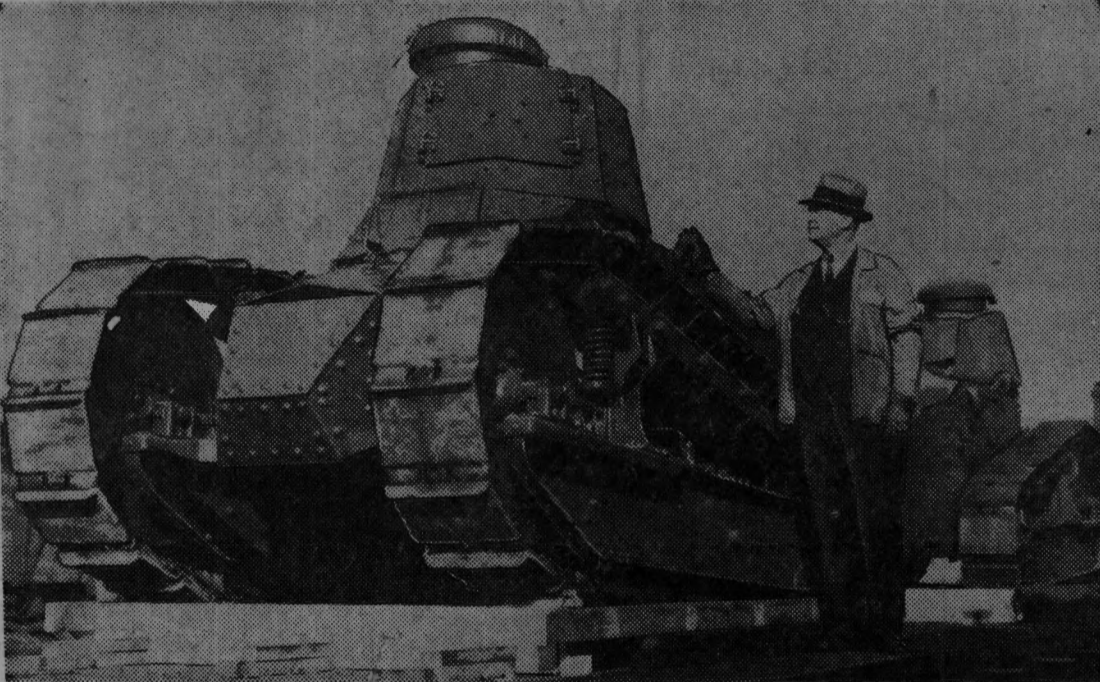
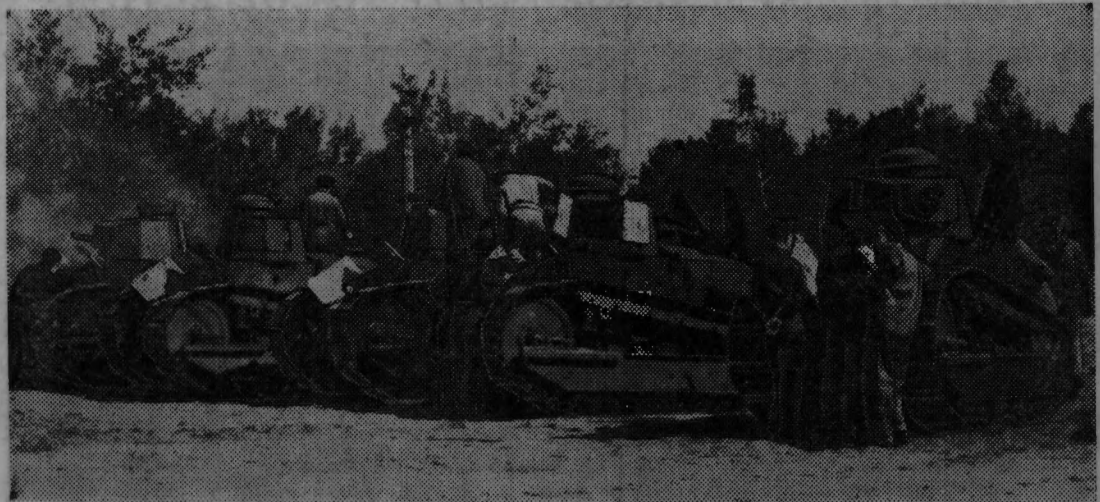


U.S. Tanks Arrive At Camp Borden



Officers and men of the Canadian Tank Corps now have 56 more armored vehicles to train with, for that number arrived yesterday from the United States, the first consignment of almost 300 which will be sent to this country from south of the line. One of the tanks is shown closeup, being examined by a C.P.R. railway man, with a group of the vehicles after they had been unloaded from the train at Camp Borden.

