they would be subjected to on our own roads. Frequent over-hauling of the lorries is necessary, but it is astonishing how much trouble can be avoided by careful and regular attention on the part of the lorry crew.

It is difficult to estimate from the work of the past year the trying and hazardous work done by the motor transport columns with the original British Expeditionary Force. A conception of their work could be obtained from our experiences at Ypres in April last. The transport is called upon to work under hazardous conditions when the division is advancing or retiring During heavy actions the enemy artillery make every effort to shell the roads so effectively that it is impossible to move up supplies and ammunition and, under these conditions, the motor transport units of the first Canadian division have suffered not a few casualties, but in comparison with the more hazardous branches of the service, the casualties are very light. Lorry crews are armed with rifles and the early British columns got many opportunities of using these arms and were in many situations where these weapons were absolutely necessary, but our men have never, as far as I know, found occasion to use these arms.

To men with any mechanical experience, who desire to serve their country in the present crisis, the Motor Transport offers special attractions. The members of this Corps, while free from many of the conditions to which the men in the trenches may be exposed, are called upon to render a service as essential as any other to the progress of the campaign and to our final victory.

Many Kingstonians are serving with the Canadians in France, and it has been my privilege to come in contact with a large number of them during the past year. No one who has enjoyed this association can forget the credit due to such men as the late Captain G. T. Richardson, among those who have fallen, and Colonel Ross, among those who are still in service, for their share in establishing the enviable reputation enjoyed by the Canadians in France.