

Guns That Keep *the* Hun From Paris

THE evolution of great artillery on one hand symbolizes the sheer destructiveness of the Big Explosion by the greatest mechanical and chemical forces known to mankind. On the other side the power of the Little Explosion is shown in the development of Mechanical Transport.

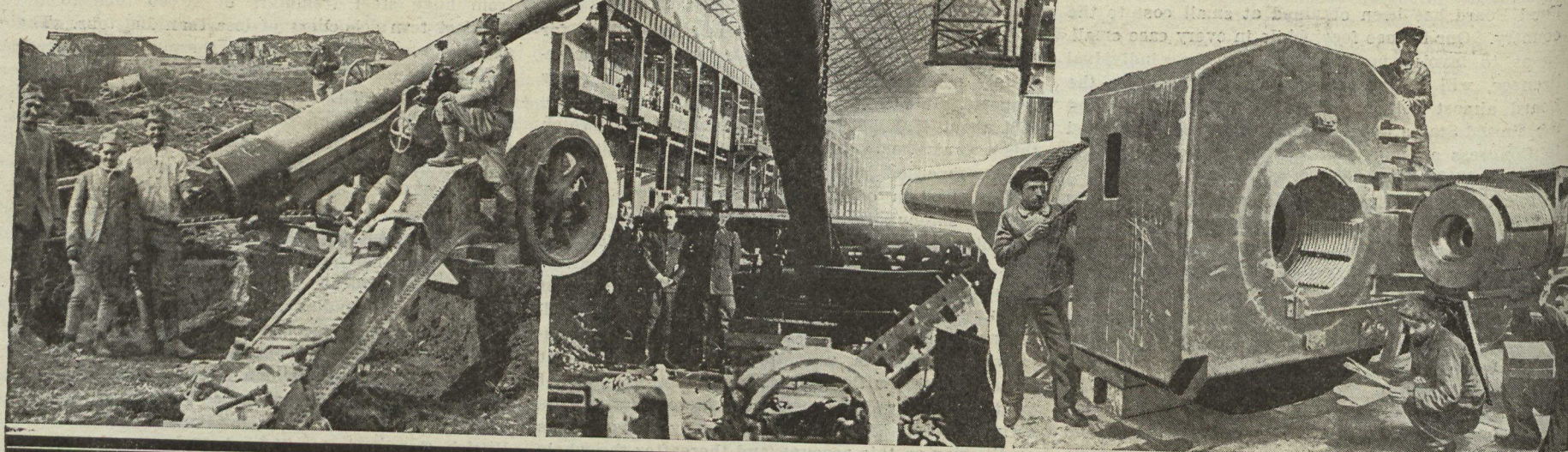
What miracle France has achieved in the business of big guns is put in a tabloid by Andre Tardieu, High Commissioner of France at Washington, in a letter to the U. S. Secretary of War. He says:

In the matter of heavy artillery in August, 1914, we had only 300 guns distributed among the various regiments. In June, 1917, we had 6,000 heavy guns, all of them modern. During our spring offensive in 1917, we had roughly one heavy gun for every twenty-six meters of front. If we had brought together all our heavy artillery and all our trench artillery, we would have had one gun for every eight meters in the battle sector. In August, 1914, we were making 12,000 shells for the .75's per day, now we are making 250,000 shells for the .75's and 100,000 shells for the heavy guns per day.

AT the Watervliet Arsenal in France, a 12-inch howitzer hoisted by a 217-ton crane.

FRANCE'S newest gun, says the photographic informant, is the Fellowes—left of the centre—so named after its inventor. It is 155 m.m. In rapidity and accuracy of fire it is the equal of the famous French 75, the greatest general purpose gun of the war. This Fellowes 155 m.m. has been one of the marvels in the present battle of Picardy. And the Hun knows it.

AND now the Hyper-Super-Gun which also is French; the monster of annihilation which overtops the Hun 42 c.m. This Thor-God of the guns was built at the Creusot factory. It has a bore of over 20 inches or exactly 520 m.m., which is about 3 inches greater than the Hun 42 c.m. What is its destination? Rumor says—to demolish such a fortress as Metz when the armies of the West begin to advance into Germany. When? Nobody knows.



M. T. is one of the marvels of the war. Some day a mathematical genius will figure out answers to these:

THE GREAT WAR USED:

How many million bbls. gasoline?
How many million motor-tires?
How many million motor-vehicles?

Marcosson in his romance *The Business of War* gives part of the answer in the chapter devoted to M. T. The British Army in France alone, he says, uses 4,000,000 gallons of gasoline a month; in Salonika, 1,500,000; in Egypt, 90,000; at home, 1,000,000. Multiply this 79,000,000 gallons a year into the armies of France, Italy, the United States, Germany—and Russia, if any—and you get the "gas" consumption of all armies running up near a billion gallons. Much of which, of course, comes from America.

Figures as to tank steamers transporting this colossal aggregate of gasoline are impossible. The cans alone form a giant industry. In 1914-15 most of the hundreds of thousands of cans were made in England from Cornwall tin and shipped to France. But the shipment of these millions of cans took up so much cargo space that the can industry was shifted to France. On a certain Thursday night, says Marcosson, the largest of these can factories was operating in an English town. Exactly nine days later it was in full swing at a port in France. Every ton of machinery had been moved and set up without mishap—in nine days! Another can factory rose out of a marsh in eight weeks. Railway tracks run into the gasoline annexes and every day four solid trains of gasoline-filled cans go up the line

GREAT IS "M.T.!"

from each depot. Each train averages 40 cars, and each car holds 1,200 gallons.

At one British M. T. depot the author saw 44,000 pneumatic tires, 40,000 inner tubes and 17,000 solid truck tires under one roof. The value of rubber tires at another depot was \$3,750,000. He gives no exact figures for the number of motor vehicles used, but he deals at some length with the amazing number of spare parts kept in stock. One American motor truck, for instance, contains 1,140 parts. As there are 67 types of

one British truck used, more than 4,000 parts must be kept for these alone. The total stock comprising these parts at the Base M. T. Supply Depot of the Northern Line alone included 1,700,000 articles.

The British M. T. developed from almost nothing. In the Boer War all the



Solid Rubber Tires for Motor Trucks



A Bunged-up Radiator is too good for junk as it was in 1915.



Salvaging what the guns leave of a million motor hoods and mudguards.

transport was drawn by horses, mules or oxen. When the present war broke out, the War Office was dependent on an arrangement with owners of trucks engaged in civil work. These truck-owners had been subsidized, and were

therefore bound to turn over their equipment at the outbreak of war. These scattered and impressed vehicles formed the nucleus of the immense fleet of transport comprising thousands of trucks, cars and motor-cycles—50,000,000 pounds of equipment on rubber tires—that to-day makes up the Mechanical Transport of the British Armies in France.