

THE ILLUSTRATED WAR NEWS



PRISONERS: GERMANS IN A FRENCH STABLE

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The Illustrated War News.



BEFORE THE EVACUATION OF GALLIPOLI: TRENCHES OF THE GURKHAS AT CAPE HELLES, AT THE SOUTHERN END OF THE PENINSULA.

Photograph by Alfieri.

THE GREAT WAR.

THIS week has probably given birth to one of those problems which—like the matter of the Six Hundred at Balaclava and the incident of Spion Kop in the South African War, to mention two cases best known to ourselves—will figure in heated military controversy for many years to come. I refer, of course, to the essential facts brought out in General Sir Ian Hamilton's published despatch of the actions undertaken against the Turkish positions on the dominating ridge of the Gallipoli Peninsula, and the subsidiary but quite vital advance from the new point of landing, Suvla Bay. The essential facts of the problem are that two new surprise attacks were planned, with some skill and completeness, against the backbone of the Turkish line; that these movements were carried out, in most cases, with unexceptional dash and ability by the troops concerned; and that, when victory seemed actually in our grasp, the movement dwindled and the plan failed—failed not to gain the heights, for they had been gained, but failed to retain these paramount positions to which our forces had fought their way. The underlying reason of this failure, the despatch implies, was the lack of spirit shown in the new attack at Suvla. Here, after gaining all the assets of surprise, the advance slowed and stopped, enabling the enemy to build up a sound system of defence against it, and enabling them also to

press with full force against the troops on the Chunuk heights, thus to depose them.

The full story of the matter may be gained by examining in broad outline the scope of the manœuvres. The framework of the plan appears to be excellent. The Turks were drawn away from those positions where they were to meet our main impact by stratagems which led them to believe our reinforcements would be used elsewhere, as well as by hard,

brilliant, and successful fighting at Helles, at the southern extremity of the Anzac line—that is, at Lone Pine—and by courageous but fruitless fighting at the then angle of the Anzac triangle known as German Officer's Trench. It is certain that these fights drew off or kept back numbers of the enemy, and that the Turkish front at Suvla at least, and on Chunuk probably, was thin at the crucial moment. The main assault was launched through the night of Aug. 6-7. Two covering columns screened the left and right flanks, the left column having the further office of getting in touch with the troops landing at Suvla. Two assaulting columns drove up the ravines to Chunuk Bair and the highest point, Hill 305. The men fought their way forward with the greatest élan, and their work will be remembered as some of the most gallant and devoted fighting in our history; and after suffering incredibly, not merely from heavy engagements, but also from their passage over difficult and sometimes seemingly impossible ground, as well as a grave lack of water

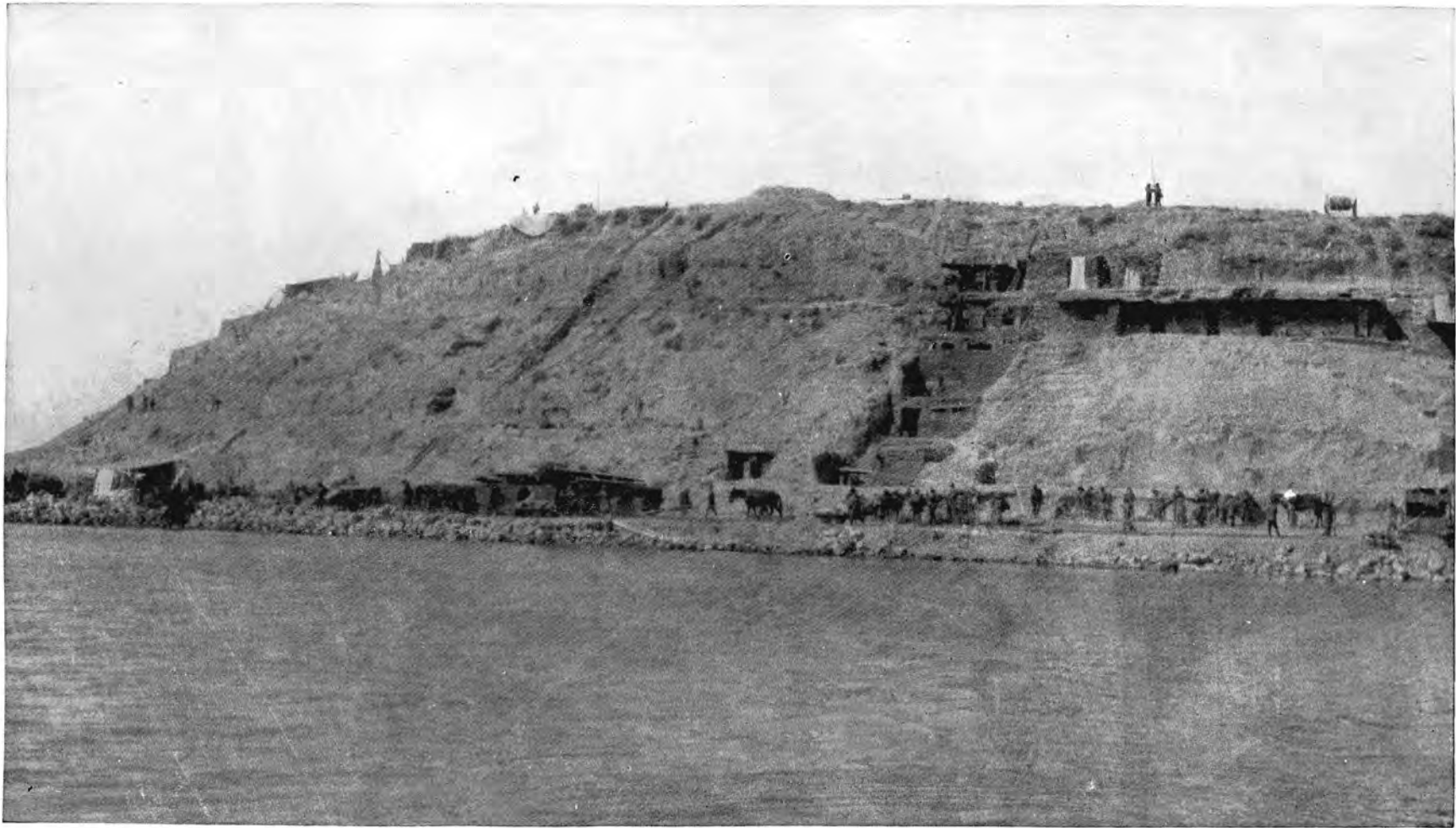


SUBJECT TO NEW RULES SINCE THE WAR: THE ROYAL RED CROSS.

The Royal Red Cross was instituted by Queen Victoria on April 23, 1883, to award special services in nursing the sick and wounded of the Army and Navy. New rules governing it have now been issued. It is divided into two Classes; is attached to a dark blue riband, edged with red and tied in a bow; and is worn on the left shoulder. Our photograph shows the reverse; the obverse bears the Royal and Imperial effigy. The First Class cross is enamelled red, edged with gold. The Second Class Cross is of frosted silver with, superimposed upon it, a Maltese Cross enamelled red and not exceeding half its dimensions. Those who receive the First Class will be entitled to the letters R.R.C. (that is, Royal Red Cross) after their names; those whose who receive the Second Class will place A.R.R.C. (Associate of the

Royal Red Cross) after their names.—[Photo. by Central Press.]

[Continued overleaf.]



NOW COMPLETELY EVACUATED: CAPE HELLES, AT THE SOUTHERN POINT OF THE GALLIPOLI PENINSULA, DURING THE BRITISH OCCUPATION.

The end of the Dardanelles Expedition was announced in a *communiqué* issued by the Press Bureau on January 9, which stated: "General Sir Charles Monro reports that the complete evacuation of the peninsula has now been successfully carried out. All guns and howitzers were got away with the exception of seventeen worn-out guns, which were blown up by us before leaving. Our casualties

amounted to one British rank and file wounded. There were no casualties among the French troops. Sir Charles Monro states that the successful accomplishment of this difficult task is due to Generals Birdwood and Davies and to the invaluable assistance rendered in an operation of the highest difficulty by Admiral de Robeck and the Royal Navy."—[Photo. by Alfieri]

in the torrid conditions obtaining, they were able to force their way on to the ridges, and, crowning triumph of all, on to the dominating crest, by the morning of Aug. 8. Here, below them, our men saw the lines of the Turkish communications, and the waters of the Narrows and the transports upon them. And here also they saw failure.

Only a thin screen had reached the summit. A supporting force had become lost in the night, and was not up to time—through no fault of its leader. The enemy sensed the situation immediately. With a tremendous shell-fire they paralysed resistance on the ridges, and with a well-handled counter-attack they swept our men away. Exhausted by their heavy fighting, tormented by thirst, and apparently with no powerful reinforcements to renew their vigour, our men were pressed back. Ultimately they held on, and in the end these advances had given us a greater and easier space for our trenches; but the main objective and reason for the attack

had been lost. We had failed to retain the dominating positions. During this time the men moving at Suvla failed to link up with the attacking forces, and remained quiescent after their first gain of surprise. This



WHERE "ANZAC" WOUNDED FROM GALLIPOLI WERE TREATED: No. 1 OPERATING-THEATRE OF THE 3RD AUSTRALIAN GENERAL HOSPITAL IN LEMNOS.

