

THE ILLUSTRATED WAR NEWS





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The Illustrated War News.



"PIOU-PIOU" AND "TOMMY" THE BEST OF FRIENDS: A FRENCH SOLDIER SEWS A BUTTON ON A BRITISH COMRADE'S TUNIC.

Photo. C.N.

THE GREAT WAR.

THE spring sun has got into the news this week, for it has been more quickening and satisfying than it has been for some time past. Movements of considerable interest and meaning have been reported from both the west and the east. While Sir John French has been unable to give us anything of exceeding gravity save the staunching of German activity in the La Bassée district by the abrupt and wholesome corrective of mining and blowing up some hundred yards of trench, the French give us news of their considerable and successful activity in the Verdun area. In this sphere the French have subjected the German lines that form the sides of the salient pushing like a wedge towards St. Mihiel to systematic, and, it seems, rather unanticipated, attack.



WOUNDED IN MID-AIR, SHOT DOWN, CAPTURED AND ESCAPED :
LIEUT. MAPPLEBECK, D.S.O., OF THE ROYAL FLYING CORPS.

The officer in the background is Lieut. G. W. Mapplebeck, D.S.O., a Flying Officer of the Military Wing of the Royal Flying Corps. He was badly wounded while chasing a Taube, but recovered and returned to the front. A fortnight ago his aeroplane was shot down over the German lines and he was taken prisoner. He has now escaped and found his way back to England.

As usual with the French General Staff, once it directs its attention to any particular point, a steady and deliberate advance has been made as the result of systematic fighting. Gains have been won out of the German line at Eparges and other places, and the Hills 219 and 221 have been captured. Lower down on the other flank,

at and about Pont à Mousson the attack has been pressed with vigour by large forces, and ground has been gained. These advances the Germans, in spite of a maze of equivocation, have managed to admit, though they have as yet failed to indicate the excessive loss in men they have suffered or the real importance of the move—two details which the French communiqués very readily supply. The meaning of this move is, without a doubt, an attempt to cut the German communication of the St. Mihiel front by getting astride the Metz-Verdun railway line. It is not at all unlikely that the important junction of Conflans is the main objective for the present. This stroke would bring danger to a large body of German troops holding the St. Mihiel defences. The situation for the Germans has at no time looked particularly safe here, and if the French attacks, which are now being met with a most vigorous resistance, can make headway on the flanks of the wedge, the troops stationed at and about St. Mihiel must fall back with some precipitation to save themselves, and the German line will have to be reformed on a front not very advantageous to defence. The character of the ground in the Meuse-Moselle country, with its hills and its forests, makes fighting difficult; but this is likely to embarrass the German line rather more than the French. Still, it is useless to prophesy before the thing is done: all that need be said is that the French seem to be showing their new cool and scientific



SIR JOHN FRENCH'S "SILVER BULLET" A.D.C. :
HON. BRIGADIER-GEN. HUGH GARVIN GOLIGHER.
Mr. Hugh Garvin Goligher, of the War Office, who has been appointed Financial Adviser to the Field-Marshal Commanding the British Army in the Field, a post carrying with it the honorary rank of Brigadier-General, is an Ulster man. A graduate of Dublin University, he entered the Home Civil Service, and was appointed to the War Office, where he has rendered distinguished service in the Finance Department. Until recently he was at the Headquarters of the Irish Command at Dublin Castle as Local Auditor.—[Photograph by Lafayette.]

[Continued overleaf.]



AWARDED THE VICTORIA CROSS: COMMANDER HENRY PEEL RITCHIE, R.N.

The Victoria Cross has been awarded to Commander Henry Peel Ritchie, R.N., for most conspicuous bravery on November 28, 1914, when in command of the searching and demolition operations at Dar-es-Salaam, East Africa. Though severely wounded several times, his fortitude and resolution enabled him to continue to do his duty, until, at his eighth wound, he became unconscious.—[Photo. by C.N.]



EXPOSER OF GERMAN BARBARITY TO BRITISH PRISONERS: MAJOR C. B. VANDELEUR.

Nothing in the Government White Paper concerning the treatment of British prisoners by the Germans is more revolting than the account given by Major C. B. Vandeleur, 1st Cameronians, attached to the Cheshire Regiment, or in stronger contrast to our treatment of German prisoners. The story of his experiences at Douay and Mons Bergen is one of unbroken insult and brutality.—[Photo. by Lafayette.]

vigour of attack, and that the progress resembles that which made the advance in the Champagne so successful. Conflans, it might be pointed out, has a certain strategic significance in its relationship to Metz, and big things might very well develop from the present move—an idea which gains considerable colour from the enormous effort put out—quite unsuccessfully—by the Germans to hold their line, particularly at Les Eparges. The German commander, it is stated, valued the “veritable fortress” which formed the spur of the hills here so highly that he was willing to sacrifice 100,000 men in order to retain it. He sacrificed 30,000 men, and lost it.

