

railheads may be from six to twenty miles back. While these distances would indicate short hauls, it must be remembered that the roads are, for the most part, one way roads only and long detours are often necessary to reach the required destination. It should be also borne in mind that the speed regulations are rigid and that slow speeds are enforced. Lorries are limited to six miles through towns and villages and ten miles an hour on the open roads. It is difficult for Canadian drivers to keep down to these regulations.

Each lorry has a crew of three men, two of these being drivers and the third responsible for the load. As a usual thing the men sleep on the lorry, so that they may be available at all times, but it is frequently possible to obtain billets. Sometimes the available billets are much less attractive than the lorries. The crew of the lorry are responsible for its condition and clean appearance and must see that it is at all times ready for service. Inspection of vehicles is carried out by a central bureau, under the Director-General of Transportation, and a uniform standard is maintained throughout the service.

Every motor transport unit must make its own running repairs and, for this purpose, the equipment includes lorries fitted as movable workshops and furnished with small machine tools, stores trucks and wrecking trucks with crane and tackle for extricating ditched or damaged lorries. It is essential to carry on all repairs so that, should the need arise, any machines out of order can be readily moved. Large repairs are not taken care of in the work-shops of the columns, but vehicles badly broken-down are sent back to large central repair depots and a replacement machine is issued in its stead. Each unit is standardized and it is customary to have not more than two makes of lorry on any one column. This tends to make the work easier for the mechanics and ensures familiarity on the part of any driver with all machines in the column. It also simplifies the question of spare parts and does away with a large amount of additional stores.

The main highways in Northern France are constructed with a surface of square granite block—the French term is “pavé”—and these roads are rough under the best circumstances. Under the heavy traffic passing over them during the last year and a half some portions have become exceedingly rough. The result is an ever-present jar on the lorries, a harder service than