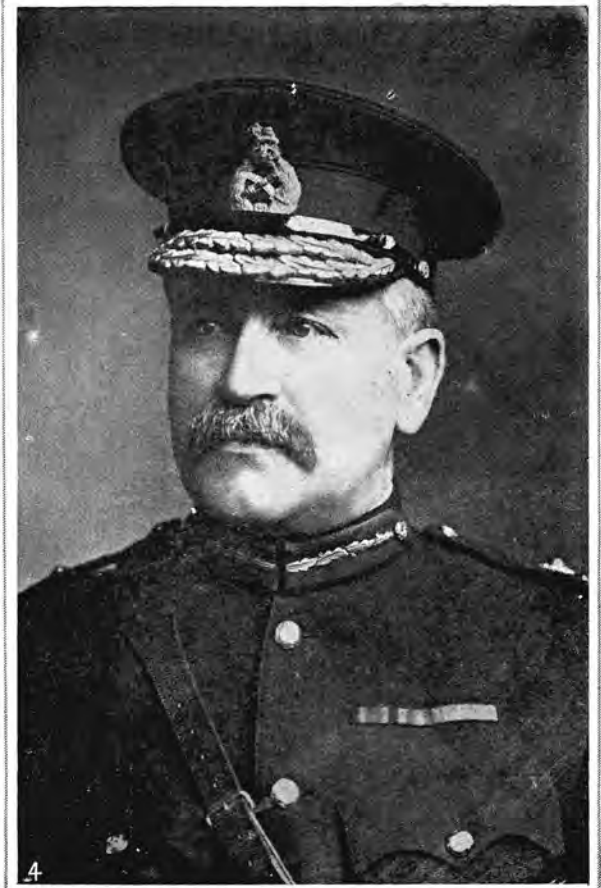
Photograph by Savage.

surprise was carried out without hitch. The troops were landed at Suvla with no grave opposition. The Chocolate Hills were taken, and a broad front developed. Then the advance faltered. General Hamilton himself went to Suvla to learn the reasons for this, and to endeavour to expedite an advance which was, under all circumstances, vital. He learnt there that the Commander, General Stopford, was more impressed by the urgency of his Divisional Commanders' plea for rest than by the need for urgency in attack. The Divisional Commanders declared that their troops were exhausted, and that the difficulties of water-supply gave them no choice but to hold back. The halt had been called on the night of the 7th, and the daylight hours of Aug. 8 were wasted. General Hamilton himself ascertained that one brigade (the 32nd) was in a position to move, and although the Divisional Commander, General Hammersley, declared it was impossible to get general orders out for movement at so late an hour (6 p.m.), the Commander-in-Chief issued a direct order for this brigade to make an attack that night. The attack was not made until 4 a.m. the next

[Continued overleaf.]



THE SCENE OF THE RUSSIAN OFFENSIVE CAMPAIGN IN THE SOUTH, WHICH THREATENS TO DRIVE A WEDGE THROUGH THE AUSTRO-GERMAN EASTERN FRONT: BUKOVINA, WITH ITS CAPITAL, CZERNOVITZ (REPORTED TO BE TAKEN) AND THE RELATIVE POSITION OF THE ROUMANIAN FRONTIER.



THE EVACUATION OF GALLIPOLI: THE MEN WHO CARRIED OUT THE GREAT WITHDRAWAL WITHOUT THE LOSS OF A MAN.

The work of carrying out the complete evacuation of the Gallipoli Peninsula was effected with no loss of life at all. General Sir Charles Monro in his report says: "The successful performance of this difficult task is due to Generals Birdwood and Davies and to the invaluable assistance rendered in an operation of the highest difficulty by Admiral Robeck and the Royal Navy." General Monro (Photograph

No. 4) is Commander of the Mediterranean Expeditionary Force; General Sir William Birdwood (1) was described by Sir Ian Hamilton as "The Soul of Anzac"; Sir F. J. Davies (3) has been twice mentioned in despatches during the present war; Admiral de Robeck (2) is well known for his work in naval training.—[Photo. No. 1 by Elliott and Fry; No. 3 by Gale and Polden; No. 4 by Lafayette.]

morning, in spite of General Hamilton's presence in the zone of operations. The attack of this brigade formed the high-water mark of the advance for the time. For the inevitable result of this hesitation was the strengthening of our enemy's hand. Troops were brought up, and his artillery (which had been deficient) now accumulated, so that further large advances became impossible, and even the small gains were exceedingly costly. By this time the enemy had strengthened his opposing front all along our line, and by Aug. 11 it was seen that the plan to cut the waist of the Peninsula and isolate the Turkish force facing us at Helles had gone. That meant that our chance of doing anything of purpose on Gallipoli had also gone.

For that failure General Hamilton considers the fatal inertia shown at Suvla was intrinsically responsible. His plan was sound, and held out the promise of success. The troops at Suvla were men of the New Army; and, though they showed dash in action, it was said that they became quickly exhausted. There were, however, many units of the New Army in the attack on Chunuk Bair, and they sustained themselves through circumstances and under conditions infinitely more trying, though it may be said that the leavening of veteran troops stiffened them and brought them through difficulties—thirst among them—where the men at Suvla had to press their way in ignorance. Certainly there is every evidence that the attack at Suvla lacked snap, and that the concern of the Commanders for the men under them—whether that concern was rightly or wrongly felt—led them to pause where they should have shown vigour in



WHERE THE GERMAN FORCES IN THE CAMEROONS HAVE BEEN DRIVEN FROM THEIR LAST IMPORTANT STRONGHOLD. YAUNDE, THE CAPITAL OF THE COLONY, CAPTURED ON NEW YEAR'S DAY. AND THE CENTRE FROM WHICH ALLIED COLUMNS STARTED IN PURSUIT OF THE ENEMY.

onslaught. How far General Hamilton himself was justified in still leaving immediate direction in the hands of his subordinate Generals when he had arrived and perceived all the requirements of the situation, is a point that will be a matter of much controversy. Another point also is to arrive at a just conclusion as to how far the failure of Suvla weakened the major assault, or how far that assault would have been assured of success if the new landing had fulfilled its complete objective. The attack on Chunuk seems to have suffered from lack of full reserves, as well as from the exigencies of water-supply—both matters for which the difficulty of the communications to be traversed and the compression of the lines on the original front are, no doubt, responsible. The plan, a good, bold one, deserves credit, for the victory which it nearly grasped would probably have been of first importance, if not final. But its fabric will undergo much analysis between now and for ever. Excellent though its inception was, it has brought failure of a peculiarly dramatic kind, and its reasons for failure are wrapped up in essentially human qualities. It is the human quality that leads, and will lead in this case, to much debate. The evacuation of our last hold in the Peninsula, at Helles, which is now reported, is the natural corollary of the general failure. The retirement was managed brilliantly and without loss.

The interest in the main theatres of the war is still centred in the furious fighting that is going on in the East, along the Roumanian border, and on the Strypa. The Russians are yet pressing

[Continued overleaf.]



TO BE USED AS A HOSPITAL FOR WOUNDED SERBIANS! THE KAISER'S "ACHILLEION PALACE," IN CORFU.

The beautiful Achilleion Palace, in Corfu, was originally built for the late Empress Elisabeth of Austria, at a cost, it was said, of nearly a million pounds. Eight or nine years ago it was rumoured that it had been bought by a German-Swiss Syndicate for an hotel and sanatorium. The purchaser, however, it was stated shortly after, was the German Emperor, who put it at the disposal of his sister, the Crown

Princess of Greece, as she then was; and, later, the Kaiser and his family have used it frequently as a holiday resort, for which its more than a hundred rooms, fine grounds, and splendid situation made it very desirable. It is now stated that the British Government has notified the Greek Government of its intention to take it over as a hospital for wounded Serbians.—[Photo. by F. F. Evans, N.Y.; Supplied by Topica.]

with unmistakable vigour at their points of offensive, and show signs that they are able to hold what they have already gained against the most determined counter-assaults. Their mobility of plan seems to me an excellent sign of their strength as well as of their purpose. Their first attack in force was in the regions abutting the Roumanian border, and, if they have not taken Czernowitz, they have occupied those heights which give them the best of the position, forcing the enemy to consider the fall of the town as a proximate thing. The effect of their attack here, naturally, has been to cause heavy concentrations of Austro-German troops against them. The zone is both strategically and politically vital. It is dangerously near the Balkan line of communications, and might endanger the force that is still trying to make up its mind—or rather, the Bulgarian mind—whether it will attack Salonika. At the same time, Russian victories here would now have immense consequences in Roumania, and possibly in Greece. The enemy have recognised this, and the positions must be strongly fortified: while, from the unavailing and enormously costly attacks they are launching at the Slavs, huge reserves of troops must have been rushed to this front—the Balkan army being probably weakened in consequence. The Russians have a grave task here, then, but at once they have shown a nimbleness of plan in facing it. They have been content to hold on at Czernowitz, and have changed their attack to a powerful advance on the Strypa, forcing ground on a front from Chartoryisk to Rafalovka. Chartoryisk has been the subject of several bitter encounters, the Russians getting into it, being turned out, and returning again. They now hold it, and show signs of pressing forward along the Kieff line to Kovel. At Rafalovka they have broken out in a new direction,

and indicate that they may trouble the German centre by moving round the Pripet Marshes to the menace of Pinsk. The attacks are heavy, and seem firmly directed and backed with powerful artillery reserves, and if they develop fully the enemy may find his northern and southern army groups divided. The battle is far from ended, and any development may be expected; but the Russians are calling upon all the Germanic strength to resist them; and at a time like this, when the enemy fronts are so long and her engagements on them so urgent, the strain must be trying to the defenders.

