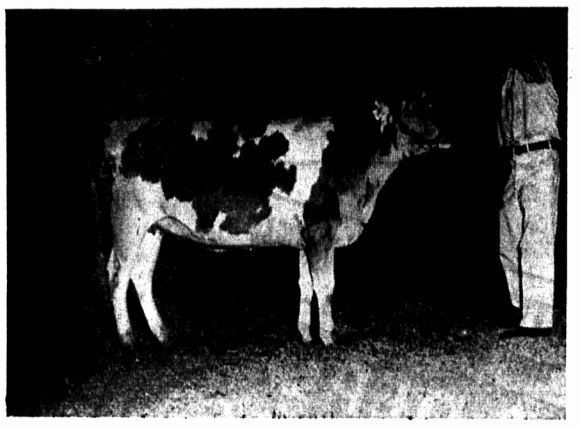
Some Champions Yesterday

The junior female champion Holstein at yesterday's judging was "Llynvenith Sparkle Esquire", owned by Mr. Colby Lewis of Freetown. Barter's Film Lab.



The Reserve Junior championship for Guernsey cattle went to "Queen's Nimble Lady", owned by Owen Younker and Son, Kingston.

Barter's Film Lab.

Mr. J. L. MacEachern and his eight year old son Glen, proudly show their grand and reserve grand champion bulls in a class for males under three years. Although the competition included more aged animals than these. "Tea Hill Willow Lad" came off with top honors while "Tea Hill Jolly Duke" came second. Barter's Film Lab.

"Chestnut Royal Drynie" (above) was reserve champion male Shorthorn among stiff competition. He is from the herd of Daniel P. Jewell, North River.

Barter's Film Lab.

"Fraserdale Fore Heroine" was junior Guernsey champion at yesterday's show. She is owned by Owen Younker and Son, Kingston. She was imported from the Fraserdale Farm in Ontario. Barter's Film Lab.

Terms of Protocol Will Dissolve Union

THE HAGUE, (Reuters) — The Dutch-Indonesian Union will be dissolved and Holland and Indonesia will exchange ambassadors under the terms of a protocol signed here Tuesday and published today.

The Union has formally linked the two countries under the Netherlands crown since sovereignty over the former Netherlands East Indies was transferred to Indonesia in 1949.

The new protocol does away with agreements on co-operation in foreign affairs and defence and abrogates the 1949 cultural agreement.

OLD WARTIME SCENES RECALLED IN LETTER READ AT BATTERY REUNION

An interesting letter from Dr. D. C. MacDonald, now practicing in North Battleford, Sask., was read by Mr. Lem MacDougall at the eighth battery reunion held at Sandys Restaurant on Tuesday. Doctor MacDonald was a signaller in the battery and came from his home in Antigonish, N. S. to join up with the Island unit on its formation. He was in Vienna, Austria, this summer taking a post-graduate course and took advantage of the opportunity to visit the scenes of battery activities in the First World War.

The letter reads:

Thank you very much for the information you sent to Vienna. I found out afterward that I had, at home, a resume of the batteries' moves in France, but I did not have it with me. I believe that I got it from Dave Miller some years ago.

When I left Vienna, I went by air to Frankfort in Germany, and there I hired a car and driver for two days. We drove down the Rhine as far as Cologue and back. It was a very beautiful drive. The cities in this area showed a lot of damage from bombing during the war. In Mainz, one hundred and fifty thousand people were killed out of a population of five hundred thousand. This city does not appear to be nearly so damaged as some of the others, such as Coblentz. Cologne is still miles of desruction, and although they are busy rebuilding, it will take them years I am sure.

Billets Located

I spent the night at Mehlem, where we were billeted. I found the house that I was in, owned by people by the name of Ott, and I spent the evening chatting with two of the brothers who still live there. Two others had died in the meantime, and the three girls were married and living in other places. I had billeted with me in this house Cpl. MacKenzie (I have forgotten his first name), Stranger Crockett, and another man whose name I cannot recall. The Ott family told me that this was the only house in the street which remained [illegible] of the same owners, so that other members of the battery billeted on this street would probably not find the same people they knew.

The Drachenfels Hotel is still there, and under the same ownership. Mehlem however, has grown a great deal, and is practically continuous with the city of Bonn now.

