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PEOPLE AND PLACES

TRANSPORTATION of artillery has been, and is to-day the one constant study of military experts. Many ideas have been propounded, but have failed in the initial experiments. The use of motor waggons with which the artillery in Montreal are experimenting, have been in use for some few years, although the French cars are of a somewhat lighter build.

Some greater test, than transportation of artillery upon government-made roads by motor, must be tried before any real and reliable decision can be arrived at. The success of motor transportation would mean the re-organising of not only the artillery but possibly of the whole of the present military transportation organisation.

The ordinary motor waggon is at present of undoubted commercial value and there is no reason why it cannot be used to transport light artillery



Motor-Transport of Artillery Ordnance.

and ammunition from base or rail head-to-head of supply depot, but for heavier work, everything depends upon the nature of the country.

Major Brown, of the Canadian artillery in Toronto, expressed his opinion very favourably upon the subject and pointed out the advisability of experimenting with motor traction, which, he was under the impression, was now under consideration by the government.

The government have now in use traction engines, small tractors, steam lorries, inter-combustion engined lorries, motor omnibuses and motor cars. With headquarters of a regiment there are sixteen motor cars.

With headquarters of a division four motor cars and a mounted brigade carries three.

An army of six divisions, comprising about 20,000 men there are in use thirty motor cars.

That motor traction will eventually be used by the artillery is simply a matter of time.

In general, the demand for horseflesh, for an army, is greater than the supply.

Sir Conan Doyle, who has studied the pros and cons, emphatically states that cycles must take the place of horses. He quotes the cost of the yeomanry, \$2,150,000 a year, compared with that of a cyclist Territorial, which is a little more than that of the ordinary infantry Territorial. He considers the cyclist more effective for home defense, while he is more mobile, more invisible, less vulnerable, and a quicker and more easily concealed scout.

There is a good deal to be said for these contentions, and no doubt for rapid concentration in the event of a raid or invasion, the cyclist has the advantage over the mounted man. In fact, the time, if not already arrived, is near when the horse will not play such an important part in warfare. The cycle is less costly not only to purchase, but to maintain—it is of a height which can be protected by low bush—it is sufficiently light to be carried over obstacles, by its rider and sufficient equipment can be loaded to its frame to suit military purposes. In short, it possesses so many advantages that its permanent position in the army is but a matter of time.

* * *

To Teach the Young Idea.

MR. G. S. COSSAR, of Glasgow, is a wealthy Scotch philanthropist and has hit upon an excellent scheme for the training of young boys to an industrious life along agricultural lines. Mr. Cossar visited New Brunswick last fall and had a consultation with Mr. Wilmot in reference to his colonisation scheme.

He owns a large estate adjoining Lord Rosebery's holdings in Scotland and also a large farm in Glasgow where forty boys are given employment. Mr. Cossar has purchased the Belyea farm and by its acquisition has secured a most suitable place for continuing the training of the forty odd boys he has now in Scotland. He will pay them wages, giving them an opportunity to refund their passage money and after this is done, they will be at liberty to enter the employment of other farmers.

Mr. Cossar's Queen's county farm is peculiarly adapted to fruit growing and it is his intention to enlarge the already extensive orchard on the place and give fruit growing in New Brunswick a thorough trial. Mr. and Mrs. Pulley are to be the managers of the farm.

It is ideas such as these which will be of untold benefit to Canada's future and too much credit cannot be bestowed upon the organiser of such a practical and philanthropic scheme. If the adoption would only take the place of libraries and other institutions, which benefit the few—how greatly would the Dominion prosper.

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