we left Pop about 1:15 pm. I did
not arrive at Boulogne till about
8.30 pm. Got a room at the Louvre
for the night.

Monday 16th Oct.

I have no watch so got up
about 6.30 am thinking it was
about 8 am. Went along to
Ordnance + got a tunic shirt
+ a cardigan. Went up to see
if Eva Jones was at the same
hospital but found she was
not back from sick leave.
I shared my room last night
with a Canadian Capt. + we
chummed up + crossed the
Channel together. Boat left
about 1 pm. It was a fine
day for crossing a bit on the
old side. Saw one of our
dirigibles flying about the
channel apparently looking
for submarines. We arrived
safely at Dorkstone about 2.30 +
I got the 1stst train up to London
Got a taxi + went to Cecil, Strand
Palace, Regent Palace, Jermyn
Court hotels, before I could get
a room. I got a decent room
here had dinner + turned
in early.

2
Tuesday 17th Oct.

Up bright & early & made my way down to A.I.F. Headquarters at Horseferry road where I drew a ticket & recorded my vote in favour of Conscription in Australia. It rained a little after lunch & I went down and booked a seat for the theatre at night. Met an officer of 5th Bn who had been wounded & as he was lonely suggested we went to a matinee. Went to Broadway Jones & then to tea at the Dove. I got the ticket I bought at Boulogne from tailors where I was getting sleeves shortened & spent over an hour sewing on Australian buttons. Went to theatre after dinner but was not awfully struck by the piece. I decided to go up to Scotland tomorrow by 10 am express.

Wednesday 18th Oct.

Packed up & left my valise at the hotel just taking my leather grip & caught 10 train to Scotland. Sun shining when we left. I wrote to Miss Hamilton before I left London & she was at Edinburgh station to meet me with the car. Drove out

to their home about 15 miles
had 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 sunny room.

Thursday 19th Oct.

Up at 8.30 a good bath &
a stroll round the garden
after breakfast. A nurse
friend of Miss Hamilton called
& we walked back to the
hospital with her. We had a
beautiful walk back thro'
some very pretty glens &
by wafes. After lunch
drove in the car to see
the Collieries Mr Hamilton
is managing & had a good
look over the above ground
works. It was a beautiful
day & I enjoyed myself
immensely. After dinner
read and talked. Saw views
of Oxford & the college. Turned
in early.

Friday 20th Oct.

Went for a sunny walk to
Rushin Chapel about 3 miles away
through a beautiful glen. The
Chapel was built in 1860, but

has been restored less than 100 years ago. It is a beautiful little chapel some mass of high relief carving. It was a great day & the walk very enjoyable. In the afternoon we motored into Edinburgh & picked up Miss Young at the hospital & went out to her home at Musselborough. & at night we all went in to see "Romance" at the Theatre a great day.

Saturday 21st Oct.

A walk into the country in the morning & in the afternoon a motor drive to the Forth Bridge we saw a portion of the fleet lying at anchor. It was a fine sight. Had tea at a friends place in Edinburgh & got back to Russell about 6.30 pm. Left about 1/4 to 8 & picked up Miss Young & had come too in Edinburgh & I caught the 10.20 train to London. I had a sleeper. It was again a grand day the weather during this trip has been magnificent & it's a great pity the stay was not twice as long. However it's a case of being truly thankful for small mercies.

Sunday 22nd Oct.

Arrived in London about 7am
& drove to the rail. Packed
my bag and had a walk
round quiet London before
breakfast. Spent the morning
writing letters. Caught the
2.25 train to Oxford arriving
about 5.30 pm. Drove to the
White Hotel in a Hansom
Miss Hamilton recommended
the hotel. It seems a very
old but decent place. They
gave us a good dinner anyhow.
Met a Sydney university man
at dinner. He is 3rd Div. &
has come up to join the
flying corps.

Monday 23rd Oct.

Reported Army Church at 9 am
& saw Sgt. R.F.C. Filled in
arrival forms & were allotted
quarters in Queens College
Change Coincidence. Shown
round the College by Capt. Deedsdale
who is senior officer & wife
as far as discipline goes.
After lunch marched round to
Museum & handed in arrival
forms. Found course does not
start till next Monday so
with a number of others got
leave to London. Caught 4.16
train to London & went to

Juniper Court Hotel. Went to a
play after dinner.

Monday 24th Oct.

Went to A.I.F. H.Q. to find out
about transfer then to Banks
to get some money. Then
to A.I.F. Kit stores to try &
get my camera but it was
not there. Met Lt Doulsam
of Pioneer Bn originally 2nd R
Co & went to Overseas
Club together & had a game
of billiards. Then had dinner.
Wrote him & went out to
where he is staying at Willerde
& had a sing song. He has
made some friends & is staying
with them while on furlough.

Tuesday 25th Oct.

Met Doulsam at Overseas
Club in morning & had a
game of billiards. Had
lunch with him & went
out to Wembley Park
to meet a friend of his &
went to theatre together.
Jolly decent weather.

Thursday 26th Oct.

Met Doulsam in the morning
& Doyle of 10th Bn in the afternoon
Wid Regent St & Bond St.
Romanian Day play

sellars everywhere. Weather
still fine.

Friday 27th Oct.

Caught 2.32 pm to Oxford
~~miserable~~ morning 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 museum & got some
books & then went down
the town to get some
clothes. Drizzly day. Wrote
some letters in the afternoon
& had a game of billiard
in the evening. My
Camera came along yesterday
from base kit stores. No
letter for me yet.

Sunday 29th Oct.

Spent the morning cleaning
up. miserable day.

Monday 30 Oct.

Course started?

Diary not kept from
Oct 29 to April 11th (1917) save
small one from Decr 29/16
to April 11th (1917)
General notes & data from
Oct. 29 to Decr 29th from
memory.

Played a lot of Rugby with
R. F. C. (Oxford) team & went to
London & Reading with the team.
Met Jim in town one weekend
about Nov. just before he went
back to drama.

Almost a 2 month course,
exams on Decr 18. 19. 20. 21
Did well but did not see
detail results. Went on Xmas
leave with Capt Coomber 8th
Manchester to his home in
Manchester. Had a good time.
Returned Oxford Decr 27th &
went to Southport to inspect
Vulcan works for a week
Small diary recommences
here.

April 11th

Rang up Hendon from Waldorf & found Combs & Dwyer posted to Joyce Green & Dover respectively. Went down & said goodbye to Jack Williams & Eric Watson & left for Hendon for Orders. Went across to Troopford Abbey from there in a tender for baggage & then into Charing X. to catch the train 4.30 pm to Dover. Jordan (Anabalian) & Clark going to Dover with me. Arrived Dover (Prory Station) at 8 pm & got tender to aerodrome about 1 mile away on top of cliffs. Found I was sharing room with Guy Moore (O.V.C.). Had supper & turned in. Very windy & stormy night.

