

in itself, but not to be described in detail here. It must suffice to say that if the blow had fallen in this sector the result would have been far different to what befell at St. Quentin.

After March 21 the pressure became very great and there was a tendency to throw in Divisions of the Canadian Corps wherever needed. "Thus, under the pressure of circumstances," writes Sir Arthur Currie of the situation at the end of March, "the four Canadian Divisions were to be removed from my command, placed in two different armies (Third and First), and under command of three different Corps (VI, XVII and XIII). This disposition of the Canadian troops was not satisfactory, and on receipt of the orders above referred to I made strong representation to First Army, and offered suggestions which to my mind would reconcile my claims (from the standpoint of Canadian policy) with the tactical and administrative requirements of the moment."

As a consequence the 1st., 3rd. and 4th. Canadian Divisions were reunited under his command and given a very extended line. "From April 10 until relieved (May 7) the Corps held a line exceeding 29,000 yards in length; the 2nd. Canadian Division, then with the VI Corps, was holding 6,000 yards of front, making a total length of 35,000 yards of front by the four Canadian Divisions. The total length of the line held by the British Army between the Oise and the sea was approximately 100 miles; therefore the Canadian troops were holding approximately one-fifth of the total front. Without wishing to draw from this fact any exaggerated conclusion, it is pointed out that although the Canadian Corps did not, during this period, have to repulse any German attacks on its front, it nevertheless played a part worthy of its strength during that period."

But although the Canadian Infantry did not take active part in repelling the great enemy drive, its other arms were worthily represented. At 11 p.m. on the night of March 22-23, in the blackest hours of the Somme fighting, word came to Canadian Corps Headquarters for the 1st. Canadian Motor

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