



A Weekly Newspaper, sanctioned by the Officer Commanding, and published by and for the Men of the E. T. D., St. Johns, Quebec, Canada.

Vol. 1. No. 24.

SATURDAY, APRIL 13, 1918.

5 Cents The Copy

# WHY THE ENGINEERS ARE AN IMPORTANT FACTOR DURING THE ADVANCE

## THE ADVANCE.

With Special Reference To The Work Of The Engineers.

By Lt. E. T. Adney, C.E.

### Preparations.

A successful advance requires not only several new "trench" elements, but extraordinary preparations in the rearward area. Not only must the existing means for bringing up material be in smooth working order, but these must be extended forward, and an immense quantity of engineer material brought forward as far as may be safe, for building new communications into enemy territory and consolidating the ground there. Just what work will be undertaken in Corps area, and what in Divisional area, is decided at conference. Corps has at command many engineer officers and special corps troops, while the C.R.E. engineer officer on Divisional staff now has his own H. Q. force, and three Field Companies directly under his orders, and not, as formerly, affiliated with Brigades. The Field Company has now its own sector, and does not come and go with Brigade. The C. R. E. also has a Pioneer Battalion. These, with Infantry assistance, do a lot of the semi-technical work. The Infantry themselves, under a Works Officer, assisted by engineers when necessary, now do the earliest engineer work in enemy territory, the engineers being kept

back until the situation is cleared, and definite work is laid out for them to do in the captured ground.

### Assembly Trenches.

The new trench elements are suitably protected places for the assembly of troops taking part in the advance. Deep dugouts may be used, but often the new elements will consist of trenches.

The regular trenches may be used, but it is better to construct special trenches. The enemy being of course aware of preparations, will shell any evidences of assembly. One plan is to dig the trench one foot deep, which on an aeroplane photo will appear as a completed trench. The enemy is then

kept in ignorance of the time of the intended assault until the last moment, when the shallow trenches are hastily completed, to a depth of possibly four feet. Usually a supervision trench is provided in the rear. The Germans do not advocate the use of special trenches, preferring dugouts instead, but the construction of a preliminary dummy trench, as above indicated, has met the objection in some measure. Assembly trenches have steps leading from them at frequent intervals. The alignment is usually "wavy", and more or less parallel to the objective. They are laid with "duck-board" (trench gratings) which will be taken forward by the troops as they advance.

### Jumping Off Trenches.

As the enemy must not be given time to lay down his own barrage after ours lifts, special jumping off splaces must be provided not further than 44 yards from the enemy line. These may be made by blowing connections between shell craters, or by running saps and connecting up the T-heads at their ends. All this must be done at the last moment.

### Rearward Communications.

The ordinary rearward communications for bringing up material and equipment for the army will be:—

(a) A single or double track



E. Carol Jackson - 1918



C. Stanley Major



J. St. John Major

We beg to present (some) Men of the Hour!