April 12th

Reported O.C. & 9 Squadron at 9 am & posted to C-flight. Will fly BE 2ES & B.E. 2DS then Markhampton & L.E. P. Went into Dover on tender to get A.P.M. to refresh pass as Dover is in prohibited area. Came back & reported to Jc instruction. The wind was too strong for flying so wrote a couple of letters. Lecture at 1.45 (wireless) & went to do ruffing (practical) at 2.30 pm. Lasting till 4.30 pm.

There was quite a lot of flying during the day although very windy but I did not get up. Capt. Adams is Flight Commander & Maj Henderson M.C. O.C. 49 Sqn both very decent. Good aerodrome on top of cliffs above harbour. Surroundings not too good. Mess good (4/6) & billet very comfortable, about .5 min. from mess & aerodrome. One bad crash on B.E. 12. but pilot escaped lightly. Quite a number of Australians here. Dover is small town sheltering in valley above harbour. A number of war ships, mostly T.B.D.s in harbour. Saw a sea plane up.

April 13th

Rose at 7.45 am.. Instruction in pay duties from 9 am to 12 am. At 12.10 am went for first flight in B.E. 2E with Flt Commandr. Capt Adams. He took her off & after getting up to 1500' stalled her & shut down engine & shouted to take control. I carried on trying to keep her straight & level & tried a couple of turns. Came down after about 20 mins. & he gave me a few hints & off we went again. I did much better second trip. We passed through some clouds.

" lost sight of the ground. Came down after 35 mins which I thoroughly enjoyed although the position but it is very cramped when in observers seat. Rudder control is by pedal & awkward. Lecture on general flying at 1.45 pm. On aero rigging 2.30 4.30 pm. Wrote letters after tea & dinner. Fine day but very windy in forenoon & afternoon. Saw across straits to France.

Saturday April 14th

On aero rigging most of the morning. M. Sims from 11-12 noon. I received a great bunch of letters from Australia including a fine birthday one from Mother. Lecture on aerial fighting by a returned pilot with M.C. Croix de Guerre & Military medal. From what he says you have to have a bus that will stunt & you have to stunt to be any good as a fighting pilot overseas. It was a pretty rough day & flying a wash out. Three of us went for a walk down to Dover & along the promenade and had tea at the "Burlington". One has to be at a seaside place like this in rough weather to realise

a little of what the navy are
going through. Its Showery off
and on this evening. wrote a
couple of letters after noon

Sunday 15th April.

Dull day, strong N wind. Went up
for 20 minutes about 5-10pm with N
Addinell & enjoyed the flip. We
went slap through a cloud &
some rain but hardly noticed the
latter. Instructor said I did
well & turned well. Went for
a walk along the cliffs after
supper. Calmed down towards
evening & sun shone for an
hour or so.

Monday 16th April

Fine morning but wind fairly
strong from S.W.. On Aero rigging
till 10.30 am & then sent for by the
Sgt. Commandt to go for a flip. Got
up about 11 am for 45 minutes.
after the 1st landing he made
me carry on and do the whole
show by myself. I got off alright
but was only far in the air
and made pretty dud landings.
He roused a good bit & I
deserved it. However I could
not get into the rack of landing
the 2nd but got better in the
air. We made a large
circuit landing first in a

field N of aerodrome and then taking off and landing in the aerodrome. We did about 14 of these circuits. But afternoon, rain + wind, on rigging again. Fighting instructor did five loops on a Bristol.

Tuesday 17th April

Bad day, heavy N.W. wind, occasional rain + snow storms. Cleared towards evening + a little flying. Received issue of leather coat, gloves + over shoes. Sling Lewis gun on range did fairly.

Wednesday 18th April

No flying till the evening due to mist. About 6 pm had a flip of 30 and another of 15 minutes. Circuits and landings which were only fair, do not fadden soon enough. Up with the Co. who raises 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 5.15 am but just as we arrived at aerodrome fog came up and. washed out flying. Fog remained till afternoon. Went up about 3.30 pm for 35 minutes and about 6 pm for 4.35 minutes total of 75 min.

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. & sun shining. Did 10 min. with the major making about 40 landings - lost two good then was sent solo. Had to make a double circuit on first trip as I did not come in right. Halted out too soon as controls are lighter when sitting in back seat, landed with a bit of a bump both 1st & 2nd landings but 3rd when I had the hang of the controls was good. H.G. & rigging till lunch. Sun shining, fine day. Bad crash on naval avers over Duke of York hospital & a couple of minor ones in our aerodrome. 1st solo was 20 minutes in afternoon, did three more lots of 35, 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 heat on one trip about 6 miles away.

Saturday 21st April

Good Australia march this morning.

Up at 6 am for early flying but
owing to dud engines only got
in 30 minutes before breakfast.
Did machine guns till about
11 am then tried another bus
but it was missing (plugs &
too much oil in sump)
However in the afternoon I got
in one trip of 55 minutes
before tea. These were mostly
landings which were fair.

After tea I had another
trip of 50 minutes in which
I visited Folkestone & Deal
then about 6 pm I had another
of 50 minutes going up to
Broadstairs. Got up to about 2500'
& enjoyed it, did some pretty
good turns. About 7 I went
up with the fighting instructor
in a H.E. 2D and did some
stunting Immelman turns
& stalls which I enjoyed, had
10 minutes of it. Went
up for a few landings on
a 2C about 8 pm and got in
15 minutes. One of these I did
was a dud. Altogether I
got in 3½ hours during the day
which is not bad. Some Hun
destroyers came to the Dover
last night but all they hit
was a rubbish heap half
way between here & Folkestone
and lost four destroyers for their

trouble. We had two damaged. One of our boats rammed two of theirs. There seems to be something on for Dover harbour is full of monitors and destroyers today. Turning in about 9.30 as this flying business makes for very tired

Sunday 22nd April.

Station orderly officer. Not much to do. Up for early flying and got in an hour before breakfast. During the day, got in 5 flips of 65, 15, 15, 10, 65 mins. respectively. One of them I cut it a bit fine coming in over the shed to land and my undercarriage carried away the pole from which the wind indicator flies. I got down all right making a fair landing. Made some decent landings after tea. Got off 2 hrs 50 mins for the day. Wrote letters after supper till it was time to turn on the guard at 11 pm.

Monday 23rd April

Missed early flying, not sorry. Got in 3 flips during the day. First 15 min towards midday when it was very bumpy. Did a few landings. Then in afternoon I went up for my photos. Had to take 3 photos of 6

points on the map (18 photos all told)
Got there + climbed to 8000' + shut
off engine and glided down in
my height test. Made a decent
landing but not quite on the circle
took 1hr 40 mins 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. Griffiths crashed at Wye yesterday
on his X country. Pretty bad smash
Tuesday 24th April.