The West has returned to its gunnery, and the reports are concerned mainly with bombardments. There has been a great deal of this in the Champagne, and amongst other minor incidents the artillery blew up a "gas-attack installation"—one hopes the effects were appreciated locally. The Germans state that they have wrested some of the trenches captured by the French south of the Hartmannsweilerkopf from our Ally, and this is now admitted by the French. There has been a great deal of British and French aerial activity.

Aerial activity, also, is the main prop of the Balkan communiqués. Both on our own and the enemy aeroplanes have made attacks from and on Salonika. There is no other movement reported from this zone. In the naval sphere an unfortunate mishap was the loss of a British submarine which went aground off Texel, on the Holland coast; the entire crew of thirty-three were taken off and brought to Holland, where they will be interned. More grave is the sinking of the battleship "King Edward VII.," by mine, fortunately without loss of life. The "King Edward VII." was a capital ship of the pre-Dreadnought design, laid down in 1902, and was the first of the Empire class.

W. DOUGLAS NEWTON.



ATTESTED COMEDIANS WEARING THEIR OFFICIAL ARMBANDS ON THE STAGE: PATRIOTIC PLAYERS IN THE REVUE "ODDS ON."

To show that they are ready to answer their country's call, the chief comedians in the revue "Odds On" wear, in the opening scene, the armbands which prove that they have been attested under the Derby scheme. The chorus-men all do the same.—[Photo. by Central Press.]

LONDON: JAN. 10, 1916.



SACKS AS UNIFORMS! NATIVES HAULING A BRITISH 4.5 HOWITZER IN THE CAMEROONS, WHOSE CAPITAL OUR FORCES RECENTLY CAPTURED.

The officer who sends these photographs writes: "Owing to the lack of horses, the gun is pulled along by natives. You will notice they have a sack each as uniform. . . . This is the first howitzer to come to the West Coast." The War Office recently announced: "On January 1 the British force under Colonel Gorges occupied Yaunde in Cameroon. . . . The German Government officials fled from Yaunde."

Describing a previous British success, at Banyo, an officer wrote: "Owing to the paucity of gun ammunition, the covering artillery-fire could not afford the infantry the essential assistance so imperatively necessary. Fortunately, a convoy arrived . . . bringing with it 200 more rounds of gun ammunition, which, hurriedly sent out, enabled the guns to fire somewhat more rapidly."



THE WAR FOR THE CONQUEST OF GERMAN EAST AFRICA : WITH THE TROOPS OF THE BRITISH EXPEDITIONARY FORCE.

Photograph No. 1 shows a commissariat column of bullock-wagons, as in India, and in charge of Indian Army drivers, on the march, escorted by soldiers of one of the battalions of the British Expeditionary Force. In No. 2 are seen Masai native scouts of the Expeditionary Force. The Masai are one of the principal tribes of Equatorial Africa. Some have enlisted with the enemy, and form irregular troops

on the German side ; but many are serving with us, mostly as guides and scouts. No. 3 shows types of the troops and auxiliaries who have been fighting in the colony for some time past as successfully as their numbers permitted. Masai scouts are in front, and behind are British soldiers, Indian troops, and some Somali levies.



SIR HORACE SMITH-DORRIEN'S COMING CAMPAIGN: A BRITISH COLUMN ON A JUNGLE ROAD IN GERMAN EAST AFRICA.

Unending miles of pathless, tropical forest, densely wooded hill ranges intersected by deep and winding ravines choked up with tangled jungle undergrowth, sterile plateaux, rivers difficult to cross, wide lakes and swampy, reed-grown valleys in places—of so diversified a nature is German East Africa, where Sir Horace Smith-Dorrien is about to open his campaign. The strip of country along the coast is low and

flat, hot and unhealthy for Europeans, and infested by the tsetse-fly. In the interior, the country is largely mountainous, and the climate more favourable to Europeans, the *terrain* rising in stretches of table-land, above which isolated mountain groups tower often to great altitudes. A railway line crosses the centre of the colony to Lake Tanganyika, and there is a shorter line into the interior in the north.



A SKETCH FROM THE FRONT: A BRITISH SNIPER PROTECTED BY LOOPHOLED STEEL SHIELDS, BEFORE THE TRENCH-PARAPET.

There are not many points in the game in which our men at the front cannot match their opponents. Sniping, for instance, has, on our side, been made a fine art in the ingenuity and effectiveness of the methods employed. The above sketch, made on the spot by a correspondent, pictures how British trench-snipers at a certain place are rendered as secure as possible. Having crept through an opening under

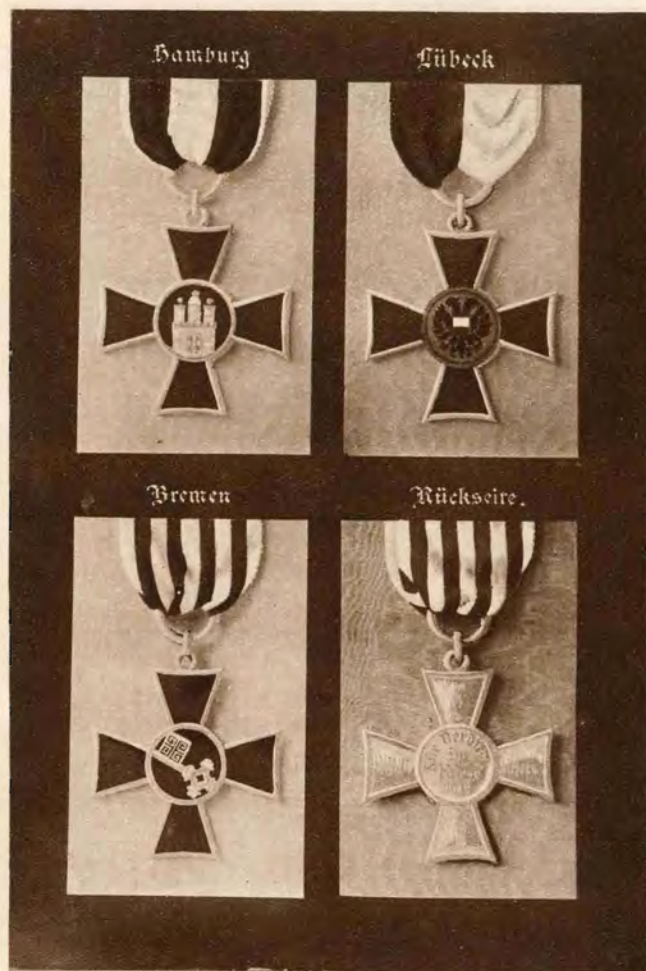
the parapet to the space between it and the barbed-wire entanglement, the reliefs of snipers can settle themselves in turn with loop-holed steel shields, almost identical with the German pattern, as screens in front and to either side, and, with field-glasses or telescopic sights on their rifles, pick off their objects at ease and without anxiety as to being surprised or intercepted from the rear.



A SKETCH FROM THE FRONT: BRITISH SOLDIERS MAKING ENTANGLEMENTS BY THROWING OUT BARBED-WIRE "KNIFE-RESTS."

Where the hostile trenches confront one another, with only a narrow strip of ground between—called by our men, "No Man's Land"—to send out working parties to construct entanglements or replace wrecked obstacles (indispensable as safeguards against surprise) means certain death. By day such exposure is impossible; by night the intervening space is being continually illuminated by star-shells or

flares from one set of trenches or the other. Our illustration shows one way of coping with the difficulty, as tried at a certain place in the Ypres salient. The lengths of barbed wire, with supporting-frames called from their shape "Knife-rests," are flung bodily over after dark, to entangle themselves as they fall. Only momentary exposure of a couple of men or so is involved.—[Sketched on the Spot.]



A NEW GERMAN WAR-DECORATION: CITY MEDALS FOR TERRITORIAL CORPS.

The two upper crosses and the cross to the left at the bottom are obverse sides of war medals, bearing the heraldic badges of certain cities of Germany, which, it is stated, are issued to Territorials. The crosses are modelled after the Iron Cross. That to the right at the bottom is shown in reverse, with its inscription, "For Service in War."—[Photo. by Underwood and Underwood.]

AN UNUSUAL LONDON SIGHT: STOPPING THE TRAFFIC FOR A FRENCH TERRITORIAL.

A combination like this in the streets of London is a sight that only the war could have produced. The soldier is a French Territorial who had his home in London before the war. He is on leave from the trenches, taking his wife and child for a walk, with a policeman stopping the traffic to let the family cross the street.—[Photo. by Newspaper Illustrations.]



A RESULT OF SERBIAN EFFORTS TO DELAY THE INVADER: GERMANS ON AN EXTEMPORISED GANGWAY ALONGSIDE A BURNED-DOWN BRIDGE.

