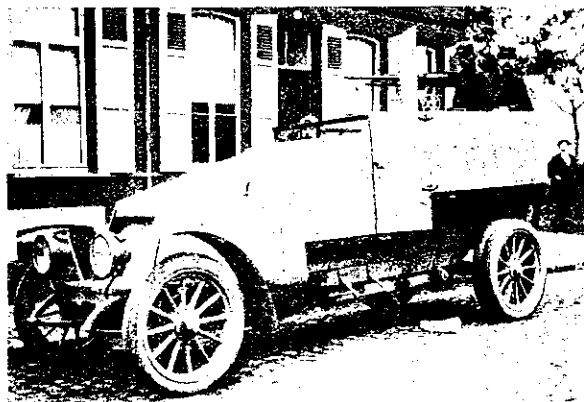


The 1,120 motor omnibuses which operated upon the various routes in Paris were requisitioned on the day of mobilisation. No less than 900 were immediately transformed—as regards their body fittings—with a view to ensuring the carriage of regular supplies of fresh meat to the troops, while the others were reserved for the transport of the men themselves. As showing how plans had been carefully thought out beforehand, a few years ago, when the old Parisian 'bus monopolies expired, and when the new arrangements were made it was stipulated that the 'buses should all be single-decked and capable of carrying

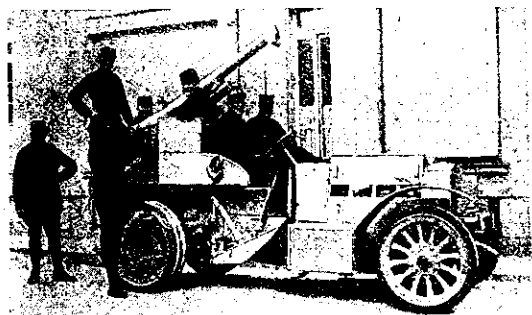
with the magnificent result that, when the Germans reached the Marne, the French army in reserve was so unexpectedly and rapidly transported by motor as to outflank the invaders and bring about a decisive victory.

And how has Britain met the policy of submarine sea piracy and murder? Firstly, by the never-failing watchfulness of the British navy, seconded by a great auxiliary service of fast motor boats. New Zealanders, alert and resourceful as they are, find in this auxiliary service great scope for their qualities, and the Old Country paid us the compliment of sending its naval recruiting officers to New Zealand



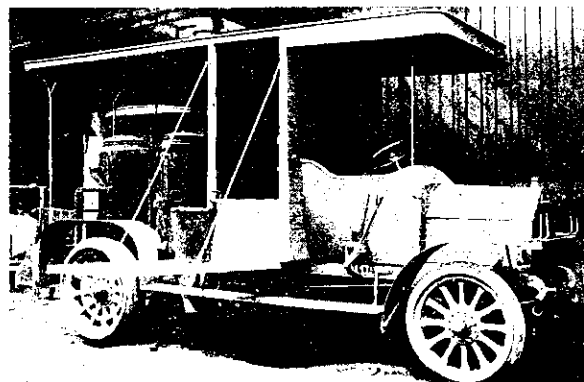
MACHINE GUN OF FRENCH CONSTRUCTION LEAVING FOR THE FRONT IN BELGIUM.

A Fort on wheels—The precursor of the "Tank."



HOW THE FRENCH COUNTERED THE ZEPPELINS.

One of the famous French 75's mounted on a motor lorry, which is capable of being raised and kept firm by means of four supports, which have the effect of eliminating the action of the springs and converting the lorry into a perfectly stable gun platform.



A Typical Motor Field Kitchen.



French Four-wheel-driven Tractor.

about thirty-six passengers in specially designed bodies, as illustrated on page 877. It was not until the outbreak of war, at which time there were about 1,100 'buses in service in Paris, that it was realized that the body design had really been dictated by the military authorities. Directly war became inevitable the whole fleet of 'buses was mobilised. Some were promptly employed for the transport of troops, while in other cases the bodies were rapidly converted, as arranged beforehand, for the carriage of food supplies and of wounded men. Simultaneously big fleets of motor cabs and private cars were equally promptly appropriated by the Government,

with a call for nearly two hundred recruits. A high standard of technical ability and manual dexterity was set, but New Zealand met the demand.

The gas attack was the German trump card in 1915. We played the joker with a vengeance in September, 1916, with the motor "tanks"! It is a great source of pride to Englishmen that the national resource and inventiveness found expression in something effective, yet fair fighting. The "tank" came just at the right moment, to give impetus to the tremendous struggle for the strongly fortified German first-line positions, but it came in too late for the Hun to copy and use against us until the