Missed early flying again.
On machine guns all the
morning. Went up for 50 mins
after lunch. It was very bumpy
so I went to 8000' + flew over
Jolkestone ashford and Canterbury
After tea I did my Cross Country
flight making landings at Lympne
and Wye, quite decent landings
Stayed about 1/4 hr at Wye + had
a yarn with some chaps I was
at Oxford with. Took 1hr 1/2 over
the trip. When I got back went
on to a BE 12A + did four good
landings. Been flying 2C's 2D's
+ 2E's up till then. Did 45 mins
on the 12A. It has been a glorious
day, sun shining brightly
but very bumpy up till the
evening. Got in 2hrs 50 mins
today. I passed my photo tests
Yesterday. Man killed on an
R.F. 8 today from 13 Squadron,

Wednesday 25th April

On early morning flying and got in 65 mins on a BE 12A. I was doing landings and got in quite a number of good ones. Then an awfully dud one which caused a V strut in the undercarriage to give. It got very bumpy and windy during the day. I had another 25 min before lunch tried to do bomb dropping but clouds were too low. I got the bomb dropping done in the afternoon. Went up first for 30 mins. to see if the clouds were high enough & then took 10 mins. to do the dropping. I found it quite difficult to get the bus over the target and keep her straight. However I passed, getting 3 shots. I crashed out flying at 5 pm & have to report for Martinsyde Scouts in the morning. Only 1 1/2 hrs to do for graduation now.

Thursday 26th April.

Got up by mistake for early flying so went for a good walk along the coast to St. Margaret's Bay before breakfast. It turned out a brilliant day. I had my first flip on m. cycles after breakfast getting in 65 mins. & making about 4 landings

which were quite good for 1st
landings on this bus. It's very
difficult job to land them decently
they are very hard to keep
straight taking off and coming
down & you are kicking the
rudder all the time. They are
quite good buses in the air
but do not climb too well.
They may be better overseas
with 160 Beardmoors instead of
120's. After lunch I went up
for an hour and got bumped
about considerably but did not
mind it. Made a good landing.
Went up again after tea & did
55 mins. including some
good turns but made three
poor landings not judging
the aerodrome at all well. I
uprove it. I complete my 30
hours solo today and have
graduated as a flying officer but
am not yet entitled to wear wings
However pay is now 12/- + 8/- a
day flying pay.

Friday 27th April.

Woke early flying & got my
first flip at 9.30 am on a Martin-
syde. I did 15 min. and one landing
when the tyre burst. Did not get
up again till 11.40 when I did 35
mins and made some pretty
poor landings on the H' side.

after lunch I had a trip of 15 min
with the fighting instructor at Newcastle
on a BE 12, trying to learn to do
Immelmann turns. Enjoyed the
trip immensely. After that I got
in 3 more trips on M'ysde of 50, 30 &
10 mins respectively. Did a bit of
stunting on one of them. Landing
better, they are very difficult
brasses to land. Set. of 2 hrs 20
min solo. So tomorrow is to be a
gala day in which time record
is to be broken

Saturday 28th April
Some gala day! We put
in 6 hrs all but 10 min solo today
and am tired out. The
squadron was out to beat
the time record for a day
and did it easily. Over 100
hours flying was done in
the Squadron. I made six
separate trips starting at 5.45
am. The first was a circuit
Dover, Margate, Canterbury, Ashford
Dolkestone. The rest of the trips
on BE 12S & 12C & one on a M'
ysde were made between Dover
& Margate. Did some stunting
& got a few vertical gusts. Made
good landings all day & rather
pleased with myself. It was a
grand morning but the rest of
the day was pretty dull. H

was very bumpy & misty up in the afternoon and not at all enjoyable. To date I have done 29 1/2 hours solo but do not feel capable of chucking her too about properly yet. Actual total flying time for Squadron was 102 hours which easily constituted a record. Everybody tired to death at the end of the day.

Sunday 29th April

To flying until 10 am on account of our pale day. I did not get up till nearly 9 am. My only trip in the morning was one of 15 mins on a BE 20. I went up with the intention of looping. I succeeded in getting the machine on its back but instead of going over she tail slid out of it and I had a most wonderful sensation as the machine poised on its back for a few seconds. I was shapped in or would have fallen out. My feet came off the rudder bar & I left the seat. I hung on to the joystick like mad. Presently she got her nose down & came out of it. Some stunt! In the afternoon I had a trip over to Joyce Green to see Comber on a Charlynayde. It was a very bumpy trip. Found Joyce Green OK. &

Cumber playing cards. Had a jam
for about an hour and left. It
took me 65 mins to get there &
45 to get back. Made quite
good landings at J.S. on arriving
back here. Went up for 50
mins. after tea for landing
or only made one good one.
These buses are damn 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

It has been a glorious day and
flying this evening was absolutely
magnificent, just a gentle
breeze and no bumps and I
enjoyed it immensely. I succeeded
in doing my first loop today.
It's quite easy and not much
sensation about it. Did
some Immellmann turns later
on a BE 12. Had a couple of
flips on Martinsys and a
short trip of 10 minutes with
Capt Mecklinck, A Flight
Commander. I have
never enjoyed being up so
much or felt so confident
in the air as I did this
evening.

Tuesday 1st May

Another grand day. Lay on the grass near the M. Gun range firing occasional shots till about 11 am. Then I went up with the Major to experience some spinning nose dives. He did 3 good ones & I think I could do one now. All the martins are out of action now & I can't get a flip on one. In the afternoon I had a flip on a BELE of 20 mins & one on a BE 12 of 25 minutes. Did some stunt turns on both trips. Made a grand landing after the last. I have done 32 hrs 40 minutes solo 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 can't get a flip. As I have done 9 hrs 3 mins on Martins etc. the Major said I had better go on leave. I am going on M. Gun course on Monday to the Jumberry in Scotland so 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 go to DH40 fine buses. We will have to come back to Dover after Jumberry & then be posted to DH40 I hope. Left Dover by 5.50 pm train & arrived London

8.30 pm. Dined Regent Palace & Overseas
Off. Club but both full. Finally got
in at Covent Garden Hotel. Went
to Simpson's for something to eat &
met William. Had a long yarn
& arranged to mail him 1/2p to see
with him in the morning. He was
starting to come on all the time.

Thursday 3rd May.

Looked round to Coxo to get some money
found funds were low. Met William
& went down to see on 10.45. After a
warm walk found his funds were
out so had to return to town. Had
lunch at Trocadero and a game
of Snooker afterwards. Sea at 2.00
& dinner on my own at Simpson's.

Rang up friends of Walter & found
he had just left for Oxford having
been in town during the day. Our
luck again. Caught 9.10 pm to
Edinburgh.