The Serbian Army took measures throughout its retreat to hamper the progress of the enemy by destroying bridges and blocking or breaking up the mountain roads. It was able to render the Belgrade main railway useless to the enemy for the through transit of munitions and heavy artillery to Constantinople for a considerable time, by demolishing the viaducts and embankments over many

miles, mining and blowing up the tunnels, and blocking the deeper cuttings by explosions causing heavy falls of rock and earth. The above illustration shows the charred stumps of the supporting timbers of one of the larger Serbian wooden bridges after its destruction by fire at the hands of the retreating Army. To the left is a temporary German foot-bridge, with infantry crossing.—[Photo. by Topical.]

NAVAL GUNNERY AT THE DARDANELLES:

The Bombardment of Kavack Bridge by the "Agamemnon" at Six Miles Range.

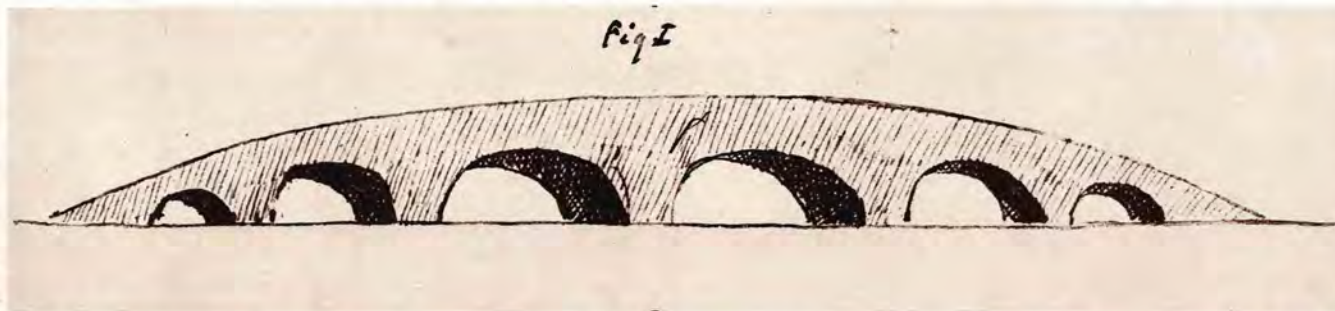
WHAT our naval gunners can do with their big guns, and some results of the destructive capacity of heavy high-explosive shells on a masonry structure ashore, are effectively brought out by the illustrations here given of a Turkish bridge at the Dardanelles before and after one of our war-ships (H.M.S. *Agamemnon*) had paid a few moments' attention to it on Dec. 2.

The mark was the harder to hit for the reason that the bridge was earth-coloured, and at the range—six miles—presented a not too clearly defined target. This is the story of how the gunners of the *Agamemnon* demolished the bridge, as told in the words of an eye-witness—"On getting to a range of 10,500 yds,

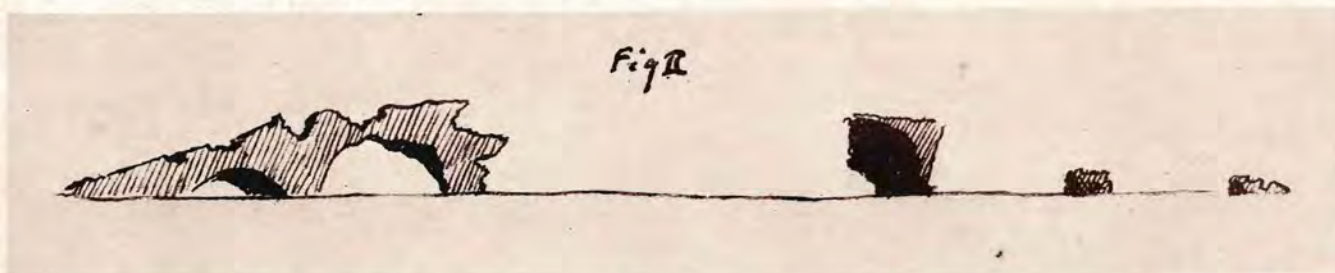
a convoy was observed going towards Kavack Bridge from the north. It consisted of three parties of about twenty-five carts each, with a mounted escort. On sighting the ships, the first portion crossed the bridge. The remainder turned round and hurried back. One round of shrapnel was fired at them.

"The first round at the bridge was fired at 11.15 a.m., at a range of 10,500 yards. By the sixteenth shot the bridge was to all intents and purposes entirely demolished. The accompanying sketch gives the appearance of bridge before and after the bombardment. I am not prepared to say [writes our correspondent] whether there was a centre arch (marked z on the map) or not, or whether it was one long centre span. The guns were so quick on the mark after we came in view that the dust and smoke left one only a hurried impression of the original bridge. The

effect, however, of the gun-fire is shown in Fig. 2, and the bridge may be looked upon as useless for any purpose in the future. Parties of Turks were seen to cross the river some hundreds of yards higher up, whether by a wooden bridge there or by a ford could not be ascertained owing to the distance. Shore batteries kept firing from the



OUR SEAMAN-GUNNERS' MARKSMANSHIP: KAVACK BRIDGE, AT THE DARDANELLES, BEFORE THE "AGAMEMNON" BEGAN FIRING AT IT.



OUR SEAMAN-GUNNERS' MARKSMANSHIP: KAVACK BRIDGE, AT THE DARDANELLES, AFTER SIXTEEN ROUNDS FROM THE "AGAMEMNON'S" GUNS!

southern shore, making tolerable but ineffective practice. Their guns appeared to be in two groups of two guns each. A single gun, somewhat bigger than the others, fired occasionally from a point about 1000 yards south-west of Bulair Magazine. Firing was also reported from the north shore, but was not observed by me."



"PORTS ROT BOTH SHIPS AND MEN": HOW OUR FLEETS KEEP IN TRAINING AT SEA IN ALL WEATHERS.

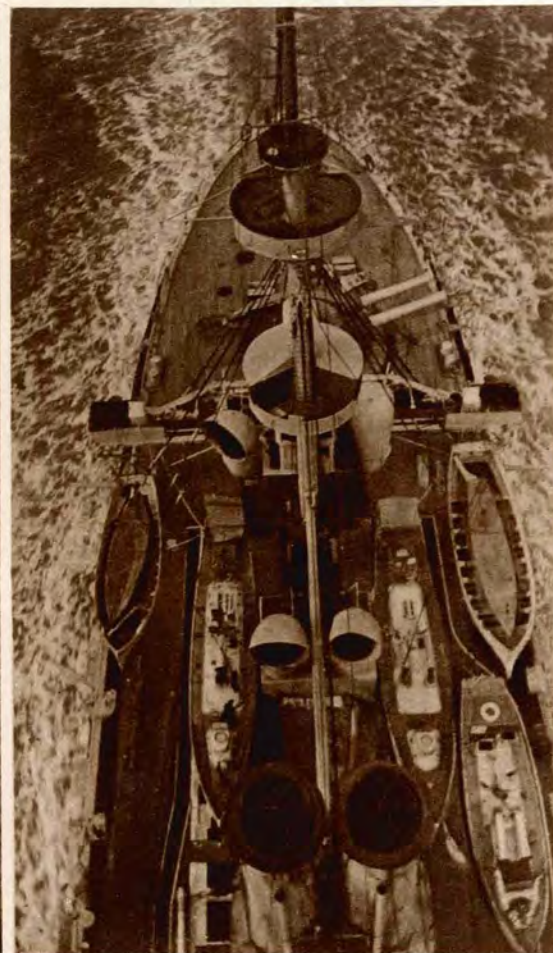
"They were not trained for storms." In those words of bitter lament the Admiral who was defeated at Trafalgar wrote apologetically, in a despatch to be laid before Napoleon, when recording his fleet's unfortunate sailing experiences on its first start on the cruise which ended off the historic headland of Southern Spain. For twenty months the presence of a British fleet within striking distance had kept

the enemy mewed in port. The words quoted are sufficiently apt to-day in connection with the above illustration of how our seamen find means of maintaining their efficiency by constant work at sea in any weather. There is a sailorman's saying, "Ports rot both ships and men." One need not specify how the phrase may apply to a certain enemy fleet at the present time.—[Drawn by Charles Pears.]



FOR BRINGING DOWN ENEMY AEROPLANES: A DARDANELLES WAR-SHIP'S "FOWLING-PIECE."

The necessity for the arming of war-ships with anti-aircraft guns was recognised at the Admiralty some time before the war, and a number of our battle-ships and cruisers were so equipped when, in August 1914, the fleet disappeared from public view to take up its war-stations. In the photograph an anti-aircraft gun as mounted on board a war-ship at the Dardanelles is shown. Anti-aircraft guns can "keep on" aeroplanes speeding overhead much as a good shot at the covert-side follows a "rocketeer."



A WAR-SHIP'S DECK SEEN FROM ABOVE: A DARDANELLES SNAPSHOT.

This is a photograph it would delight Count Zeppelin to receive from one of his airships! It would show that "L" such-and-such a number had ventured over a British war-ship and gone near enough to drop bombs—an often threatened performance German prudence has not run the risk of yet.



