

spection of the print will show one of the primer rods mentioned, flying skyward as a result of the explosion. The rods and tubes are of course destroyed, but the expenditure entailed is considered cheap, owing to the safety guaranteed to all hands by these methods.

The Motor in Warfare

ITS USES IN THE PRESENT CAMPAIGN

No event that could possibly have happened in the world's history could have forced the superiority of the motor and motor traction so prominently into the limelight as the present European War. Although this is a big statement to make, every individual reading the daily war news who has thought deeply enough to get even slightly below the surface of things, must admit that some wonderful results have already been obtained on the Continent that would have been beyond conception but for its employment.

The flexibility of this new unit in warfare was first evidenced by the rapidity with which the mobilisation of the various fleets of motors was carried out throughout England and Scotland. The English Army Service Corps had at the beginning of this year only nineteen Mechanical Transport Companies as a standing strength, and a large proportion of these companies consisted of steam tractors, admirably suited for the haulage of heavy supplies from a near base, but at a tremendous discount in situations where the active line extends for a distance of perhaps 60 miles from the nearest railhead.

Such a situation was of course practically impossible in any series of army manoeuvres carried out in England, but fortunately the War Office authorities foresaw the possibility of such an occasion arising, and realizing that the only type of vehicle that could hope to cope with the situation would be the self-contained petrol motor, they took steps to ensure that these vehicles should be available when occasion arose.

With this in view a scheme of subsidisation was carefully worked out which was available to all those owners of fleets of motors, whose machines came within the Army standards, and who cared to avail themselves of it. Needless to say, as events have proved, every mercantile firm of any importance in the British Isles came into line and placed their motors under War Office orders.

This subsidy idea was an excellent one, for although in times of stress such as the present, the War Office have of course the power to commandeer any vehicle, yet the acceptance of the subsidy, small as it was, made it imperative that the owner of the vehicles should keep his motors in serviceable condition, should have certain spares and equipment, and should be subject to War Office inspection, at any and every unexpected moment.

As an illustration of the smoothness with which this Army scheme worked when put to the test we quote one or two examples of efficiency at the time of mobilisation. Messrs. Waring and Gillow Ltd.,

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