Clanking, Balking, Smoky Uncle Sam's Aged Tanks Move Into Camp Borden

Nearly Three-fourths of Huge Shipment Refuses to Run - Mechanics Rushed to Work

Camp Borden, Oct. 5 (Special)—First contingent of six-ton tanks to arrive in Canada from the United States rumbled off their railway flat-cars yesterday, more than a quarter of them under their own power.

Some of the long-unused engines were balky; these were towed off by tractor and crews of mechanics set about probing the interiors in efforts to start the recalcitrant engines. Two hundred of the 236 tanks which arrived had been used as trainers in the U.S.A., and 36 are new. They are of the French Renault type, weighing six tons each. Slow, obsolete and long-unused as they are—speed is three miles per hour—they are expected to prove invaluable as aids in tank training.

Although the tank men had never seen this particular brand or variety of machine, they stepped into the flat cars, soon found how to open up the engine hood. They learned where the petrol tank was and where to put in the water and oil, and with a few twists of a crank had more than a quarter of the total number running in a few minutes.

OFF THEY GO

With no knowledge of this pattern of tank they looked over the controls, decided that they were quite similar to a type they understood, and with less excitement than a man who for the first time drives a car with the gearshift on the steering post, drove the newly-acquired training machines across the flats and onto the ramp, down onto the ground and away about a mile to the tank park.

Because it is difficult for a driver of a tank to back up since he can only see ahead and must trust to the directions of someone in front of him, a large bull-dozer used in road construction was used to drag off the machines which would not respond to a few twists of the crank.

Surprise was expressed by several officers and men that the tanks were in such good condition. The engines worked well, despite the fact that they had been in storage for several years. Many had been heavily greased about the engines to keep out rust in places already oxidized through use. As the motors started up vast clouds of smoke poured forth, but as the oil burned from the heated engines the smoke screen effect disappeared and the machines rolled away to the park with ease.

Quite a stir was caused in camp as the new tanks clanked down the roads. They made a terrific noise

compared with the smooth, quiet-running British tanks to which the soldiers are accustomed. The clatter sounds like a six-cylinder car in which two connecting rods have burned out.

LINKS RAISE ROW

The noise, however, is not from the motor, but from the peculiar suspension of the tracks, which bang loudly each time a new link takes hold.

Before the tanks were shipped, it appears, United States army mechanics went over the machines. On nearly every one was chalked some cryptic comment. Some of these phrases referred to the running qualities and others were wise cracks.

"O.K. Canada, you take it!" was chalked on the side of one Renault, obviously written by an exasperated mechanic who had had no luck with the machine.

"Will start with gas"—"engine seized"—"possibilities"—"will start if coaxed," and "no chance," were among comments chalked on other tanks.

The tanks are of the Great War variety, when speed was a much different proposition than it is today. The machines the soldiers of to-day have been using have a speed of probably up to 45 miles an hour.

Lieut. R. F. Jobson, who is in charge of the Technical Wing of the C.A.F.V.T.C., reported that work of general inspection of all the new tanks began first thing to-day.

Machines which were in running order were given a thorough inspection and put to work at once training drivers and maintenance men in their task of learning "for greater things to come."

THOROUGH OVERHAUL

Lieut. Jobson obtained ten mechanics from each of the four units in the Armored Brigade, including the Three Rivers Regiment (Tank), the Ontario Regiment (Tank), Fort Garry Horse and First Canadian Cavalry Regiment, and put them to work.

Those machines, which do not run of their own accord, will be overhauled, overhauled and overhauled again until in the end they are guaranteed to perform with the best of them.

Controls of the new machines are quite similar to those, which have been used for training the tank corps, but are of a considerably simplified design and type. They have no dash panel with its usual assortment of gadgets.

The mechanics are going to have just about the best possible type of training in having to put into working order the machines which are not performing properly. The drivers are going to get plenty of practice as soon as the tanks are approved for service, and the troops who will carry out technical schemes with their co-operation will learn at first hand just what part tanks play in actual warfare.

Because the new machines move so much slower than the modern tanks, they will not run berserk with the tyros.

'Pre-Dunked' Doughnut