

WITH THE MOTOR TRANSPORT IN FRANCE.

Mr. Chairman and Gentlemen:—

I wish to thank you for the honour of being asked to address the Canadian Club and would speak for a short time this evening on some impressions gathered from a year's experience in France with the motor transport.

I am sure that if any of you were to visit the fighting area in France you would be greatly impressed and surprised at the vast number of motor transport vehicles of different types necessary to the present army on active service. Motor transport originates largely with the present campaign and the great development that has occurred would be more noticeable than the progress in older and better-known branches of the service, with which you were previously more or less familiar. You would have difficulty in realizing the great amount of construction work constantly being carried on in strengthening the line itself, as a large proportion of this work is not visible, but as you approach within a few miles of the front the impression of numbers of motor transport vehicles is remarkable, as the main roads must furnish the standing, or as it is termed the "parking place," for every column, and all the available space seems to be crowded with these machines.

Every branch of the army is dependent on the motor transport. Each division has its motor ambulances, its motor lorries, both for supplies and ammunition, its motor cars for the ready transport of the commanding officers, and its motor cycles for the carrying of despatches. There are, as well, a large number of units not necessarily with any one division but under the army jurisdiction and placed where the occasion may demand. Among the machines in use by such units are the large motor tractors or "caterpillars," as they are called, which are used chiefly for the haulage of heavy artillery. These machines derive their name, I should judge, from their peculiar appearance when in motion, as the driving wheels do not themselves come in contact with the road but transmit their motion through two broad endless chains or belts, one on either side of the tractor, and these, when in motion, roll over the ground. Such a large

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