From Frankfort I went to Paris. Prices are terribly high there, and I thought it rather a sad city. At this point, I hired a self-drive car, and together with a niece from London who joined me, I spent five days touring the old battle grounds. The country is very beautiful and except for the thousands of cemeteries, would not remind one of war. A great many of the battery positions I could not locate at all, even within two or three miles, but several had not changed very much.

AMIENS UNCHANGED

The Chateau grounds, east of Amiens, where we had our battery position for the great battle of August the eighth, still looked very much the same, and one had to pinch oneself to realize that so many years had passed.

I could not definitely locate our battery position further ahead near Vrely, as the country was all green with crops and looked different. I think I saw approximately where it was.

Arras is completely rebuilt and does not have any scars of war left. Our old battery position at Blangy, east of the city is now a grain field. Going east on the Arras-Cambrai road I could tell approximately where our positions were, but there are not traces of trenches or gun-pits, nothing but grain fields and orchards.

The Canal Du Nord is a very peaceful stretch of water now, and the banks are lined with trees which have grown up since.

Last Action

Velenciennes was as far east as I went, as it was at the capture of this city that our battery last saw action. They have a street in the city named the Avenue Hugh Cairns, after the late Sgt. Hugh Cairs of Saskatoon, who received his V. C. in the capture of the city.

There is a graveyard at Vis-en-Artois, just off the Arras-Cambrai road where I located the grave of J. H. "Nobby" Clark, and got a Kodachrome picture of it. Blanchard is buried somewhere in this locality, but I was unable to locate the grave in the time at my disposal.

Vimy Ridge

Vimy Ridge has, so far as I can find out, the only trenches along the western front which were left as they were, and the sandbags filled with cement to preserve them. A great deal of the old labyrinth of tunnels still exists, and we followed a guide underground for three-quarters of an hour.

Lievin, which was a heap of rubble when we last saw it, is now a busy and entirely rebuilt city. I could not even find a clue as to where our battery position had been, everything looked so different, even the Souchez River travelled underground in pipes, where it used to be a flowing stream.

The country in the Bethune area appears much more populuous, and the towns and villages seem to have grown a great deal. When we were along the canal at La Preol it used to be quite a country walk to go to Bethune, but now all this country, including Beuvry, is practically a part of the city.

Our old billets along the Canal looked much the same, although I was told that most of the houses had been rebuilt since. This was one of our battery positions that looked very much the same. The people in the local estaminet were quite pleased to see some one who had been there in war time.

I could not locate our first battery position, which rather disappointed me. If I ever go over there again, I must try to secure some more exact information about some of these positions on the map.

Vielle Chapelle, Laventie, Erquinghem, and Fleurbaix are all peaceful villages in a very beautiful country. Armentieres does not show any signs of war now, but the old square near where we had our first battery position still looks quite familiar.

Visits Graves

I visited the graveyard here within the city limits, where our first casualities are buried. Like all the cemeteries I saw, it was beautifully cared for. Five of our men were buried in one row, side by side; Sgt. MacLellan MacVarish, MacNeill, Mann and Perry. I took pictures of these graves, but unfortunately the inscriptions on the tombstones do not show, as it was a dark and rainy day, with insufficient light for good photography.

Messines Ridge, of which the top was entirely blown off by a Canadian Tunnelling Co., now has a completely rebuilt village on top of it, even to a church. Passchendaele village has been rebuilt as well, and except for the vast cemeteries about does not remind one of war.

I thought the Canadian War Memorial at St. Julien was one of the most beautiful I saw. It was raining when I was there, but I got a couple of pictures which are fairly good.

Moving Scene

The most moving scene that I witnessed during this trip was the ceremony of the Last Post at Menin Gate in Ypres. This takes place every day throughout the year at sunset. Replacing the original Menin Gate there is now a huge and beautiful archway built to commemorate the dead of the British Empire, who died in this locality. The names of those who have no known grave are inscribed within the arch. It is said that one million men marched east through this gate and never came back. We visited the place in the evening a few minutes before the sunset hour, and other visitors, mostly Belgians, soon gathered. Two policemen appeared dressed as if for a parade, with white gaiters and gloves, and buttons polished. Each took position in the middle of the street at each side of the archway, and at the appropriate time raised a white gloved hand and stopped all traffic. Two buglers then marched out to the centre of the archway, faced the setting sun, and blew the Last Post. One could imagine a million men marching east with their hobnailed shoes ringing on the cobble-stones.

I can never hear the Last Post sounded, without emotion, but on this occasion I am afraid I di

(Continued on page 15)

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