

Vast Canadian Depot Supplies War Fronts

Longue Pointe, Que., March 21.—The magic name of "Basra" appears on a large packing case under the stencil brush of a girl civilian.

Nearby a C.W.A.C. private paints "U.S.S.R." on a similar crate, and down the line a youth marks "China" on a case that may contain anything from optical instruments to spares for the latest anti-aircraft gun.

The grim romance of warfront names blends with the bustle of shipping in the warehouse town known as Longue Pointe Ordnance Depot, Canada's largest overseas clearing-house for technical war stores and spare parts for weapons and machines. It is also one of the largest of its kind in America.

L.P.O.D., as it is familiarly known, is a hustling area of 210 acres on the outskirts of Montreal—an area that was nothing but farmland and marsh two years ago, but which today has 22 miles of railway sidings and miles of well-built roads.

Powerful cranes pick up Rams, Valentines or recent Canadian Grizzly tanks from railway flat cars inside one building. After they are given a final check and prepared for an ocean trip they are placed in another line that leads toward the railhead.

Supplies For All Fronts.

A stream of war supplies pours into the Longue Pointe funnel from factories all over the continent. Needs of fighting men from the frozen plains of Russia to the jungles of the Far East are routed out quickly to frontier battle zones.

L.P.O.D. has been little known outside the army and its business connections, because a large quantity of material of type the

enemy is not supposed to know much about has passed through the depot.

The annual trade out of Longue Pointe Ordnance Depot mounts into the hundreds of millions of dollars. How did L.P.O.D. happen?

In the summer of 1941 the British and Canadian Governments decided to establish a large ordnance depot in Canada for the distribution of technical stores and spare parts—to be administered by Canada, and the cost allocated between the two Governments.

Construction started in March, 1942, with the first building occupied in October of that year. The depot grew and grew. Today it has a dozen large warehouses of a size that reminds one of an auto factory layout in the Windsor-Detroit area. More are under construction.

The nerve centre of this still-growing organization is a white, modernistic-looking administration building that holds hundreds of clerical workers.

This war shipping "machine" hums along in high gear—under the top supervision in Ottawa of the Master General of Ordnance.

L.P.O.D. has reached the stage where it ships vast quantities of military stores, ranging from tiny optical parts to medium tanks on behalf of several Governments. Most of them are United Nations. A few are still neutral.

Only about 20 per cent of the "handle" at Longue Pointe is for the Canadian Government.

Practically all Motor Transport shipping business is done for the British Government, which, in turn, allocates the material to Russia, China and other countries.

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