



A Weekly Newspaper, sanctioned by the Officer Commanding, and published by and for the Men of the E. T. D., St. Johns, Quebec, Canada.

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SATURDAY, FEBRUARY 1, 1919

5 Cents The Copy

The Honorable Charles Colquhoun Ballantyne, Minister of Marine and Fisheries and the Naval Service, Builder and Optimist.

By Bernard Rose

What is there in the Scotch character that distinguishes it from the qualities inherent in that of other nationalities? Go where we will, whether it be within the confines of the British Empire or outside its borders, we find the ubiquitous son of Scotia engaged in earning not only a livelihood but determined to acquire a fortune.

The Scotch are an intensely practical people. Their idealism very seldom runs away with their judgment. They as a rule, value money, not for what it is worth, but for what it can accomplish in the works of the world.

The Scotchman is never a man with a grievance. He is fond of asserting his independence. His shrewdness makes him a successful rival of the members of those races who pride themselves on being able to strike a good bargain. The man from the land of the heather who engages in commerce is more than a match for his non-Scotch competitors. He is likewise very industrious and diligent. A pioneer, and fearless in all his undertakings.

Though he occasionally specu-

lates, he does so with all the caution characteristic of the race. Scotland has for centuries bred splendid men. As soldiers they have no peers. They are first and foremost in battle, and during the war earned the sobriquet of "the ladies from hell". The Germans were evidently taken somewhat aback when they saw the figures of men ferocious in appearance, dressed in swinging kilts with a determined look upon their countenance, ready to put their bayonets where they could do the most good. Withal, the Scotch are a kindhearted and hospitable people. Their faith has made them intensely self-reliant and the spirit of the covenantor still lives.

There has and will be, types of Scotchmen inclined to be somewhat narrow and fanatic in their devotion to certain dogmas and principles. This is due to that ingrained stubbornness that nevertheless makes for success in one's battle with the world. Almost all the Scotch millionaires were brought up and nourished upon the national diet of porridge. They know what frugality means and very seldom

give way to that extravagance and dissipation that the newly made rich of other races do.

Intellectually, they are strong minded. They reason from facts and have a dislike of hypothesis and theory. This is merely another phase of their character demonstrating the dislike of unverified assumption.

The lad from the land of the thistle to whom fortune is kind, is very generous in his charitable bequests and benefactions. They believe in promoting democracy and education. They favour giving every child a chance and scores, if not hundreds, of institutions wherever the English language is spoken, have been the recipients of the Scotchman's generosity.

Andrew Carnegie's munificence in the matter of libraries, hero funds and pensions for professors, is well known. In Canada, Sir William MacDonald has erected more than one monument in the shape of the MacDonald College and his contributions to McGill University and other institutions.

No surprise need therefore be expressed or shown when we are told that it required a Scotchman with vision who is both an optimist and a successful business man, to take the initiative in pointing out the splendid opportunities that existed for a government owned and managed merchant marine.

Canada is no longer a place on the map. Its fame is world wide. What its heroic sons have accom-

plished on the battle field has redounded to the advantage of Canada from a national, historical, and geographical standpoint. The material advantages, if one is permitted to speak so grossly of the splendid exploits of our brave men, will be reaped within the course of the next few years. This broad Dominion, possessing in abundance all the materials and means that can make life pleasant, will undoubtedly be the mecca for those who seek to profit by the opportunities offered the ambitious and industrious.

Anything that tends to broaden intercourse between the nations on our borders as well as beyond, is an incentive to the resident there and the prospective Canadian citizen to make the most of what comes within his reach.

The creating of a merchant marine was a magnificent and timely conception that has earned well deserved praise for the one primarily responsible for the crystallization of a concept into a plan that is being carried out rapidly, systematically and efficiently.

One who is instrumental in having two ships plow the ocean where only one did previously, is entitled to that distinction that marks the great citizen from the mediocre. The father and founder of Canada's Government owned merchant marine, is the Honourable C. C. Ballantyne, Minister of Marine and Fisheries and the Naval Service in the Borden Government.

We would respectfully ask that, in making purchases, you "patronize those who patronize us."

"Charley", as his friends love to call him, is known from one end of Canada to the other. He has at all times enjoyed the esteem of his fellow citizens and that warm hearted and sincere popularity that is the possession of so very few in any community.

He is possessed of a great deal of energy and never content unless he is seeking to build. He is temperamentally constructive. He has all the grit that enables the Scot to succeed where others have tried, lost courage, and failed. Mr. Ballantyne is typically Scotch. He was born of Scotch parents who came from Scotland.