Friday 4th May. Arrived Edinburgh
about 7.30 after a rotten trip.
Got about 4 hours of semi sleep
in. Looked round town in the
morning met Erle in the
afternoon and went out to the
Porto Bridge on the bus. Had tea
at her Aunt's there. Met Lethlean
of the Old No 2 Coy there & had a
yarn with him. Met a Naval
Officer at the North British who had

been out to Ashvale a lot on the
Pyramus & Paphi. Had a long yarn with
him. Went to supper with Ereta. Fine day

Saturday 5th May

Anniversary of ~~ret~~ leave day. First of
all got a wire saying report Turnbull
on 7th then one to say report to
Dover on termination of leave so for
some reason Turnbull has been
cut out. I should very much like
to have seen it for its a fine place.
Met Mackerras in Edinburgh today. He
was doing Mech Eng at the time
when I was there. He is an Eng Off.
on the "Australia" which is here.
We had tea together. He invited
me to come over & see him
tomorrow. I seem to have a
knack of running into people I
know. Went out to "Liverside House"
with Ereta for supper. Has a
ramble through the old garden
took some snaps. Sun was
shining brightly but there was a
cold wind blowing.

Sunday 6th May.

Met Ereta in the forenoon and
strolled through the Gardens in
Princes Street & took some snaps.
It was a fine morning & things
are looking nice and green.
Caught 12.30 pm bus out to
Queen's Ferry, had some picnic

A cheese while waiting for the
picket boat from the Australia.
MacLeod came ashore and we
shooked across the North Bridge
to examine the immense
members close to. It's a
marvellous piece of engineering
Caught 2.30 picket boat out to
the Australia and had a
look all over the boat, engine
turrets, torpedo room etc. Had
tea 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 fed up
that they never get anything to
do. Just got back to Cambridge
in time to have dinner pack
& catch 9.35 pm to London.
Had a carriage to myself after
Carlisle & got a good sleep. End
of a very pleasant little
holiday.

Monday 7th May.
Arrived Pt Pancras 7.45 am. Saw
the people going to Dumberry
on the station. Got a taxi &
got across to Victoria station
just in time to catch 9.20
am to Dover. Yarned with a
Lt. J. Officer (Naval) in the
train. Had not got up to
Aerodrome till 1 pm Had

hunch & reports adj. Nothing
said about being late. Found
I was recalled there some bungling
at wing H.Q. It probably means
I'll go to the course in a fortnight's
time. Hope to get onto
D.H.6's in the meantime. Strong
wind blowing but nice sunshine.
Went up on a m'syde at 7.10
pm for 40 minutes. Had a
pretty rotten trip. It was
very bumpy up. I was
glad to get down at the end.
Made a pretty rotten landing
tyre burst. Received some
letters from home.

Tuesday 8th May.

Very blowny day though the sun was
shining. No flying on Martinsyde
and only a very few B.E. 8 up.
Spent most of the day on M.G. &
workshops, dismantling R.A.F. etc..
Rang up & made appointment with
dentist for tomorrow so I suppose I'm
in for it. Wrote a few letters.

Wednesday 9th May.

Machine gun from 9.50 am &
dentist at 10.30. Had a broken
wrench both pulled and it hurt
some. He broke it getting it
out so had a couple of goes.
Received my Commission papers
from the War Office signed by

George R.I. . Very blowy again today but sun shining. Made a drawing of Martinsyde for the workshop people. Gum sore and still bleeding a little at night.

Thursday 10th May.

Machine guns 9-10.30 am. Two lectures in the afternoon, one Contact patrol the other bombs. Had two flips after that one of 4 min on 2E. Did some stunting for landing. Then went up on Martinsyde & had my first forced landing. Engine gave out when only about 100'. I was lucky in having a decent field to get into & made a decent landing. Found the engine had gone out on 3 cylinders.

Friday 11th May

Machine guns 9-10.30 am. Went 11 am to get a couple of teeth filled. It was a very warm day & I perspired freely climbing up from Dove to the aerodrome for lunch. Did not get a flip. Went down to Castlemeant hospital to see Frank apparently who is in the R.A.M.C. here. He is an old ex. c. was at Queen & is a Rhodes scholar. Had a chat on the promenade with him & supper afterward.

Saturday 12th May.

Machine guns 9-10.30 am. Had a flip about noon for 35 mins on a Martinayde. 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 billets about 10.30 after a light supper in the town. It was not too nice a day rather muggy & cloudy. Crowds of people in Folkestone.

Sunday 13th May.

Glorious morning, Henderson & Walker & St Margaret, and 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 level. We strolled back about 2 pm & found we had orders to move. Three of us are going to Oxford for Bristol fighters and quite a number to Witan for an hour on Bristol Scouts. For some reason all Martinayde pilots have to do an hour on Bristol before going overseas. I think there are only Scouts at 40 R.S. Oxford so there may be another move in

store for us. Spent the rest of the afternoon getting transfer cards signed &c and the evening in writing letters. Recd Cable from Home today.

Monday 14th May.

P.M.C. was not about early & I did not get my mess bill framed up. They want to change me for the 14 days leave I had. We caught the 9.55 am O.K. from Dover. Took our gear over to Paddington in a taxi & put in the cloak room. Henderson & I had lunch at the Travellers & went to see "Rubbly" at the Comedy. We had to leave before the show was over & just got to Paddington in time to get our luggage & catch the train. Arrived Oxford about 6 pm & found a tandem waiting for us. Set out to Port Meadow which is about 3 miles out & reported & found as we expected that there were only scotts here (Sp. "pups") We were told to stay the night & my boots were the wing. All our tents here on a pretty little spot by the river. Henderson & I walked into Oxford after mess & got a taxi back to Camp (Cost 5/-) Its about even money we stay here I think & fly the wily Auro & then the Puff. I do not mind much.

Tuesday 15th May.

to news through but we have to
stick about. Went over to the
aerodrome & had a look round.
There are a few avios (Enome &
mono.) and about 6 top. Pups.
asked if we could go into Oxford
in the afternoon but nothing
doing. Threatened rain most of
the day but none came. No
news all day. The Col. of the
wing is away somewhere. Still
think they are just as likely to keep
us as sent us to a Bristol fighter
squadron. We went for a walk
before noon along the road to Oxford
Road O. Henry most of the day.

Wednesday 16th May

Now came about 10 am that
we are to stay & fly the "Pups".
I'm not sorry as I wanted to fly
an avio for they say if you
can fly an avio you can fly
any machine so it will be
an education. The rotary
engine is the only thing that
yorks you against it although
the tekhone in the pup is
reliable enough. Had my first
trip in an avio dual towards
evening. I got on all right in the
air doing most of the turns etc.
The rudder 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 washed out about 5 pm & went up to Oxford having to walk most of the way in. Had dinner at the Clarendon & then went to "Romana". It was quite well done. Stayed the night at the Clarendon 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 & got back to aerodrome about 11 am. The clouds were too low for flying. Got in about 15 minutes later but it was practically a joy flip. I didn't do much. Heavy rain storm came up & we washed out about 6 pm. Read in the mess till bed time.

