

material had to be delivered at night by teams and lorries. This work was efficiently carried out, in spite of almost impassable roads and shell fire, which was invariably heavy at night in this sector, under the direction of Capt. R. M. Adams, O.C., Horse Transport, and Lieut. G. D. Curry, O.C., Mechanical Transport. The work of these officers, and also that of Capt. J. P. Gillies, M.C., who later took over the command of the Horse Transport, was at all times commendable. About the beginning of July, maintenance and further construction on the work in and about Ypres was taken over by the 2nd C.R.T. Meanwhile "D" Company had joined up their "B" lines with the Busseboom system, so that material could be brought up from the A.D.L.R. Second Army Stores. Eastward, the "B" lines were connected with the Ypres system, in order that the heavy artillery in and about Ypres might be served directly from Westenhoek, at which point a large transshipment and locomotive yard was constructed. "C" Company completed this last piece of work.

The battalion was then transferred to what was known as "V" lines and on June 7th, the Second Army captured the Messines Ridge, after a terrible explosion of 19 mines. "D" company went to work the same day on a system of lines forward and south of Voormezele, as the batteries had been advanced some distance. When the extent of the British advance was realized, the other companies were also called upon to share in this operation, alternating on the forward work. Heavy guns were required in advanced positions on the captured slopes, and so lines had to be built to the St. Eloi craters and to Spoilbank. Construction was soon completed to the former enemy front line trenches, and then pushed forward to the Damstrasse within 1,000 yards of the new line. Several trains of heavy guns were thus taken into Spoilbank, as well as ammunition. The work was laborious owing to the number of heavy cuts and fills, and the bridging required. Working under constant balloon and aeroplane observation the men were subjected to particularly heavy shell fire. Thirteen were wounded in May, one of whom, Sapper Woolridge, died; and others, including Lieut. Quinlan, were invalided to England. In June, thirty-one were wounded, two dying as a result, Sappers Wagner and Anderson.

Early in July, "B" Company was given the building of a diversion bridge over the railway at the crossing between Poperinghe and Brandhoek. It was completed in two weeks, and was 1,100 feet long, with long ramps which had to be made by dirt fill. There were 10,200 cubic yards of earth moved in this operation, and six trestle bents built, and steel girders placed. The work was in charge of Capt. F. C. Jackson.

The main offensive before Ypres was arranged for a date in July. Accordingly, plans were made to continue the Voormezele line by way of Zillebeke Lake forward towards Roulers. Lieuts. White and Hall with a party of surveyors were detailed to stake out the new line. Preliminary work was done under very trying conditions, enemy shelling being particularly heavy. In spite of this "D"