Like the great majority of those whose privilege it was to come from the land that gave the world its Burns, he started life from a lowly plane. It would probably surprise many that know him both intimately and by reputation, to learn that the creator of Canada's merchant marine, the ships of which will eventually girdle the earth, started on his business career earning the sum of \$8.00 a month. At the end of the first year his employer thought "Charley" deserved a little encouragement and he increased it to twelve dollars.

Yet, he is to-day reputed to be a wealthy man and this is solely due to his own perseverance and diligence. He built up one of the largest concerns within the British Empire. It has branches throughout Canada and other parts of the Empire and also in the United States.

Notwithstanding the great success he has achieved, he is a comparatively young man, being in his fifty second year. One can thus appreciate how much he can accomplish for the welfare of his native land and the Empire to which he belongs, if his fellow citizens are fortunate in persuading him to remain in public life of which he is so decided an asset and which he so strikingly adorns.

The Minister, in spite of the honours which he has obtained through no efforts of his own, is very modest and unassuming. He is not a politician. He is as ignorant as a new born babe of the wiles exercised by those who seek to curry favour with the public. He is one who believes in deeds rather than words. The building, equipping and managing of ships is something that he can understand and appreciates doing. His

keen business sense teaches him that the shipbuilding programme which he has inaugurated has wonderful possibilities. He can visualize the future. He no doubt pictures to himself in the quietness of the study, lines upon lines of ships with hatches filled to overflowing, carrying the produce of Canada's fertile fields, rich mines and valuable fisheries, to all parts of the civilized world and bringing in exchange currency or other manufactured or raw products.

The programme for which he has secured adoption, and which has appealed to the Canadian people, is destined to make us one of the world's great nations. Our people will share in any prosperity that this brings. Our ship yards will give employment to many thousands. The steel mills that will manufacture the plates used in the construction of ships will likewise offer employment to the worker at good wages. Our growth in population and wealth will be rapid and healthy since our people will have every reason to be contented with their lot.

Mr. Ballantyne is an Empire builder in the fullest sense of the term. He is entitled to rank with those who, with the daring of the explorer, have added vast domains to our Imperial patrimony. He is a broad minded, democratic imperialist and realizes the extent and greatness of the Empire to which it is our proud privilege to belong.

Great Britain has no more loyal and stauncher citizens, nor the King any more sincerely patriotic subjects, than those who pride themselves on being Scotch. No element in our wide flung Empire better appreciate the advantages and liberties that are accorded those who live within the broad lands where the rule of the British King holds sway. If the Scotch are perhaps even more appreciative of the beneficence of British rule, it is because, as already pointed out, they are so intensely practical. They will never exchange the substance for the shadow.

The subject of our sketch was born on August the 9th, 1867, in Dundas County, Ontario. As he started his commercial career in Montreal, it is quite evident that he left his native heath at an early age. He got the usual elementary education provided by the school authorities in Ontario. He also

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attended a commercial college in Montreal where he acquired information that he used to considerable advantage.

However, it was hardly to be expected that he would long remain content with the humble position that he occupied in the first years of his business career. We can see him, tall, splendidly proportioned, with a fine head and clear eyes looking out upon a hopeful world, determined to succeed and paint the world to his own satisfaction.

The business that he was in was paint-making and selling plain every day colours with which to make the humble abode of the workman look prettier and that of his wealthier fellow citizens more sumptuous.

The world has a great deal of liking for paint. What a contrast between the dilapidated, paint worn cottage and one that has received a fresh coat of pleasing colour. His association with the materials used in the mixing of paints must have generated that cheerfulness and optimism that is one of his most valued attributes.

Young Ballantyne, as he was then, quickly made headway. From office boy and clerk he eventually became owner and the firm of Cottingham and Ballantyne came into being. However, it was hardly to be expected that the lad from Dundas County would rest satisfied with the laurels he had already won. He was determined to go further. He made up his mind that he was going to become the principal director of the largest paint house in the world. His friends of those days, if he took them into his confidence, would have thought that he was building castles in Spain. He was. But he made sure that the paint used would be manufactured by the concerns in which he was interested.

Thus we see him at quite an early age, able, if he so cared, to boast of what he accomplished. As his store of worldly goods increased so did the number of his friends. His pleasant smile, hearty handshake endeared him to all who were permitted to make his acquaintance and share his friendship.

