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## TRENCHES NOW CRUMBLE

MAJOR "BILLY" NICKLE DESCRIBES THE BATTLEFIELD.

Re-Visits Scenes Where He Fought—War-Scarred Ground and Old Landmarks Bring Sad But Proud Memories.

Toronto Telegram Correspondence.

Struggling French peasants are attempting to restore a miserable resemblance to what they formerly lived in, in the war wrecked neighborhoods of their country, according to what Major W. M. (Billy) Nickle, M.P., son of W. F. Nickle, K.C., M.P., of Kingston, says. Major Nickle has just returned from a visit to the old battle lines in France. Having gone to France as a private in the Princess Pals, then promoted to the rank of officer, and having been wounded three times whilst hearing that rank, Major Nickle gives a vivid story of the country as one who sees it from the view of a veteran.

"The thing which impressed me most," says Major Nickle, "in passing through the areas familiar to Canadians, from Douai to Vimy, from Lens to Loos, to La Bassée, Hazebrouck and Passchendaele, was the way the peasants came back to the shell shattered villages which they left in the dark days of 1914, only to find their homes and surroundings absolutely wrecked and ruined by enemy gunfire and other means of destruction. These peasants are coming back to such towns as La Bassée, where there is not one wall of a house standing, bringing with them a pick and shovel and a few other crude tools, intending to gather together a few whole bricks, bits of wood, etc., left behind by the advancing army, to build a roof over their heads, and once again settle in the district where they were born and raised.

"Until you see for yourself the success that the peasant has in making a new home for himself out of the destruction of war you have no conception of how well he gets on. Being a soldier myself, and knowing the hardships of the trenches, I was able to understand the tremendous hardship and sacrifice and discomfort they must go through during the time they are constructing their meagre domiciles.

"They are a gallant people. In one instance I called to a peasant, 'Vive la France.' He replied, 'Merci, Monsieur. Vive la Belle France.' The people of France indeed love their country dearly.

**How Canuck Trenches Look.**  
"The soldier at home, who has not seen the old line for a great while, is likely wondering what it looks like now. In the sector around Kemmel and Armentières there are large numbers of German prisoners clearing the country. About Passchendaele Chinese laborers are doing the same.

"Those who know pill-boxes will appreciate how difficult it is to remove what the Germans considered their impregnable fortresses. In this sector there are no railways, few roads, and bad transport, so therefore it is hard to collect railway rails, barrels of cement and other war materials.

"The soldiers at home may be wondering how the old trenches are. Whether they have fallen in or not? Practically all of them have. The grass-hidden mouth of a dugout is occasionally to be seen, but even though they were occupied a late as last summer they are now matted and out-of-date looking. The trenches are sliding in, and in the wet districts, like Ploegstreet and the Ypres salient, are only ditches now. Down about the chalk country some of them are standing the wear of weather fairly well. But on the whole, the old front and reserve lines promise to disappear in a few seasons of the heavy Flanders rains.

"At St. Eloi I stood at what was once the lip of No. 2 Crater, and looked back over the country which was so familiar to us in the spring of 1916. It was beyond recognition. Dieckebusch was gone. Its church spire, and even the walls of the church could not be seen. Reninghelst, where Gen. Mercer and many another Toronto man lie buried, and which nestled so cozily on the plateau among the poplars, was barely the skeleton so often seen in the war zone. Voormezele, of course, was as much obliterated as St. Eloi, and such familiar points to us as Shelley Farm, White Horse Colmars, Bus House and R6 were washed out as completely as heavy artillery can wash out small parts of the landscape.

**Sad Sight.**  
"At Vimy the trenches are best preserved. Teddy Gerard, Billy Burke, Vestia Tilley and the other lines in that system, are very slowly

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## Shock Left Her Weak and Nervous

COULD NOT SLEEP

When the system receives a shock of any kind, the heart becomes weakened, the nerves unstrung, the appetite poor, faint and weak feelings come over you, you can't sleep at night, and you wonder if life is worth living.

To all those who suffer from nervous shock we would recommend Milburn's Heart and Nerve Pills as the best remedy to tone up the entire system and strengthen the weakened organs.