WITH DECK CLEARED: THE FORECASTLE OF A BRITISH WAR-SHIP ON ACTIVE SERVICE AT THE DARDANELLES—SEEN FROM ALOFT.

In the above snapshot photograph, one of our British war-ships serving with the fleet at the Dardanelles is seen from a moderate height, while going at speed over a smooth sea, as the white foam of the bow-wave shows; and with her forecastle cleared. The forward turret is seen with its twin heavy guns trained for firing on the port broadside. The entire forecastle of the ship is under view, also, to the

bows. All the bulwark rails, it will be seen, have been taken down, and the deck-gear and permanent fittings, such as the davits, lowered flat in order to allow the turret guns to have a clear, unimpeded space for firing over when laid level or aiming at close range, in training ahead or on either side of the bows. To minimise possible structural damage, the decks underneath the gun-muzzles are steel-plated.



A "LARDER" FOR THE "FOOD" OF THE GUNS: A GERMAN SHELTERED AMMUNITION-STORE BEHIND THE FIRING-LINE.

As Mr. Lloyd George is constantly pointing out, this war is a war of munitions. Before any great advance can be made on either side, immense quantities of shells have to be accumulated, for the purpose of demolishing the enemy's trench-works by a preliminary bombardment, in order to prepare a way for the infantry to attack. For the use of the infantry, also, there is required an unlimited supply

of bombs and cartridges. Naturally, the careful storage of these great reserves of ammunition is a matter of the most vital importance, and the utmost care is taken to give them adequate protection. Our photograph shows an example of the enemy's ammunition stores, constructed with characteristic solidity and thoroughness. The shells, it will be seen, are packed in basketwork cases.—[Photo. by Continphot.]



A PORTABLE GERMAN SEARCHLIGHT: A PARTY IN CHARGE OF THE APPARATUS AWAITING INSPECTION BEFORE STARTING OUT ON DUTY.

Here we have another example of German organisation in military apparatus—a searchlight divided into parts and so rendered portable by a few men on foot. As a rule, searchlights for field work are conveyed on a vehicle. To quote the article on the subject in our Issue of November 24 last: “The plant for use in the field is, of course, much less powerful than for battle-ships or fortresses, as the

question of transport over all sorts of difficult country precludes the use of the heavy machinery required for long-distance work. A large field-outfit comprises a power-wagon, carrying a dynamo driven by a petrol-engine and capable of giving a current of about 60 amperes, and a searchlight-wagon accommodating a searchlight having a 60 cm. mirror and a reel of insulating cable.”—[Photo. by C.N.]



RUNG BY THE ENEMY TOUCHING AN UNSEEN WIRE IN CREEPING UP IN THE DARK: A TRENCH ALARM-BELL.

Night-alarm sound-signals of many kinds are in employment along the front on both sides, and their utility has been proved repeatedly in the advanced trenches in France and Flanders. One of the most effective, made by attaching a bell to a strip of outlying wire, is shown in the illustration. It is a favourite form with the French at their advanced posts and in their trenches. To the British Army,

it should be said, such warning methods are no new thing. Similar devices for the purpose have been utilised in our frontier campaigns in India and elsewhere, and, on a yet larger scale, in the South African War, to give alarm of attempts to rush outposts after dark by daring parties of the enemy—a not infrequent occurrence, be it said.—[Photo. by Wyndham.]



EMPTY BOTTLES MADE TO SERVE AS "UNBREAKABLE" WINDOWS: A FRENCH COLONEL'S EXPEDIENT FOR THE COMFORT OF HIS MEN'S QUARTERS.

An ingenious expedient has been adopted by Lieut.-Colonel de Lichtenburg, a French commanding officer, in the half-destroyed houses in which his regiment is quartered in a village near the front, a plan to increase the comfort of his men in the cold winter weather. The glass in the windows has long disappeared, and to re-glaze them was impossible, as the concussion from firing in the neighbourhood

smashed the panes as fast as they were replaced. By collecting what empty bottles were to be found, and fixing them in rows in frames, wired in to keep them firm, and with the spaces between the bottle-necks stopped with cement or clay, the gallant Colonel contrived a substitute for windows which lets in light, keeps out cold, and is practically concussion-proof.



WRAPPED IN THEIR GROUND-SHEETS AND BORNE ON PEASANTS' SLEDGES: RUSSIAN WOUNDED

The field-ambulance service of the Russian Army has been brought to a pitch of high excellence. Profiting by the lessons learned since the war with Japan, a complete re-organisation of the battlefield arrangements for the care of the wounded has taken place concurrently with the general re-organisation of the Army. The above illustration gives an instance of the rapid and well-ordered method in which the wounded are treated during action. As soon after they fall as may be, the men are carried to the rear, where the ambulance attendants are



WOUNDED SOLDIERS BEING REMOVED FROM A BATTLEFIELD DURING THE WINTER FIGHTING.—DRAWN BY F. DE HAENEN.

ing to take charge of them and set them on the first stage of the journey to intermediate field-hospitals and dressing-stations. The work is seen in operation here during a recent battle when peasants' sledges were utilised. The waterproof ground-sheet which is served out to Russian soldiers for use in bivouac or for the sides of the little *tente d'abri*, is utilised by every man, and is of great value as a wrap for wounded men. Exemplary care for the wounded is a characteristic of the Russian Army.



BURYING THE GERMAN GENERAL WHO PROMISED BELGIUM EXEMPTION FROM THE HORRORS OF WAR! THE FUNERAL OF GENERAL VON EMMICH.

General von Emmich, who commanded the German Army on the Meuse at the beginning of the war, and captured Liège after suffering heavy losses, died at Hanover on December 22 last. He was reported to have been seriously wounded at Liège, and to have declared that that city "would be his grave." Another rumour at that time said that he had committed suicide. On entering Belgium, it may be

recalled, he issued a proclamation, stating: "I guarantee that the Belgian population will not have to suffer the horrors of war"! General von Emmich was one of those of whom the Germans have set up a wooden image for driving nails into—a *bas-relief* at the Palais de Justice at Liège. The German Governor, driving in the first nail, said: "What Emmich has conquered we will have."—[Photo. E.N.A.]



MAKING THE ENEMY USEFUL: BULGARIANS TAKEN BY THE FRENCH REMOVING STORES ON THE RAILWAY FROM KAVADAR CAMP.

Bulgarian prisoners captured by the French during November are here seen employed in pushing railway-wans on the line between Kavadar and Negotin, a branch line off the Salonika railway in the Vardar Valley, on the French evacuating Kavadar. Kavadar and Negotin are in Southern Serbia, a few miles west of the Vardar, and fifty miles south of Veles. At Kavadar the French established a fortified camp

towards the end of October, which they held until early in December, when the failure of the Serbian troops to maintain themselves in the Babuna Pass, to support an advance towards which the camp at Kavadar had been occupied, compelled the French, after a series of actions with the advancing Bulgarians, to retire and regain the Meni-Salonika railway.—[Official French War Office Photo., per News. Illus.]

HOW IT WORKS: LII.—WHAT IS DONE FOR THE WOUNDED.

THE extent and efficiency of the arrangements for the care of the wounded in the present war would lead to the belief that the experience of a long series of years and of wars had been brought to bear on the subject. As a matter of fact, however, no serious efforts to deal



FIG. 5.—WARD-CAR IN A CONTINENTAL AMBULANCE-TRAIN.
The train was built at the G.W.R. works last year. Three beds are shown folded back as not required.

with this important branch of warfare were made until 1813, when an organised Medical Corps with horse ambulances was attached to the French Army under Napoleon. The present Red Cross organisation only had its beginning in the Italian

war of 1859, and four years later, in 1863, a committee was formed for the purpose of framing a code of rules to be observed in war by civilised nations, with the object of reducing as far as possible the sufferings of the wounded in future campaigns.

The code of rules then formulated by this committee (known as the "Geneva Convention"), which was amplified at a second meeting in 1906, is now recognised. The Franco-Prussian War of 1870 and 1871 was the first conflict in which the code was put to practical use.

The organisation required to collect the wounded at the firing-line and carry them to the home hospitals—without interfering with the transport of men, munitions, supplies, etc., in the opposite direction—is a most difficult task in the present war, when the best of roads and railways are quite inadequate to deal with the enormous amount of work enforced upon them by the tremendously severe nature of the conflict.

In order to facilitate the collection and treatment of the wounded, it is usual for the Medical Staff to arrange what are known as Regimental Aid Posts in the immediate vicinity of the firing-lines, these being the headquarters of the surgeons and others of the staff whose business it is

to render First Aid. Whenever such a course is possible, the wounded are carried to these Aid Posts by the stretcher-bearers.

At some little distance in rear, Advanced Dressing Stations are provided, to which the stretcher-cases can be carried after the fight, or during the night, from the Regimental Aid Posts, motor ambulances plying between them and the Divisional Field Hospital (Fig. 1—Collecting Station) some miles still further to the rear. The Casualty Clearing Station, placed yet further back and close to the railhead, receives the wounded from the Field Hospitals, and passes them on by ambulance trains to the Base Hospital, from which serious cases are taken home in ships specially fitted out with every appliance for this work.

In selecting the positions for the chain of hospitals described above it is necessary that consideration should be given to the fact that the uninterrupted advance of troops, munitions, etc., is of the first importance. The route selected for the transport of the wounded must therefore keep clear of the advance, even though the route may be somewhat longer.