One of the finest testimonials ever accorded any man from the standpoint of devoted friendship was the enthusiastic assistance which he received from scores, nay hundreds, when it was announced that as a result of his being in-

duced to accept a portfolio in the Borden Government that he would have to stand for Parliament as a candidate for the Division of St. Lawrence and St. George. Old and young; rich and poor; worker and employer; Liberal and Conservative; vied with each other to do the best they could to help secure a crushing victory for Charley Ballantyne.

Although untried in party politics, he having never previously been a candidate, he succeeded where more experienced party politicians failed. Even those who were opposed to him could hardly bring themselves to say that they disliked him. His scrupulousness and fairness appealed to all those who believe in an honourable political battle. He won an overwhelming victory because he placed honour, Empire and country before party. He believed in fulfilling to the letter the pledge given by Sir Robert Borden to stand by the men Overseas.

Although he regretted being compelled to break with the leader whom he respected, he nevertheless placed duty to country and fellow citizens before subservience to party.

He also enjoys the distinction of being the first Liberal Unionist within the Borden cabinet. The Prime Minister, knowing the conscientiousness and patriotism of Mr. Ballantyne, appealed to him to become associated with the other members of the Government in the stupendous task of carrying on the war until an allied victory was won. Prompted by his convictions and fervent admiration for our noble Canadian soldiers, he accepted office.

He was first sworn of the Privy Council on October 3rd, 1917, and appointed Minister of Public Works. After holding this portfolio for ten days he resigned and was appointed to the portfolio of Marine and Fisheries and the Naval Service.

When he appealed to the electors of the division that he now represents, they returned him by a huge majority. Since his election he has devoted all his time to the work of his Department. He accompanied the Prime Minister and his colleagues on their visit to England during 1918 and conferred with the Imperial authorities. He no doubt impressed them with the

(Continued on page 6)

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Vol. 2. No. 14. St. Johns, P.Q., Saturday, February 1st, 1919.

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AN APPRECIATION

In another column of this issue you will find some interesting statistics that indicate the amount of work that has been done in training and equipping men for active service overseas at the Engineer Training Depot at St. Johns since its inception here. This has entailed an enormous amount of work and its success has been largely due to the organising ability of its Officer Commanding, Lt.-Col. W. W. Melville. We cannot let the occasion pass without paying a tribute to the work he has done and the manner in which it has been performed. Col. Melville went overseas with the First Division in 1914, in command of one of the field companies of Engineers, and did highly successful work over there. He returned early in 1916 to assume command of the Engineer Training Depot in Canada, and the experience he had gained in Flanders was utilised to its full extent in training the embryo Sappers here. The officers and men who passed through the Depot were trained in the actual conditions as were in operation in Flanders, and it speaks volumes for his ability when we realize how difficult the task must have been, because of the difficulty of getting a sufficient number of returned officers and non-commissioned officers to assist in the instructional training. He gathered around him a band of willing workers and was able to infuse into them some of his own untiring energy. At times he had many diverse branches of the engineering services under his direction, Signal, Tunneling, Railway and Engineering companies, also Forestry, each and every branch requiring special instruction and distinct training. This entailed hard and involved work, and, as the figures show, a large number of men were on hand at once. Needless to add they could not all be accommodated at the Main Barracks, consequently the Vinegar Factory and the old College were taken over and fitted up as Barracks. This naturally increased the responsibility of the Officer Commanding and although the men were quartered in three different parts of the town, a high state of discipline was maintained throughout. This all redounds to the careful organising ability of Col. Melville and to those who have had the pleasure of serving under him. It has been a privilege and a pleasure to observe the tactful manner in which he has handled all sorts and conditions of men who passed under his care. He can be firm and conciliatory at the same time, and he always, to express it in the men's own language, "gave them a square deal". Now that the Depot is almost a thing of the past and the Barrack room no longer resounds with the cheerful quip and merry jest of the irrepressible Sapper, we trust that the organising ability and indomitable energy of its Officer Commanding will not be lost to the country, but that he will be utilised by the powers that be in the upbuilding of the

country, wherever he goes or whatever he does. He will have the hearty good will and best wishes of every one who has served under him. May his shadow never grow less.

E. T. D. 1915 TO 1919

The following is an interesting record of the number of all ranks that have passed through the Engineer Training Depot since its inception in 1915 until January 10th of this year. The enormous amount of work that has been performed in training and equipping all that has passed through is hardly appreciated, until one is confronted with the cold figures. Lt.-Col. Melville is to be congratulated upon the result.