Saturday 19th May

Dull day, clouds fairly low. Flying most of the day. I had a flip of 25 minutes before lunch doing turns all the time and getting some good ones in. In the afternoon I went in to the dentist again.

and had my teeth finished off
getting another stopped and all
of them cleaned up. I should be
O.K. in the molar direction for
some time now. Had tea in Oxford
and hired a cycle for a week for
6/- . Rode it back to Port Meadows.
Had a flip of 35 minutes at 7 pm
doing landings with Taylor. He
seemed frightened to let me have
control. Thought I could feel him
at the stick all the time. Made
8 landings. I then went solo
on a more avro and got on
quite well doing some good
turns and landing pretty well. I
did not get my tail down enough.
Read O.H. every till bed time after
a little trip in a canoe till
dusk.

Sunday 20th May

Too early flying Sundays. Clouds
very low all morning & no flying
in our flight. Cleared a little after
lunch & we started flying. I did not
get a trip till tea time when I put
in 30 minutes, came down on account
of the rain. When I tried to land first
time I pulled her nose up so went
round again and made a better
one next time. Rain came on
after tea & flying washed out about
6 pm. Played bridge till dinner time
went for a sail on the river after

dinner and then wrote a letter some
am on early flying 5:45 am in the
morning.

Monday 21st May

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

Tuesday 22nd May

Up for early flying & got in 1 1/4 hrs
before breakfast. Did some Durnberry
turns and got nearly on my back
once losing my engine afterwards
owing to the valve getting off its seating
in the safety release valve for air
pressure. Made a good landing in the
aerodrome. Made several good
landings on my second trip. Was
inoculated at 11 am & had a double
dose straight off as I am going to
Durnberry. Went down the range
for ticks afterwards. Took a few
exposures with camera gun in
the afternoon. After tea I got some

photos of the camp which I hope turn out O.K.

Wednesday 28th May

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

Thursday 29th May

Left most of my kit at Oxford & caught the 10.45 am to London with Arrimchal Had lunch at the Droc & then went to Cox's & the Com. Bank and got some money. Had tea with Miss Harway Met her Roads at the Regent 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 30th May

Caught the Special train for L & C. officers going to Lumberly at 9.10 am from Pancras. There were quite a crowd aboard. Met Chadwick on the train & also a man who was a corporal in the 1st Regt Coy. It was quite a good ride up. Played cards & made expenses. Arrived Lumberly about 7.45 pm

to find a jolly fine hotel for our accommodation. We should have quite a good time if the weather is good. Went for a stroll along the shore to the lighthouse with Chadwick after dinner.

Saturday 26th May

Started course. Lecture 9.30 am by Commandant Ken Mechanism till 12 noon. Start again 1.30 till 5.30 High tea at 5.30 pm. Went for a walk towards Eirwan & met Higginbotham on his motor cycle. He took me on behind & we went together. Eirwan is a small town about 5 miles S. along the coast. Went to a small variety show for about 1/4 hr. and got fed up. Got back just before a bad storm came up. Wind lightning, got a snap of one flash; dull day.

Sunday 27th May

Firing on range in the afternoon did well. Raining off and on during the afternoon. Went Mrs. Day to Prestwick with Higginbotham on his Harley Davidson 10 P. 22 miles in 30 minutes on wet roads. Day is quite a big place, electric cars and some good shops. Went to some friends of H's for dinner. They have a grand house most beautifully furnished. Left

about 9.45 to come back and it rained most of the way. Sheltered behind H. & did not get very wet. Got back in 40 minutes. It was a great ride.

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

Wednesday 29th May

It was a fine day today & we had our first flip. I was up for 15 minutes on a F.E. 2B doing a fighting practice with a Camera gun. F.E. is a fine bus for jorjinding in the front seat.

Thursday 31st May

A duds day, spent the evening writing up notes

Friday. 1st June

Blowing a gale. Went to the pictures in Givran in the evening. No great getting off at 5.30 in the evening. Have high tea then & catch 6.30 train to Survan & either walk back or get a car which generally runs into it a head

Saturday 2nd June

Quite a decent day. Had to flip 5 min & 8 min on F.E. & doing silhouette & shadow practice. In the afternoon we had a half day off & Chadwick & I went into Ayr. Caught 1.50 pm from Turnberry. Went out to see

Burns monument beside the Doon at Alloway. It is situated in very pretty gardens. On the way out on the ham we passed the cottage Burns was born in. We went to a variety theatre in the evening, rather dull show. Returned in taxi about 11 pm. Ayr is quite a big town with electric trams. The place was crowded today.

Sunday 3rd June

Wet day, no flying, wrote up notes and some letters in the evening

Monday 4th June

Wet again till the evening when I went into Girdan. Went for a stroll along the shore

Tuesday 5th June

Better day had 8 flips 24 on FES and 1 on Vickers fighting & bus and 1 on a 2C with

a jolly good pilot. I had 63 minutes in the am all told. The aerial practice are quite interesting & should be good training.

Wednesday 6th June

Had one flip on a 2c with the synchronised vickers gun firing through the prop. The bus is fitted with dual control & you are supposed to take charge and fly the machine at the target but the controls are not too satisfactory. Exam. tomorrow so read up notes & finished writing them up in the evening.

Thursday 7th June

Had a flip on an F.E. for Camera fighting. Exam. in the afternoon. It was easy & I did well. Went into Gurnon in the evening, fine evening.

Friday 8th June

Last day of course, had 2 flips shadow & silhouette targets. The course has been very interesting and I have done pretty well all through. I got possibilities at all Vickers practice. Did not do so well with Lewis. Caught 8pm special train for London

Saturday 9th June

Arrived at 8.45 am at St. Pauers.
Had a fair bit of sleep. Went
+ had a chance to rush up at
Regent Palace + went to the bank
Bought some wings. Lunch at
Droc.. Went down to Richmond
on the top of a bus in the afternoon
met a couple of Officers that
tea with them. I was disappointed
with the class of people there.
Got back to town + met Williams
+ Chadwick and had a beer
with them at Strand Palace.
Stayed at Jermyn Court Hotel

Sunday 10th June

Caught the 10.30 am to Croydon
+ got to the billet about noon.
It is a fine big house "The Dell"
in pretty grounds + we should
be comfortable there. Billet
is about 1 mile from the aerodrome
which is rather small and
rough. I had two flights on
Auro of 30 + 40 minutes respectively
and did my first spin. It
was not too good though for I
couldn't keep her in it. Wrote
a couple of letters after supper.
Warm day.

Monday 11th June

Another warm day. The weather

was dud for flying. owing to a
mist obscuring the ground
in the morning. Three of us
went up in a formation in
the afternoon & went round by
Leadote, Red hill & back. We
kept pretty good formation. I
spun down about 3000' a better
spin this time. Went up late
to do some landings but
presume went after one. Told
to go over to "Pup" flight so
I have finished with avros
& onto scouts at last. Wrote
letters after supper.

