

spirits of the men were in excellent condition. Le Havre was sighted early in the morning and disembarkation completed by 3 p.m., when the regiment moved to a base camp in the vicinity of the town.

The stay in Le Havre was of short duration. The next night the men entrained for St. Omer, and arrived there on the 23rd December, after one of the most trying journeys imaginable. Only one train of 48 trucks had been allotted to the regiment, and many soldiers were unable to secure sufficient floor space to sit down. As each man's feet were excessively sore, and crowding was inevitable, that weary train journey formed the grave of many promising friendships.

The billets finally achieved at Blaringhem were comfortable enough, however, and Christmas Day, with a couple more rest days, restored waning enthusiasm to its usual fervour. Then the brigade was employed for several days in the construction of a line of defence between Mount Croquet and Steenbecque, an arduous task, and the first real trench digging the Canadians had accomplished.

On New Year's Day Sir John French inspected the battalion, and four days later the brigade, with the P.P.C.L.I. as advance guard, swung off on the long march to the Ypres salient.

The night of January 5th was spent at Meteren, and the tramp through the town was pleasantly enlivened by the eagerness of the inhabitants to point out the bullet marks, and other less pleasant traces of the recent German occupation. Early the next morning the march was resumed, and this time no long halt was made until the regiment arrived at Dickebusch, where the men rested in a field close to the town until it was time to move up to the trenches. Dickebusch was being shelled as the regiment marched into the village, a very mild shelling, however, that barely interested the Canadians and caused no particular damage. About 4 p.m., Major Gault, who had gone on