One type of British-built ambulance train (Figs. 2, 3, and 4—built at G.W.R.

works) in use on the Continent consists of seven vehicles—four Ward Cars (Fig. 5), two Kitchen Cars (Fig. 3), and a Pharmacy coach (Fig. 6). The cars are 57 feet long by 9 feet wide, and are painted khaki outside. They are enamelled white inside.

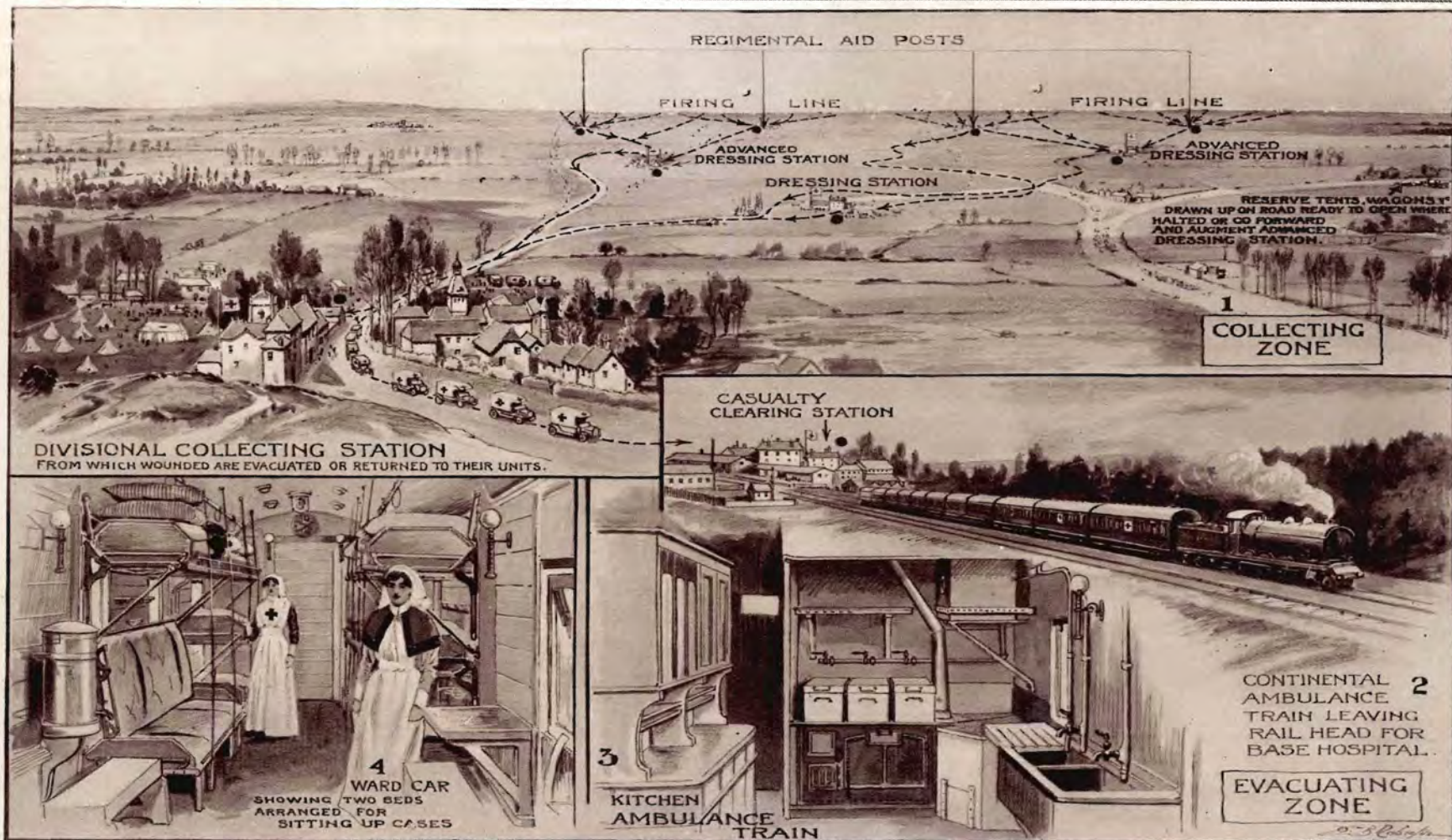
Electric-light is used, with emergency candle-brackets, and steam-heating is supplied. Each Ward Car has 36 iron cots, arranged in three tiers, and so designed that the patients can be carried from the train to the hospital without being transferred to stretchers. The second tier of cots is arranged in such a manner as to fold down and form the back of a seat made by the bottom tier for use when sitting cases are being carried (Fig. 4).

(Continued opposite.)



FIG. 6.—PHARMACY-CAR TREATMENT-ROOM IN A CONTINENTAL AMBULANCE-TRAIN.

As noted above, the train was built at the G.W.R. Works at Swindon.



Continued.

HOW IT WORKS: LII.—WHAT IS DONE FOR THE WOUNDED.

The cars are fitted with double doors in the sides so that the patients may be carried in and out as directly as possible. The Pharmacy Car has an operating-room with a lead-lined floor, a dispensary, an office, and a linen store. Such a train can accommodate 144 stretcher cases, or a larger number of sitting cases. The coaches are provided with gangways to enable the attendants to pass through the

whole length of the train. There are many British-built ambulance-trains running on the Continent, the make-up of which rests, of course, with the French authorities. A number of these have been presented by private individuals to the War Office. In this country there are 18 such trains in use, each made up of 9, 10, or 11 vehicles, with sleeping accommodation for the staff.



BRITISH NURSES IN THE RETREAT FROM SERBIA, WHERE THEY SUFFERED GREAT HARDSHIPS: THE PARTY PASSING THROUGH A VILLAGE.

British doctors and nurses attached to Red Cross hospital units did excellent work in Serbia until the advance of the Austro-Germans and Bulgarians compelled a retreat. Even then some remained and were taken prisoners. Many of the nurses took part in the terrible march across the mountains to Montenegro. Dr. Helena Hall, who was in charge of a dispensary with Mrs. St. Clair Stobart's unit,

in a description of the experiences gone through, said: "We had five pack ponies for the fifteen of us when we started from Ipek. . . . One of our party, a Girton girl, who had saved more luggage than the rest, bought a little donkey which she called 'Clarence.' Both she and 'Clarence' became so hungry after a few days that she exchanged him for five potatoes!" — [Photo. by Illustrations Bureau.]



SINCE GONE TO SALONIKA: KING PETER OF SERBIA ON AN OX-DRAWN AMMUNITION-WAGON DURING THE SERBIAN RETREAT.

The brave old King of Serbia, who remained constantly with his troops at the front while they were fighting on their own soil, accompanied them also in their retreat into exile before overwhelming numbers. He is here seen, near Prizrend, among a number of Serbian youths between the ages of fifteen and seventeen, whose military training has begun, but who are as yet without arms. King Peter suffered

various vicissitudes and hardships during the retreat, travelling partly on horseback, sometimes in a litter on muleback, and sometimes, as here shown, in a bullock-wagon. From Prizrend he made his way to Skutari, thence to Medua, Durazzo, and Avlona, thence to Salonika, with a stay at Brindisi under the incognito of "General Toptani."—[Photo. by Vladimir Betzük; Copyright, 1916, by "L'Illustration."]

Little Lives of Great Men.

LII.—M. ALBERT THOMAS.

THE French Minister of Munitions, M. Albert Thomas, is, like his British parallel, a man of the people who has come to his present position by sheer ability and force of character. In one respect, however, M. Thomas's office differs slightly, in name at least, from that of Mr. Lloyd George. The French Government did not create a separate Ministry of Munitions, but entrusted the care of that branch of supply to an Under-Secretary for War. His appointment in full official style was described as that of "Under-Secretary of State for War at the head of the Department of the Ministry of War responsible for Artillery and Equipment." M. Thomas is still a young man, decidedly young as statesmen in high office go, for he was born in 1876, at Champigny, on the outskirts of Paris. His birthplace is memorable as the scene of one of the fiercest combats of the siege of 1870. The baker's son of Champigny could not register a vow, as M. Poincaré did, in sight of the enemy, to live for the *revanche*, but at any rate he grew up with an exceptionally keen interest in military matters, although at the outset of his political career he was a moderate Socialist. It is his knowledge of army questions that has won him his present place in the Government. His Parliamentary career began in 1910, when he was elected Deputy for Sceaux. Shortly after his appointment in June to the charge of munitions, he came over to London to confer with Mr. Lloyd George, and during the next four months he twice repeated the visit. On each



FRANCE'S COUNTERPART TO MR. LLOYD GEORGE: M. ALBERT THOMAS,
MINISTER OF MUNITIONS.