Tuesday 12th June

Again a hot day. Had my first
bup on a pup in the morning
and liked it O.K. It's a bit strange
at first especially taking off as
she tends to swing. They are
pretty difficult buses to land
properly but I got down fairly
well. Very bumpy 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 dud
I could not make a clean one
to save my bacon. Hope to
do better tomorrow. Am on
Home Defence Duty tomorrow
so I hope the Huns keep away

Wednesday 13th June

Well the Huns 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 in an instructional bus without a gun so down I came & found that the flight commander & his assistant had taken the two gun buses up. Had to stand by to take up a bus when one of them came down but all clear came thro' before they landed & neither saw anything of the Huns. About 16 came over & 5 dropped bombs on London causing a lot of damage & a large number of casualties. They got right into the city somewhere near St Pauls and the Bank. As far as we can hear we got none of their machines. This will put a quack up Londoners and some hot air will be floating round the squadrons. Have to sleep at the aerodrome tonight in case any Huns come over in the early morning. Had 3 flips, splintered a prop. taking off once.

Thursday 14th June

Warm day but clouds low in the morning. Went up thro' them in the afternoon & flew down to

Brighton. Got up to 1000 at Brighton and spun down to 300'. Came back along the railway beneath the clouds. It's a fine sight in the sunshine above the clouds. Got bumped about going through them though. A bus was put out of action after landing at Shoreham so we were washed out about 6 pm. Went into London on a bus after dinner for the ride. It took just an hour from Croydon to London. Got back about 11.30 pm. A damn today just nothing doing.

Friday 15th June

Only one machine available all day. I did 40 minutes before lunch just starting about & nearly getting sick. Henderson rang up from Joyce Green and asked me to come into town. I got off at 5 pm had a bath caught 7.3 pm from Croydon. We had dinner at the Piccadilly & went to see "Cheek". Quite a good evening. Got back to Bell about 12.30 pm.

Saturday 16th June

Hot sultry morning with a low ground mist. Went up and fooled round low for 30 minutes & finished my 5 hours on pups. Then found I had to complete 15 landings before I could put

my wings up. Went up again shortly after to do 6 landings. The last one I tipped the top of a hedge alongside the aerodrome getting in but landed O.K. Then did another 30 minutes and had a good fight with another pup. After lunch found a new scheme afoot. We have to sleep at the Aerodrome permanently and go to the Bell for meals. We are to have every afternoon from 2 to 7.30 off which won't be so bad. I went up to Crydon and bought some sheets, shoes & light underclothes for the warm weather. It was jolly hot again this afternoon. Recd a large Aust. mail today & a letter from Jim. Took my gear up to aerodrome & slept there.

Sunday. 17th June
Very hot day. C.O. told me about "an" I was for over on Tuesday. Put in 4 hrs on a pup in the afternoon & caught 10.30 pm train to Scotland.

Monday 18th June
The day of days. Went out to see Hamilton in morning & stayed to lunch. Met Greta in the afternoon & went home. Went out to Braid Hills in the

evening & words fail a description.
Greta accepted. Back to London by midnight
mail

Tuesday, 19th June

Reported M.O. at 3.30 & got orders
to catch 7.50 am tomorrow to
Folkestone. Did some shopping
had tea & dinner with Winaifrey.
Feeling dead tired all day as I
had practically no sleep for 2
nights.

Wednesday 20th June

Caught 7.50 am to Folkestone
boat did not go till 3.15 pm
And Boulogne 4.30 pm. Went
out to see Walter. at No 5 British
Red & Hospital Vincennes &
found him pretty bad but
mending. Stayed till 10 pm.
Should have caught 5 am train
to St Omer but missed it to
have some more time with
Walter tomorrow.

Thursday 21st June

Went to catch 10.50 to St Omer. Went
out to see Walter in the morning &
came back for 10.50 but was
put on to 4.17 pm so we
went again & stayed till 3.15 pm
He had his first natural
sleep while I was away &
I believe he looked better when
I left. Arrived St Omer about

Spent 4 Reports No 1. A.D.
Billeted at Aerodrome. No
orders for me but I believe Maj.
Silvey 40 Sqdn has applied for
me.

Friday 22nd June

Rained heavily most of the
morning. Sat & wrote a
couple of letters. Went into
St. Omer to field cashiers in
the afternoon. Played ping
pong to wife away the time.
Raining again in the
afternoon. Posted in the
evening to 66 Squadron.

Saturday 23rd June

Truck did not come till nearly
midday 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 here I was
with at 40 R.S. Oxford & there
are several Austros & N. Zealand
seem to be quite a decent lot
of chaps. C.O. jolly decent but
leaving us & my late Co. at
Dover is coming in his place.
Squadron is up to strength & I
am a spare pilot. Had a game
of rounds in the afternoon.

Sunday 24th June

absolutely nothing to do but enjoy the sunshine. This is a soft 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 Boulogne to see Walter. There was a game of cricket on against A.M.C. but I did not get a game so unpired. R. F. C. won.

Monday 25th June

was able to get on and see Walter this afternoon. The old C.O. was leaving & went on in the car with him to Boulogne. Poor old Wal was not much better than when I saw him last.

Had crash on the aerodrome this morning. A chap who was to have left for England today went up for a joy flip and was skimming too near the ground. He fell spun into it from 500' & luckily was not killed.

Tuesday 26th June

Got in to see Walter again today. I left just before 12 & got back about 5.30 pm. He seems a bit better today. It was a grand day & I enjoyed the ride immensely. Received my first letter from Greta since leaving.

Wednesday 27th June

Had my first flip today. Up 1/4 hr at 4000 when engine cut right out. Made a good landing in the aerodrome & created good first impression. Played cricket match v men. Made top store & kept wickets, stumped one. We lost by nine runs. Great day. Had another flip 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 & got badly beaten. Bowled & got two wickets. Received great cigarette case from Greta, also a mascot, little black cat, for machine.

Friday 29th June.

Ordinary office. Not much to do except stick in Sgt's office and answer telephone. Got off to go and see Walter in the afternoon. He seems a little better, talk of moving him to England Monday. An R.N.A.S. pilot landed on beach about 4 miles N.E. of Calais & phoned through here for assistance. I went

and with ladies & couple of men to try & find 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 4 am to get up the mts

Saturday 30th June.

Very bad day. Strong cold winds and showers. Took over O.O. in the afternoon & wrote a couple of letters.

Sunday 1st July

Bad again. C.O. flew over to England in the afternoon when it cleared slightly.

Went for a stroll into Calais and had dinner there. Great crowd in street.

Monday 2nd July.

Great day. Got into Boulogne to see Walter & found him not as good. Splint had been changed & he was having a good deal of pain. He is not going to England for some time now. Had a swim before breakfast

Tuesday 3rd July

Great day. Had a practice formation with "B" flight yesterday today & got on fairly well. Played lady Amb. driven left hand cricket after tea. Won by 9 runs. Captain of our team & made a blob.

