

4. Road material, comprising broken stone, gravel and broken brick.
5. Ordnance supplies, such as wearing apparel of all kinds, blankets, tents and similar stores.
6. Postal service, covering the transmission of mails between the field post offices and the railroad post stations.
7. Armourers, comprising the care and upkeep of small arms and machine-guns.
8. Sanitary section. The materials required for the disinfecting and bath houses and all sanitary requisites are covered under this head.
9. Signals, consisting of the carrying of telegraph wires, posts, instruments and like material.

Not only does the supply column carry the material for delivery to the troops, but also a large quantity of goods salvaged from the trenches and billets and cleared from the field after an action. These are returned by rail to the base ports on the coast and from there back to England for further use.

Taking into consideration the large amount of supplies to be handled and the poor railroad facilities on the British front, it is remarkable how such a complete and accurate service is maintained. It should be remembered that supply trains of all descriptions, troop trains, civilian trains, armoured trains and, the most popular of all trains, the leave trains, must needs use the same lines. The railway stations, or "railheads" as they are termed, are few and small and, as the same railheads are not used for both ammunition and supplies, the number available as supply railheads is still further reduced. The canals are used to some extent to relieve the pressure, but for the most part the materials arrive by rail and may appear at irregular intervals. It is necessary for the supply columns to act with promptness and speed whenever a shipment arrives. For example, the railhead used during the midsummer last year by the first Canadian Division was used as well by four other divisions. This meant that a village station, which would in normal times take care of the wants of some two or three thousand people, must in addition now supply the needs of, approximately, 100,000 troops. Little additional trackage has been laid, but as much as possible has been done to enlarge the existing railway yards in a tem-