REPORT FROM RECORDS OFFICE

STRENGTH OF DEPOT FROM FORMATION TO JANUARY 10th 1919.

Increase (Other Ranks)

	1915	1916	1917	1918	1919	Total
Recruits	5411	1464	6403	Nil	Nil	13278
Transfers	330	183	4475	Nil	Nil	4988
Total	5741	1647	10878	Nil	Nil	18266

Decrease (Other Ranks)

Transfers	477	218	1453	57	Nil	2205
Medically Unfit	109	79	443	Nil	Nil	631
Deserters	146	123	702	Nil	Nil	971
Overseas	3475	1122	6975	Nil	Nil	11392
American Citizen	5	6	73	Nil	Nil	84
Deaths	9	7	51	Nil	Nil	67
Other Reasons	237	126	1998	198	Nil	2559
Total	4458	1681	11515	255	Nil	17909

Total strength (other ranks) ending January 10th, 1919 357

Increase (Officers)

Taken on strength	419	42	292	Nil	Nil	753
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Decrease (Officers)

Transfers	75	35	101	Nil	Nil	211
Medically Unfit	1	Nil	1	Nil	Nil	2
Overseas	246	44	155	Nil	Nil	445
Deaths	1	Nil	1	Nil	Nil	2
Other Reasons	21	17	25	Nil	Nil	63
Total	344	96	283	Nil	Nil	723

Total strength (Officers) ending January 10th, 1919 30

NOTICE TO SUBSCRIBERS.

Owing to the Demobilization of the Depot having now been almost completed we are suspending publication for a short time until new arrangements can be made.

You will be notified as soon as this has been done.

The Editors.

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**PAGEANT OF EMPIRE'S
MIGHT.**

In continuous rain, which was never less than drizzle and much of the time has been a heavy down-pour, the British infantry have today, (December 13th), been following the cavalry across the Rhine. Since early morning every highway and by-road leading to the crossing of the river, every town or village street, has resounded to the roll of wheels and the tramp of marching feet. We entered in this country gently, trickling in with scouts and patrols and squadrons and individual battalions, but today it is the Army that is astir, and there is no German in all this area who does not know that the English are crossing the Rhine. The chief crossings were made by four bridges, three in Cologne, and one in Bonn. And wide apart as the bridges are, it was within a minute or two of the same time—namely, 9:30, that the points of the respective columns reached their appointed places of crossing.

The centre of interest at first was the same as yesterday—the great Hohenzollern Bridge at Cologne, where once more, with the Union Jack flying almost against the pedestal of the Kaiser's statue, General Plumer, the Second Army Commander took his stand to receive the salutes. The Royal Horse Guards band of yesterday was not here because each infantry battalion had its proper band. It was a few minutes before 9:30, General Plumer being already in his place, when a battalion of the Royal Fusiliers of the 29th Division swung up the wide approaching to the bridge to the tune of the "British Grenadiers". Then came more Fusiliers, the Lancashire Fusiliers (among whom there must have been some who were thinking of that desperate landing on "W" Beach at Helles) and the Royal Dublin Fusiliers, and after them battalions from all parts of the British Isles, Scottish Borderers with Scottish pipes, and Leinsters and other Irish, Monmouthshires and South Wales Borderers, who marched to the "Men of Harlech", Hampshires, and Worcesters, and the Border Regiment, waking the echoes of the Rhine to ask them if they kened John Peel.

Memories Awakened.

Simultaneously at the Nord or Mulheim Bridge down-stream Scot-

tish troops of the 9th Division, both Highland and Lowland, were pouring over the river—Royal Scots and Royal Scottish Fusiliers, Seaforths and Camerons, and never surely did any German people have such a feast of pipes. Here Sir Charles Ferguson, Military Governor of Cologne, took the salutes. At the Hohenzollern Bridge after the first brigade had passed General Plumer moved by motor-car upstream to the iron suspension bridge (as far, perhaps, as Waterloo Bridge is from Westminster), and General Jacob, Commander of the Second Corps, took his place. At the suspension bridge it was the First Canadian Division who were going over—splendid stout, weather-tanned men, who looked the fighters that they have shown themselves to be. It was wonderful thrilling to go from one bridge to the other, from skirl of pipes to the triumphant swing of "John Peel", and then to the "Maple Leaf For Ever". Gallipoli and Monchy and Masnieres, Gauche Wood and Wytshaete, Coruelette, and Lens and Passchendaele—what memories crowded on one as one watched—here all the roads so wide-severed, so glorious and so blood-stained all meet and end.