Photograph by Manuel.

occasion M. Thomas bore witness to substantial progress attained. During his stay in this country he visited the House of Commons, on July 7—the day of his arrival—and had a long informal conversation with Mr. Snowden. He left on the 9th, after making a favourable statement; and on the 10th he attended a conference at Calais, at which Mr. Asquith, Lord Crewe, Lord Kitchener, and Mr. Balfour were present, together with the principal members of the late Viviani Cabinet and General Joffre. It was, however, after his meeting with Mr. Lloyd George in October that M. Thomas made his most memorable statement as to the Allies' provision of munitions. He could not help observing, he said, the feeling of growing confidence which had marked the three interviews. "In our relations with the British there is a point at which our friends give proof of a depth of sincerity and a warmth of sympathy which surprises foreigners so agreeably. I am now at that point with the eminent Minister of Munitions, and I dare say that we are at that point with the whole British people. Yesterday we drew up the conditions of a closer co-operation and we signed agreements." His speech gave a most amiable glimpse of France and Britain working for the common good. His picture is one of the pleasantest and most abiding fruits of the Entente Cordiale. "England," said M. Thomas, "is getting under way." That was on Oct. 9, in a vivid letter to the *Matin*, for M. Thomas understands also the powder and shot of the publicist. Of that for the field he directs the making; that for the Press he can manufacture with his own hand and with excellent skill.



WHAT MIGHT HAVE BEEN SEEN IN ENGLAND HAD THE FLEET NOT BEEN OUR SURE SHIELD: THE WRECKED CHÂTEAU OF BOESINGHE, NEAR YPRES.

The shell-shattered Belgian country house, the Château of Boesinghe, in the near neighbourhood of devastated Ypres, seen in the photograph, was before the Great War, as the reader may easily imagine from what remains and is seen here, a stately and handsome mansion. It stood in its own beautiful, well-timbered grounds, with, facing the house, the ornamental sheet of water seen, placid and tree-

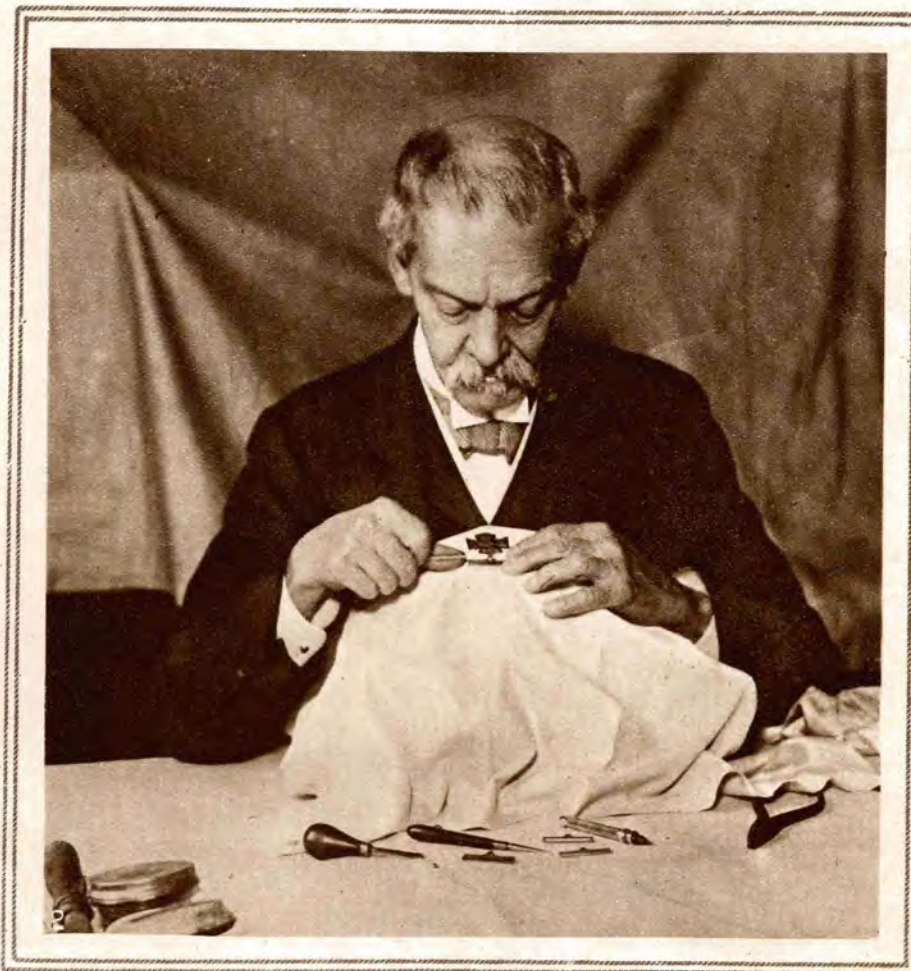
shaded. Its state as shown above is of itself a moving illustration of what the devastation of war means to a quiet countryside. It may serve us as a useful reminder. Were it not for the Grand Fleet, who dare say that hundreds of similar fine buildings, what the poet called "The Stately Homes of England," would not, before now, have looked like this?



BRITAIN'S GREATEST MILITARY DECORATION MADE FROM THE METAL OF A CHINESE GUN: THE MANUFACTURE OF A VICTORIA CROSS.

The making of a Victoria Cross proceeds on time-honoured lines. The War Office issues an order for the required number to Messrs. Hancocks and Co., New Bond Street, Silversmiths to the King, sending therewith a quantity of bronze once part of a Chinese gun, sometimes in rough ingots, sometimes a sawn section of the gun. Every ounce has to be accounted for. No dies are used: each Cross is produced

separately. A wax model was made for the first, from which the pattern was cast. From it moulds are made in special sand, and smoothed with plumbago. The bronze is melted at about 2000 degrees Fahrenheit. Then the cast has to be filed, drilled, and chased. Our photographs show: (1) The arrival of an ingot; (2) The ingot; (3) Casting; (4) Filing.—[Photos. by Newspaper Illustrations.]



THE MAKING OF A VICTORIA CROSS: THE OBTVERSE AND REVERSE, AND THE PROCESS OF ENGRAVING THE INSCRIPTION.

The chasing of a Victoria Cross is a tedious process, calling for minute care and occupying a skilled craftsman for several hours. To do this properly, the Cross must be embedded in pitch, as the delicate tool-work will not admit of any movement whatever—all must be rigid. Even the bar is chased, and is a separate casting. When the ribbon and steel pin have been affixed, the Cross is sent to the War

Office, which returns it to the makers for the hero's name, date, and rank to be engraved. This is done in a half-circle at the back, with the day, month, and year of the deed, in three lines. The above photographs show: (1) The reverse of a Victoria Cross; (2) Engraving the name; (3) The obverse.—
[Photos. by Newspaper Illustrations.]

1
AN official War Office announcement of the other day said: "On the First of January, the British force under Colonel Gorges occupied Yaunde, in the Cameroons. The enemy retreated to the south and south-east. Our troops are in contact with the enemy's rear-guard. The German Government officials fled from Yaunde." It was at Yaunde that the Germans set up their Government awhile after the taking of Buea, the actual capital, in November of 1914. Its capture is regarded as the culminating point of that difficult campaign which had as its object the surrounding of the enemy and the consequent capture of the colony as a whole. Yaunde is some 140 miles south-east of Duala,

[Continued in Box 2.]



2
on the coast. The opposing forces were about 3000 Germans, with some twenty machine-guns; and about 8000 of the Allied forces. These numbers are no criterion as to the magnitude of the task; for the country is extraordinarily difficult to advance in, comprising huge tracts of thick jungle, patches of elephant grass thrice the height of a man, broad rivers which are the lurking places of crocodiles, and large, well-nigh impenetrable forests. The Cameroons campaign commenced when a British force crossed the frontier from Yola, in Northern Nigeria, in August 1914. Various land actions followed the advance, and at the same time H.M.S. "Cumberland" and "Dwarf" reconnoitred the mouth of the Cameroon River and

[Continued below.]



[Continued.]

CAPTURED BY A BRITISH FORCE: YAUNDE, IN THE CAMEROONS, THE GERMAN SEAT OF GOVERNMENT AFTER THE FALL OF BUEA. the approaches to Duala, with the result that, after a bombardment, the fort surrendered unconditionally to an Anglo-French force on September 27. It was the failure of a fierce German assault on Edea, which lasted some months, which led to the enemy's abandonment of the original capital in favour of Yaunde. The end drew near when the British force moving east from Edea took Wumbiagason, after thirty hours

of fighting, on October 9 last, and when northern forces captured Bamenda and Banyo towards the end of the same month; for this meant that the whole of the notable posts about Yaunde were in the hands of the Allies. Photograph No. 1 shows a caravan in the station-yard, Yaunde; No. 2, A gateway at Yaunde; and No. 3, The house and grounds of the Government offices at Yaunde.



AN ANTARCTIC EXPLORER FOR H.M.S. "CRUSADER": COMMANDER E. R. G. R. EVANS, R.N.
Commander E. R. G. Russell Evans entered the Navy in 1897. He served in the S.Y. "Morning," relief-ship to the Discovery Expedition, 1902-4. He joined the British Antarctic Expedition as second in command, October 1909; and returned in command of the Expedition after the death of Captain Scott, 1913. He is in possession of many medals and honours.—[Photo. by Topical.]



AN ANTARCTIC EXPLORER-VOLUNTEER FOR WAR-SERVICE: SIR DOUGLAS MAWSON.
Sir Douglas Mawson, who was appointed to the Scientific Staff of Sir Ernest Shackleton's Antarctic Expedition, in 1908, and was Leader of the Australasian Antarctic Expedition, 1911-14, has volunteered for war-service, and will probably command a company of field engineers. Sir Douglas is a famous geographer and an expert in military engineering, chemistry, and geology.—[Photo. by Beresford.]



