

across. Somehow, day and night the work went on, under the enemy gun fire; the roads were laid down, the light railway was exhumed, repaired and extended and supplies were rushed up. Guns were laid on sandbags in shell holes, and even then many sank and were lost. A rather disastrous feature was the German's temporary superiority in air-craft which caused the Canadians to be bombed, even in broad daylight as never before. In a single night 1000 bombs were dropped in and around Ypres. The 4th. Canadian Division Headquarters were at the Menin Gate and from the ramparts there the divisional commander could watch the action of the artillery during that critical time.

The October weather continued atrocious. In the British trenches it passed into a proverb: "*The weather is always Boche.*" Even when the sun shone it seemed to be in irony; for the vast watery plain yielded up none of its moisture. On October 22nd. the British advanced east of POELCAPELLE further into the HOUTHULST FOREST and four days later (Friday the 26th.) the Canadians were ordered to attack between the ROULERS railway and POELCAPELLE. From PASSCHENDAELE two elevations ran westward, called the BELLEVUE SPUR and the GRAFENSTAFEL SPUR. Between these two ridges courses a tiny stream called the Ravebeck. Along the banks of his stream the Canadians moved against the PASSCHENDAELE RIDGE. On the Bellevue Spur the old German front line trenches ran and the fighting here was heavy. Just below the crest of the hill was a row of three concrete "pill-boxes". These were rapidly taken by assault, the troops stumbling over the dead bodies of the enemy slain by our artillery. Word then came that the Ontario troops moving on Dad trench had been forced back after hand-to-hand fighting. One officer, Lieut. Clarke, who had gained the trench stuck to it and actually made 63 Germans prisoners. But this local retirement necessitated a readjustment of the line. The Canadian Mounted Rifles were in a