At Bonn the Second Canadian Division were crossing, and General Currie, Commander of Canadian Corps, was taking the salutes. I could not be both there and in Cologne, but people returning from Bonn tell me that there, as here throughout the morning crowds thronged the streets in the drenching rain watching in dead silence the British Army pass. It is well that they should see it. It must be remembered that among the people here are many thousands of German soldiers recently disbanded. One sees them everywhere, either in mufti, but easily recognizable by their age and bearing, or in mutilated uniforms.

(Continued on page 7)

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THE HONOURABLE CHARLES COLQUHOUN BALLANTYNE,

(Continued from page 3)

ability that was remarked by the head of the Canadian Government.

He has been connected with the militia for a number of years and took a very active part in the recruiting campaign that was carried on before the coming into force of the Military Service Act. His frankness did not altogether appeal to the slackers and shirkers who hung back. He castigated them without mercy.

That he practised what he preached is borne out by the recruiting of the regiment known as the 245th or the Grenadier Guards of which he was appointed Colonel by Sir Sam Hughes who was then Minister of Militia and Defence.

Although a man of many and varied interests requiring his whole attention, he gave almost the whole of his time to the organizing of this battalion and spent a great deal of money in his endeavour to bring it up to strength. His organizing ability was exerted to good purpose, but when he found that in spite of all the appeals that were made that the required number could not be secured, the battalion went across under strength.

Owing to the system that then prevailed of breaking up the battalions that were sent overseas into drafts, to make good the wastage in other Canadian battalions, the men of the 245th were sent to France to be attached to various units.

As a result, he no longer had a battalion to command. Feeling that it was incumbent upon him to render whatever service he could to his country and cause, he asked permission to revert from officer commanding to a subaltern, in order to be sent to France and take his place in the trenches. He was told that in spite of his willingness the army could not avail itself of the services of fifty year old lieutenants and he was ordered to return to Canada.

It was upon his return that his assistance was solicited by Sir Robert Borden in the work of the Government. His chief has found him an able colleague, worthy of his confidence and esteem. The members of the Cabinet rate his attainments high and regard his future, should he desire to remain

in public life, as very promising.

He has already occupied positions of some importance, having been for several years a member of the Montreal Harbour Commission. It was while a member of the commission that he was successful in persuading a very large firm of British shipbuilders to start operations in Canada. From this has developed the programme that bids fair to make Canada one of the world's maritime nations.

If within a few years, Canadians will be able to gaze upon the merchant marine flag of Canada floating from the mast head of ships in the world's great ports, it will be altogether due to the courage, confidence, foresight, initiative, national vision, and Imperial outlook of the Honourable Charles Colquhoun Ballantyne.

At the moment this sketch is being written Mr. Ballantyne is slowly recovering from a very serious illness due largely to strain and overwork and the anxiety attendant upon the successful carrying out of the shipbuilding programme which the Government has undertaken.

When it was first learned that he had to be taken to the Royal Victoria Hospital to undergo an operation, there was wide-spread dismay and his family and devoted wife were the recipients of very warm expressions of sympathy from the Minister's friends and admirers, not only in Canada but from Great Britain and the United States.

Those who know how much Mr. Ballantyne's heart is set upon the successful fulfillment of his designs and his continuance in office for a good many years hence, earnestly and sincerely hope that his condition will rapidly improve and that the pain and suffering he has undergone will be repaid by his enjoyment in the future of robust health which will permit him to assist in the work of national development so essential to the welfare and prosperity of our great country's future.

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PAGEANT OF EMPIRE MIGHT.

(Continued from page 5)

One hears from a hundred sources how utterly the German Army had broken down and how deplorable was the retreat of that knotted column 105 miles long which for weeks congested every Rhineward road. It is just as well that these men should have been able today to see the perfect organization of our Army and the fitness of the men, if only as a wholesome contrast. One regretted the lack of sunshine. Yet nothing could have been more impressive than the endless tramp and roll of feet and wheels as column after column went out on to the bridges to disappear in the veil of rain. And long after they had vanished the pipes, or brass, or fifes and drums, called back. I do not think I would have had it other than it was.

All Good.