USING A MODEL OF THE ENEMY'S POSITION: A GERMAN MACHINE-GUN OFFICER DEMONSTRATING AT THE FRONT.

Some successes of the Germans have been largely due to their early realisation of the possibilities of the machine-gun, and their giving it a very distinct place in their Army's organisation. We have since followed suit, and last October a special Machine-Gun Corps was formed. Before that the increased manufacture of machine-guns had been vigorously taken in hand. It is said that the Germans' pre-

ponderance in machine-guns, and their greater experience in disposing them, has enabled them to hold positions with few men. The photograph shows how carefully they study the problem. In the German paper it is thus described: "Instruction at the front: the leader of a machine-gun division explains to his officers and N.C.O.'s the enemy's positions as discovered by airmen and patrols."—[Photo, by E.N.A.]



THE NOBLE ART OF SELF-DEFENCE AS PHYSICAL CULTURE FOR THE ENEMY: AUSTRIAN OFFICERS PRACTISING BOXING WITH A DUMMY.

After the entry of Italy into the war, the Austrian Army, already severely handled by the Russians and the Serbians, had to make fresh efforts, under the direction of German officers, to reorganise and increase its strength. Among other steps taken, older and less robust men were drawn to the colours. Writing from Budapest a few months ago, a correspondent of the "Morning Post" said: "Men of 39-40

are to be seen' at the six-weeks' course in the officers' training school. They had not served in the Army for physical reasons two decades ago, but they are first-class men to-day. . . . There are at present something like 70,000 men under training in the officers' training schools, and the reserve . . . three times that number, is beginning to diminish in an alarming manner."—[Photo. Newspaper Illus.]



WIRELESS IN THE EXPEDITION TO MESOPOTAMIA: THE RAISING OF A 95-FOOT MAST FOR A WIRELESS INSTALLATION AT BASRA.

An important factor in the equipment of a wireless station is the mast which supports the "aerial," or wires which form part of the receiving and transmitting installation. The height of the mast largely governs the range of distance overcome by the ether waves, received and transmitted respectively. Our photograph shows the erection, at Basra, of a ninety-five-foot lattice-work mast, for use in conjunction

with the power-house (shown to the right). A hole is first dug, and the steel mast is assembled flat on the ground, with its lower extremity towards the hole. Lines are then attached at necessary points, and, by means of temporary derricks, the mast is gradually hauled up by soldiers, until it reaches the perpendicular, after which the guy-wires are secured to rings embedded in concrete bases.



TAKING DERBY RECRUITS FOR A ROUTE MARCH: A NEW SERVICE OF THE CITY OF LONDON NATIONAL GUARD VOLUNTEERS.

The response of all classes to the call of their country has been magnificent, and the Derby scheme, now reopened, is gaining still more recruits. Our photograph shows members of the City of London National Guard Volunteers, who have devoted time and energy with unstinting patriotism to perfecting themselves in their military work, leading a number of attested men, recruits under the Derby scheme,

on a route march on Saturday last, as part of the free drill which the City of London National Guard is giving to men who have been passed for future service with the colours. The majority of the City of London National Guard are men of little leisure, and the whole-hearted thoroughness with which they are carrying out their self-imposed duties is most admirable.—[Photo. by Central Press.]



HOW THE NAVY MAINTAINS ITS WINTER WATCH, FACING ALL WEATHERS: A DESTROYER PATROL-FLOTILLA TACKLING A SQUALL.

The Navy's ceaseless war-time vigil at sea has gone on now for upwards of eighteen months on end, by day and night, from week to week, and there is no relaxation of the grip that means in the end the winning of the war. Battle-ships and armoured cruisers, light cruisers, destroyers, submarines—all in turn, in varying ways and in their allotted stations, take their part in the duty, and take their

equal share of risks. What these are we have had brought home to us this very week in the news of the loss, by striking a mine, of the great battle-ship "King Edward VII.," one of our latest-built first-class battle-ships of pre-Dreadnought type. The toll in lesser craft, we have learned from time to time, in losses—not one, in fair fight, be it remembered—of cruisers, destroyers, and submarines. In the

[Continued opposite.]



HOW THE NAVY MAINTAINS ITS WINTER WATCH, FACING ALL WEATHERS: A SWAMPING SEA OVER A CRUISER'S UPPER DECKS.

Continued.]

illustration on the facing page is seen a destroyer flotilla, the vessels of which are thrashing their way forward in heavy weather against head seas that burst over the bows and sweep the decks as the vessels follow in wake of their flotilla-leader. As a recent visitor to the Fleet remarks, "Often and often the boats have almost been unable to keep station against the force of the elements." In the illustration

on this page is seen a closer view, taken from the super-structure amidships, on board one of the larger vessels of the fleet in what sailors call "dirty weather." Tarpaulins are spread over every deck-fitting, and all gear is lashed fast, while the seas break over the decks of the ship in cascades of foaming water, which swamp the upper decks in swirling floods.—[Photos. by C.N.]



DANCING AT THE DARDANELLES EXPEDITION BASE: FRENCH SOLDIERS OFF DUTY AND LEMNOS PEASANTS AMUSING THEMSELVES ON MUDROS BEACH.

Mudros Bay, the deep inlet of the sea in the island of Lemnos, not many miles from the entrance to the Dardanelles, with the town of the name on its shores, has been occupied by the Allied naval and military forces since April last. There the general base of operations and main hospital-dépôt was established before the first landing on Gallipoli Peninsula. The island of Lemnos was ceded to Greece

by Turkey after the Balkan War. Our photographs show men of the Allied forces, with some of the Greek garrison and islanders, disporting themselves with dances on the beach near the camp. No. 1 shows an Algerian yataghan (sword) dance; No. 2, Greek soldiers in a national dance; No. 3, A representation of a Turkish dance; No. 4, A Bulgarian peasant dance.



CHRISTMAS FESTIVITIES WITH THE BRITISH FORCES IN THE MEDITERRANEAN: A MERRY PARTY REHEARSING FOR A CONCERT.

Christmas on the West front was kept more grimly than that of 1914, and there was no fraternising with the Germans. In the Mediterranean, however, in some places, at any rate, there were opportunities for a certain amount of merry-making. At Salonika, for example, the situation permitted of a whole-hearted celebration of the season. There was an ample supply of turkeys, geese, nuts and fruits,

holly, and other accessories. The Commander-in-Chief gave the men a holiday, very welcome after their arduous trench-digging, and football and sports were the order of the day. In the evening there were concerts and "sing-songs" in the camps, and one mess—not content with homely instruments such as were used at these "sing-songs" in the camps, imported a piano.—[Photo, by Sport and General.]



CONDUCTOR OF THE SUVLA BAY LANDING: GENERAL STOPFORD.

Lieut.-General Sir Frederick Stopford was entrusted with the conduct of the operations in the landing at Suvla Bay. The operations were described in Sir Ian Hamilton's despatch. It was stated next day that Sir Frederick Stopford had asked for an inquiry into the circumstances of the landing.—[Photo. C.N.]



REPORTED TO BE SERIOUSLY ILL: THE KAISER, TALKING TO A SOLDIER AT THE FRONT.

Rumour has been busy of late with the state of the Kaiser's health. It was reported that a famous French surgeon, who formerly had consultations with the Kaiser's medical advisers after the first symptoms in the throat appeared, expressed the opinion that his condition was now critical. The photograph shows the Kaiser talking to a German Landwehr man, with the troops on the Strypa, in East Galicia.



GERMANS COLLECTING COPPER IN SERBIA: ONE OF THE BLESSINGS OF KAISERISM FOR "MY NOBLE AND HEROIC SERBIAN PEOPLE."

The Germans have lost no time, as our photograph shows, in denuding Serbia of copper to supply their shortage of that metal for shell-making. In his recent proclamation "To my noble and heroic Serbian people," the Kaiser said: "Your valour has demonstrated that you are worthy of liberty. For that reason we come, not as enemies, but as your friends, for the purpose of reorganising your national

liberty and guaranteeing your rights. We, therefore, invite the population who have abandoned their national territory to return to their homes and their labours, and when they have returned they will find that our promises are not false." The appropriation of all their copper utensils will doubtless add to the joys of a return to "their homes and their labours."—[Photo. by St. Stephen's Bureau.]



THE FORTUNE OF WAR ABOVE THE CLOUDS: AN ENEMY SUCCESS IN THE AIR.

Enemy airmen have their turns of good fortune in encounters with aircraft of the Allies, as our own and the French official reports from the front record. Such are the chances of war. The above illustration from a German paper shows the outcome of one such mid-air duel in which, as it would appear, the petrol-tank of the unlucky combatant was fired by a German shot.



AFTER AN ALPINE SKIRMISH: PLUCKY AUSTRIANS RESCUING A WOUNDED COMRADE.

There is, of course, no lack of heroes in all armies ready for brave deeds, and though we do not often hear of those on the enemy's side, that is because existing circumstances preclude our learning about them. A case in point was the rescue of a wounded Austrian soldier from a perilous position high up an Alpine mountain side, shown in the above German illustration.

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