Mrs. J. J. Bunyan, Pilot Butte, Sask., writes:—"I have used Milburn's Heart and Nerve Pills after having suffered from a terrible shock to my whole system. I was so utterly weak, and nervous I could not sleep at night, and my appetite was very poor. I could not walk across the floor without trembling all over.

I had hot flushes and fainting spells. When I was on the second box of your Heart and Nerve Pills, I began to feel that they were doing me good, so I kept on until I had used six boxes, when I felt like a different person.

I am never without them in the house, and highly recommend them to all who suffer with their heart."

Milburn's Heart and Nerve Pills are 50c a box at all dealers, or mailed direct on receipt of price by The Milburn Co., Limited, Toronto, Ont., Canada.

One fall and one winter have placed their mark upon them, but even now they could be returned to condition as a strong line of resistance.

Major Nickle was impressed, with the sadness of many scenes at the front. The flicker of hope seemed to show the lives of the poor people returning to lands that are of no use, and not the entire line of lives. Skeletons haunt every acre, and unexploded shells threaten death to the cultivator of every yard of ground.

On practically every thousand yard frontage of the old line, or at least on every brigade front, there is a graveyard. Hundreds and hundreds of Canadians lie still in their last, solemn duty, a peaceful duty at last, may it be said, but sad to the person who stands above their silent sentry post and ponders upon what they yielded up in order to obtain this last "cushy job."

"Those of us who remain are in honor bound," says Major Nickle, "to protect the fruits of victory that the sacrifice of gallant men made it possible for us to obtain."

## MORE LIGHTS FOR STREETS

FIRE CHIEF WANTS HYDRANTS BETTER PROTECTED.

Reports Against Parking of Cars—Motorizing of the Fire Department is Still Under Consideration.

Two very important matters were dealt with at a meeting of the Fire and Light Committee of the City Council on Tuesday afternoon. The first was the proposed improvement in the lighting of the streets. The list of changes was prepared by the chairman, Ald. Chown, with the assistance of the fire chief, and C. C. Folger, manager of the Public Utilities, was presented at the meeting for consultation. It was shown that many lights could be placed more advantageously than at present, and while the proposal called for the addition of some new lights, the extra expenditure involved was only \$798 a year, and the committee adopted the report and passed it to Council for endorsement.

Fire Chief James Armstrong reported upon the fire department and asked that hydrants be placed at a number of points to enable him to deal more promptly and effectively with fires. Manager Folger stated that the exorbitant cost of hydrants at the present time made it impossible to comply with the wishes of the fire department until prices declined at least half. Hydrants cannot be bought for less than from \$85 to \$100, and they were formerly bought for \$26 each. The committee, therefore, decided to allow the matter to stand over.

In this connection the fire chief suggested that the traffic by-laws be amended so as to prohibit the parking of cars near hydrants. He stated that under present conditions automobiles may be found parked in front of hydrants on Princess street in such a manner that a quick connection of the hose cannot be made in case of fire. This is especially true of the hydrant to the west of Steacy's store, the hydrant west of the Grand Opera House and the hydrant on Sydenham street just north of Princess street. He recommended that no vehicle be allowed to stand within ten feet of any hydrant. He also directed attention to the congestion of traffic at certain points preventing free passage for the fire-fighting apparatus and urged that parking of cars at such points be prohibited. One place that was always dangerous was Montreal street, between Brock and Queen streets. The street is narrow at this point, and cars may be found standing on both sides at all hours. He also recommended that where cars are permitted to stand there should be a space between such cars at intervals to permit of crossing from one side of the street to the other. Cars should not be crowded up close behind each other.

The motorization of the fire apparatus was also discussed and a comparative statement of the cost of maintenance was submitted, showing the change should be effected in the interests of economy. The maintenance of horses and horse-drawn vehicles during the year cost the city \$513.27, while the Reo motor truck used as a hose car at No. 2 station for the same period cost \$31.05.

The chief asked for leave of absence to attend the forty-seventh annual convention of the International Association of Fire Fighters to be held at Kansas City, U.S.A.,

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