Of the Army itself there is little to be said which I have not said already. Besides the fighting infantry there were the field guns, clean as new brass nails, and every horse and mule, though soaked to the skin, showing his condition. There were the field companies of engineers, and the pontoons which perhaps they had dreamed of being used to make crossing of this very Rhine, instead of being dragged new painted and on wheels across a bridge. There were now happily empty of wounded, but the medical units with ambulance, said to be discreetly loaded with ballot papers and reading matter for troops, and the field kitchens, all steaming and giving out odours which must have been a cruel tantalization to the poorly-rationed populace.

And they were all good. It is not national prejudice. They were all good, the wholesome-faced men of a great race which has never shown its greatness better or with less cause of shame or regret than in this war, and down to the last brass button and last flopping ear of a gun mule they were good to see. One can imagine with what pomp the Germans would have surrounded the crossing, let us deprecatingly say, of the Thames. We do these great things with singularly little fuss, but in their very simplicity and forthright workmanlikeness there is a unique majesty.—(London Times).

A Transfer.

During a fierce infantry attack on a German position a British soldier was unfortunate enough to get slightly gassed. It had a peculiar effect—causing a temporary paralysis of the mind. The only thing he could remember was the terrible charge whereby they captured the enemy trench. The position was consolidated, and they sat the gassed man in the corner of a dug-out to recover. Just as the weary men were dropping off to sleep, the man in the corner began to mumble the only thing that occupied his mind.

“Us British didn’t ‘arf give them Germans ‘ell!”

“What’s that?” said the Corporal, sitting up.

“Uus British didn’t ‘arm give them Germans ‘ell!” he reiterated.

“Oh, shut up!” growled half a dozen voices. Every two minutes the poor chap repeated his homily, until the other occupants of the dug-out gave up sleep as an impossibility.

“Look ‘ere,” said the Corporal, going over to the man, “I can’t stick it any longer; you ain’t ‘urt, and if you ses that any more we’ll turn you into a blooming ‘Un, that’s wot we’ll do.”

The “gassed” man looked at him vaguely, and then repeated his dismal dirge.

“That’s done it!” said the Corporal. He grabbed a captured picklehaube, placed it on the head of the man, and waved a bayonet before his eyes.

“Now you’re a bloomin’ ‘Un—a German. Understand.”

The man looked at him blankly, and then nodded his head sadly.

For twenty minutes not a sound was heard but the peaceful breathing of the tired men. All of a sudden the “gassed” man started talking, and this is what he was saying: “Then British didn’t ‘arf give us Germans ‘ell!”

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The following lines were written by Lieutenant Arthur M. King, of the Sixtieth Battalion, Canadian Infantry, in the Ypres Salient in 1916. He was afterwards killed in action at Hill 60.

THERE'S A CELLAR UP IN HOOGE.

(To the tune of "A little bit of Heaven")

There's a cellar up in Hooge that we landed in one day,
Where the floor is paved with Germans who have long since
passed away,
And when the Captain saw it why he nearly had a fit,
"Shure the others may have liked it but faith I'll not stand
for it";
So they sprinkled it with chloride just to cover up the smell,
It's the only place we know of that's a damned sight worse
than Hell,
And though the chloride's powerful it's more than we can
stand,
For it's just the vilest smelling place in this forsaken Land.

IT'S A LONG WAY UP TO THE FRONT LINE.

(To the tune of "It's a Long Way to Tipperary")

At Maple Copse we had a quiet time without a doubt,
And even in broad daylight why the Staff would wander out,
They'd come up to the Front Line in a manner that was brave,
And then about conditions in the trenches they would rave,
"You must pick up all the paper and clean off every
mat,
The conditions are disgraceful and we won't stand
for that,
For ourselves it doesn't matter we could get along
quite well,
But the General is a fusser and he'll give us Hell."

The Front Line is from Half Way House full many miles
away,
And our HQ are on to that as they doze through the day,
But when night settles down on Hooge and everyone's alert,
The Specialists and Staff are heard to cry in tones quite hurt,
"It's a long way up to the Trenches, it's a long way to
Hooge,
Mr. Miller can't fire his rifles and Toddles has no
tools,"
The Adj. says "I'm too busy and the Germans are
too near,
It's a long long way up to the Front Line so I think
we'll stop here."

A Window Garden.

A private had on several occasions asked his C.O. for "leave" so that he might dig up his garden. One morning he was brought before the officer, who eyed him fiercely.

"Jones—about that garden of yours! I've made careful inquiries, and I find that you haven't got a garden at all. What have you got to say?"

"Well, sir," said Jones, hesitatingly, "if the chap that went to see says there ain't no garden then some one must have pushed it off the window ledge."

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