Wednesday 4th July

Got alarm that Huns were over Harwich at 8.10 am & went up with 8.15 at 8.20 am. Flight got rather mixed up getting into form. Eventually got away & steered north getting to 16000'. Clouds bad, could get occasional glimpses of the sea & small pieces of English coast. Saw nothing of Huns. Got over Dunkirk and flight mixed up again. Followed three up over to England & lost them in clouds. Thought I was lost of N. Sea but eventually struck England & landed at same time as three others after 2¹/₄ hrs in air. Got very cold & stiff in my torso as I landed. Landed at Sandwich & went off again with clouds at about 500' landed at Dover & there three went on to Lympne. Weather very dull so did not attempt to cross Channel. Stayed at Dover the night yarning with the instructors I knew there.

Thursday 5th July

Wanted for flight Commander who was at Lympne to ring up to let me know when he was leaving but he did not. Left on my own about 10.40 am & crossed the channel at 2000' for first under the clouds landed Calais at 11.5 & put an a/cle. All home but one man Round my tent mate

Friday 6th July.

Squadron had orders to return to old aerodrome at Estée Blanche.

We flew over about 2 p.m. Found 3 Sqdms 56 (SE's) 70 (2 Scouts Sops) 19 (Sops) on the same aerodrome which is quite a good one. Went for a flip on my own to have a look at the country. Went over hills, Bathme Armentiers Baillet Hazebrouck & back.

Saturday 7th July

First job over lines as escort to 2 seats ops taking photos. Got plenty of Archie as soon as we crossed and were then attacked by large number of Hun scouts. Fightful came up 3000 on my tail, had a/cle on Carbide shot. Spun down with him chasing me to 4000'. Found landing near Chateau Balge crashed everything more & &

Right commander hit in face by
explosive bullet at same time.
Arley wounded in back with
C flight. Got back to Squadron
feeling a bit "wonky". At 11 pm
received orders for Sqn to
proceed to England.

Sunday 8th July.

Left camp at 9.0 am for
Boulogne with men & kit. Arrived
at Suttons Farm Aerodrome near
Hornchurch at 7.30 pm. Quite
uncomfortable spot. Stayed night
at Waldorf.

Monday 9th July.

Bad day, spent day getting
camp fixed up. Waiting for
fuel to be flown. At 7 pm
word came to return to
France. Could not go into
London.

Tuesday 10th July.

Left camp early & went into
London on my own to do some
shopping. Saw Mrs Farway.
Caught 11 am. to Folkestone &
back over at 6 pm. Managed
to get up & see Walter who was
looking better. Arrived back
at camp about midnight.

Wednesday 11th July.

Went out at 6 pm on O.P.
Keyen Curries. Hums Scarce
No scrapping.

Thursday 12th July

Escort 2 seater pops at 6 pm
on photos about kangaroos
Nothing doing.

Friday 13th July

Two shows and frightful
windup owing to the day & date
First show at 5.10 am was
escort to myrds out east of here
& the nest at 6.5 pm on O.P.
East of Ypres. Nothing doing on
either

Saturday 14th July

Dud day nothing doing.

Sunday 15th July

Dud day. Nothing doing.

Monday 16th July

Went up to test gun & muzzle
attachment blew off & smashed
prop. Went on an O.P. at
5.5 pm Drummond Roules. Hums
were scarce.

Tuesday 17th July

Dud day nothing doing

Wed 18th July.

Dud day, nothing doing.

Thurs 19th July

Dud day. Nothing doing.

Friday 20th July

Escorted M Sydes at 5.15 am east of Lens on Bomb raid. Engine went dud & landed at 40 Sqd Bury. Got fixed up & missed my way getting back to Arras. Landed at Montreuil where I had lunch with parvey section landed at R. & C. Then for fill up of petrol & got back at 4 pm. Clouds low all day (1000')

Saturday 21st July.

Tested gun & shot. prop tests again O.K. Escorted M Sydes to Don at 5.30 pm. & then did an O.P. ammunition to Lens. No bombs.

Sunday 22nd July.

Two shows 1st at 11 am with "P" flight O.P. bombers to sea & 2nd at 5.30 pm over same area. Both quiet.

Monday 23rd July

Dud day nothing doing.

Tues 24th July

Had a rotten trip at 6.35 pm
O.P. over Roulers in thick
clouds. Machine was dud &
engine not too good & it was
jolly cold. No birds out.

Wed. 25th July.

No show.

Thursday 26th July.

tested machine at noon O.K.

Friday 27th July.

O.P. Roulers to sea at 1.5 pm
very quiet. Tested gun &
found sep case. Short con.
rod. lengthened & tested again
O.K.

Saturday 28th July.

O.P. Thielt Ostend in connection
with D.H.4 Bomb raid on
Themb. Had a scrap with
a big bunch of huns. Mine
missing. Tested new gadget
gun feed block to stop No 3's
O.K. Luke wounded.

Sunday 29th July

went to Baillieux to fetch back
dukes bus. Left camp at 4 am
but found bus shot about and
had to wait for spares. Day
very dull, bad storm in
morning, some of our

machines missing. Did not
fly back till evening & then
had to come under clouds
at 1000'. Saw Henderson at 11:1

Monday 30th July.

Push east + N.E. of 4 p.m.
Dud day only special
storms came off clouds 800'

Tuesday 31st July.

Still very dud and
raining continuously

Wednesday 1st Aug. August

Still raining. Went to
see 12th Coy at near Cassel.
Had lunch with them &
had a good old yarn.

Thursday 2nd Aug.

Still dud and raining. Went
to Hazebrouck to see the Col
Met Heley Knight. Also
Brien Roger Enclain. Had
dinner with the Col. Quite
a good day.

Friday 3rd August

Still dud and raining.
Push absolutely stopped.

Saturday 4th August.

Still dud nothing doing.

Sunday 5th Aug
Cleared about noon slightly
testes gun in morning A.K.
At 1.20 pm Escorts in's eyes
to Bomb Courtmarch. Plenty
of clouds and a few birds
beetling away. Set some
bait dead for tennis court
before dinner.

Monday 6th August
Heavy morning mist. Did
all day, played tennis in
afternoon on 19th Court. Went to
cinema in the evening.

Tuesday 7th August.
Stoppages on range in morning.
Did a bit of work on the court
in afternoon. Stood by from
6.30 pm to 7.30 pm for a show
but weather was too dull. No
shows at all.

Wednesday 8th August.

No flying. Worked hard on the
tennis court most of the
day. Heavy thunderstorm
in the evening. New pilot
New Zealander arrived to replace
Lundeen.

Thursday 9th

Called at 3.45 am. Went on O.P.

Merin Roulers Courbaire at 6.10 am

Saw a few huns at a distance.

Got a gun jammed testing while on patrol and had to leave early.

