

ordeal was the same spirit which has inspired the most gallant accomplishments in the records of the Canadian Corps.

On December 4th the Division rejoined the Canadian Corps in the Bruay-Divion Area, and, after a short rest, on December 21st took over a sector of the line south of the Souchez River on the steep slopes of the Vimy Ridge, relieving the 1st Canadian Division. The re-fitting of the Division was undertaken, and the periodical rests of the Reserve Brigade at Château de la Haie served to get the machine thoroughly re-organized. The fighting attention throughout the winter 1916-1917 was devoted to raiding and "strafing" the Hun. Also an enormous amount of work was done in preparation for the Battle of Vimy Ridge, notably the construction of Blue Bull, Vincent, Tottenham, and Cavalier Tunnels, some 12,000 linear feet in all.

On April 9th the Battle of Arras commenced, and with it the storming of the Vimy Ridge. On the first day a certain portion of Hill 145 held out against us by virtue of its very commanding position and the extremely stubborn resistance of large groups of the enemy. However, the situation was completely cleared up that night, and the next afternoon the line was pushed farther out on the eastern slopes of the ridge. On the day following our line was extended some 1,500 yards to the left, and the Division again attacked, this time capturing the commanding knoll known as the "Pimple." Again, on the 13th, the line was carried forward—this time to the line La Chaudiere-Bois de Givenchy, both inclusive—and by this time the Vimy Ridge was entirely in the hands of the Canadians.

The German resistance again stiffened, and as our communications had become considerably strung out over very difficult crater-torn ground, saturated with water, it was necessary to call a halt and construct proper roads before further determined offensive action could be taken. The difficulty of ammunition supply to the guns was extreme.