Flew over to Marie Capel Aero (No 24 & 25 sqdn) to see 2nd Field Coy but found they had moved.

Went down in afternoon to do some shopping. Got back about 7.30 pm. No mail. Rained

hard most of the afternoon.

Friday 10th

Better day. 3 shows for sqdn. On flight went to the circus in the evening. Got a gun jammed testing as soon as I crossed the line & had to come down to clear it. landed at Chateau Louvre & then went up again and sailed round the line at 10000 but saw no huns near.

There were a lot up high though & the rest of the flight had a scrap. Olsson has not yet returned. Redman landed at 23 Aero.

Saturday 11th August.

Got up early 8 am to try my gun fired 250 rounds & had 2 M23 + 1 M22

stoppage. Made a rotten landing. It was jolly bumpy up. Spent most of the day in the workshops

watching a ke Rhone being assembled.
Rain storms most of the day.
Standing by for a show at 6.15 pm
which was luckily washed out.
C. flight went out and just
got home before a big thunderstorm
broke. Oliver is still missing
from yesterday. In a pair at a
Case.

Sunday 12th August.

Quite a decent day but a good
few clouds about. Rented my
gun in the morning. Had
a short show in the ~~evening~~^{afternoon}
escorting 2 H45. Dived on a
bunch of huns but they
beetled off & we could not get
near them. When I got back
got a tender & went to Blarney
& Ragnan to see Jim &
Jock but both were out. Saw
Jock Anderson (O.V.C.)
Monday 13th August

Orderly officer. Things pretty
quiet. Andy crashed out
on a show & broke his jaw.
Had a show in the evening
and expected a "circus" but
there were practically no
huns about. All back
O.K. Completed 100 hours
solo today. Took out two
new chaps on practice form.

Tuesday 14 August.

Called at 7.30 am to stand by for a show but nothing eventuates. No 19 Sqdn are leaving for 5th Brigade & an aerodrome near Popperinghe. They bequeathed us their tennis court & have saved us a lot of work. Had a couple of sets with Bell during the morning & 3 sets 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

Dull day, nothing doing for our flight. A+C went out in the evening and Hay was slightly wounded. Fr. Duchond was at the aerodrome about 3pm on a tour of inspection and had a yarn to a good number of the officers. Later. Sir Douglas Haig came round but I was away to see Jack. He is acting RMO 532nd now & I struck them in a gala evening. Dint a swank dinner with bugade band playing selections. Had a jolly fine evening. Got back about 11 pm

Thursday 16th

Push is on again. Pratt and Morley went out with their bombs & Pratt did jolly well. B flight out at 7.30 am but weather very dull thick layers of cloud. The air was alive with our rifles but no huns were seen. Went out again with C flight at 4. pm escorting M'sydes to bomb Saighin. No huns seen again. Edmunds had rainstorm coming back from first show but got in o.k. nearly crashed twice taking off in second show 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 show. Huns about in crowds. Ourselfs and Bristol fighters the only ones out & we both lost a machine. Brian from our flight & Phelan whom I roomed with at Oxford went west. There was a very strong west wind and we should have fared worse than he did if the huns had any. Hung a them B.I. got a two huns out of control & Lancelles one.

Saturday 18th August.

Pretty dull day. Played a fair bit of tennis. Did not get a show A+C out. No birds seen. Daphne & Smith back from leave yesterday & Thompson went today. There seems to be nothing but new pilots at the Squadron.

Sunday 19th August.

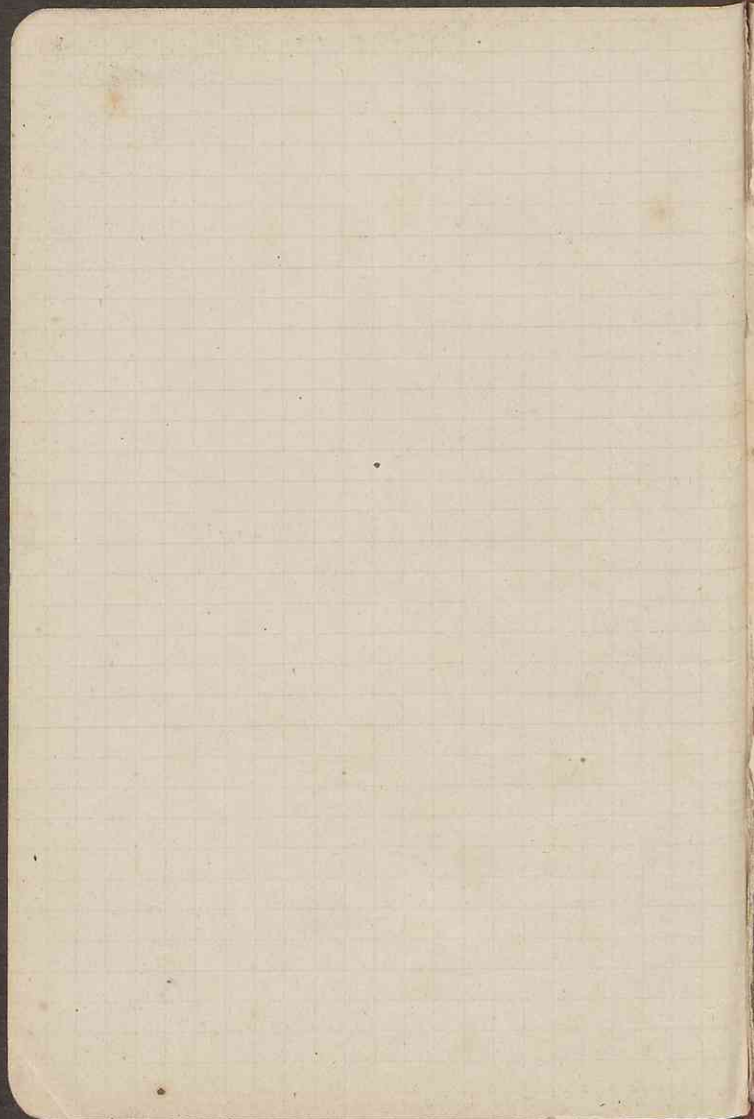
Called at 4.15 am for early show. Did not push off till 6.40 am though. Went south to Cambrai to do an O.P. in connection with DH.4 bomb raid to Valenciennes. Cold & very showy w. wind. Saw a couple of huns. They must have been all north for the Camels had a rough time. Quite a decent day. Played Notts 2 sets before lunch. Range in afternoon. Another new pilot.

Monday 20th August.

Had an early show with C flight. Engine died & could not keep up with formation. Later gun went down & returned early. Feeling tired all day. Evening show with B flight. Engine again died so came back & got a new bus. Picked up

formation but saw no huns
Put in about 5 hours in the
air. Very cold in the morning
show. Hunter has his ears &
face frost bitten.

A number of the
following pages were
blank and have not
been digitised



Carena No 43123