The news from Russia is more decisive, and, from the nature of things,



LEADERS OF A REGIMENT WHICH HAS DONE SPLENDID WORK DURING THE REBELLION AND IN GERMAN SOUTH-WEST AFRICA: OFFICERS OF THE RAND RIFLES.

From left to right in the first photograph the names are (in the front row, on the ground)—Lt. J. Muir, Lt. T. C. Morgan, Lt. H. G. Elliott; (second row) Capt. A. P. Irons, Capt. J. W. Ord, Capt. J. W. Jackson, Capt. and Medical Officer A. Gow, Major H. P. Cresswell, M.L.A., Lt.-Col. J. F. Purcell, D.S.O., Capt. and Adjut. H. S. Lamond Hemming, Capt. D. R. Machlachlan, Capt. W. J. MacIntyre, Capt. W. W. Smith, Capt. A. C. Wearher; (third row) Lt. P. H. Ellis, Lt. C. V. MacDonald

holds out greater hopes. Thanks to the fall of Przemyśl and the armies released from the investment, the Grand Duke Nicholas has been able to press his advance in the Carpathians with great strength without weakening his line at other points on his long front. After terrible fighting, in which the Austro-German forces lost gravely in killed, wounded, and captured, the Russians have forced their way on to the crests of the

mountains on nearly the whole of a great front extending from Bartfeld to the Uszok Pass. In the neighbourhood of the Lupkow Pass the southern slopes of the mountains have been gained, and the Russian advance guards are working forward, in spite of opposition, into the Hungarian Plain. The Austrians and the Germans are realising their danger here, and enormous reserves are being hurried into the fighting area—mainly, it seems, from East Prussia, where the spring rains have drowned out the fighting, and from Hungary itself. That the enemy has every reason to fear is obvious. Once decisively into the Hungarian Plain, the Russians can manœuvre their big armies with a great deal of ease. The cramped conditions of the west do not obtain here, and for



LEADERS OF THE ONLY TERRITORIAL BATTERY AT THE FRONT SINCE OCTOBER: OFFICERS OF THE WARWICKSHIRE R.H.A.

Dunlop, Lt. W. Wells, Lt. F. Burger, Lt. J. G. Baker, Lt. E. J. Burgess, Lt. V. W. R. D. Garland, Lt. J. R. Munro. — In the second photograph, sitting in the front row (from left to right), are Captain Robin Grey, Major Gemmell, Colonel Lord Brooke, Canon Melville, and Major W. A. Murray (Adjutant). Standing (from left to right) are Captain Lord Clonmell, Lieut. Cecil Woodhouse, Lieut. F. Clayton, R.A.M.C., and Lieut. Lord Poulett.

that reason it will be extremely difficult for the Austrians to oppose an advance with a rigid front, for there will be plenty of elbow-room for flanking. The Hungarian Plain also provides better opportunities for attacking than defending, and fighting here will also take the war into the very heart of the Dual Monarchy, since a few more miles' marching will bring the Russian guns close enough for them to be heard in Budapest.

(Continued overleaf.)



WAR "SNAPS": A BOILER HUT; A BOAR AS BAG; AND HINDENBURG AND A PRUSSIAN PRINCE IN MOTOR-SLEIGHS.

The hut made of a corrugated steel boiler, with lengths of rail as a wind-screen at the end (seen in Photograph No. 1), affords an interesting example of the ready ingenuity of the French soldier. No. 2 means a good dinner for the comrades of the French skirmisher who shot the boar while fighting in a forest near Verdun. No. 3 shows the motor-sledge from the imperial establishment which the Kaiser

placed at Marshal von Hindenburg's disposal for service on the Russian frontier. Von Hindenburg is seen looking at it. In No. 4 we have the Kaiser's youngest son, Prince Joachim, in a motor-sledge on the Polish frontier, where the Prince has mostly been serving on the Staff. He is behind the chauffeur.—[Photos. by C.N., Wyndham, Newspaper Illustrations.]

No wonder Austria-Hungary is beginning to give off subtle but general emanations of disquiet, and to prepare her people for future and unpleasant events by hints of setbacks judiciously scattered amid the almost universal and frequently quite impossible stories of victory.

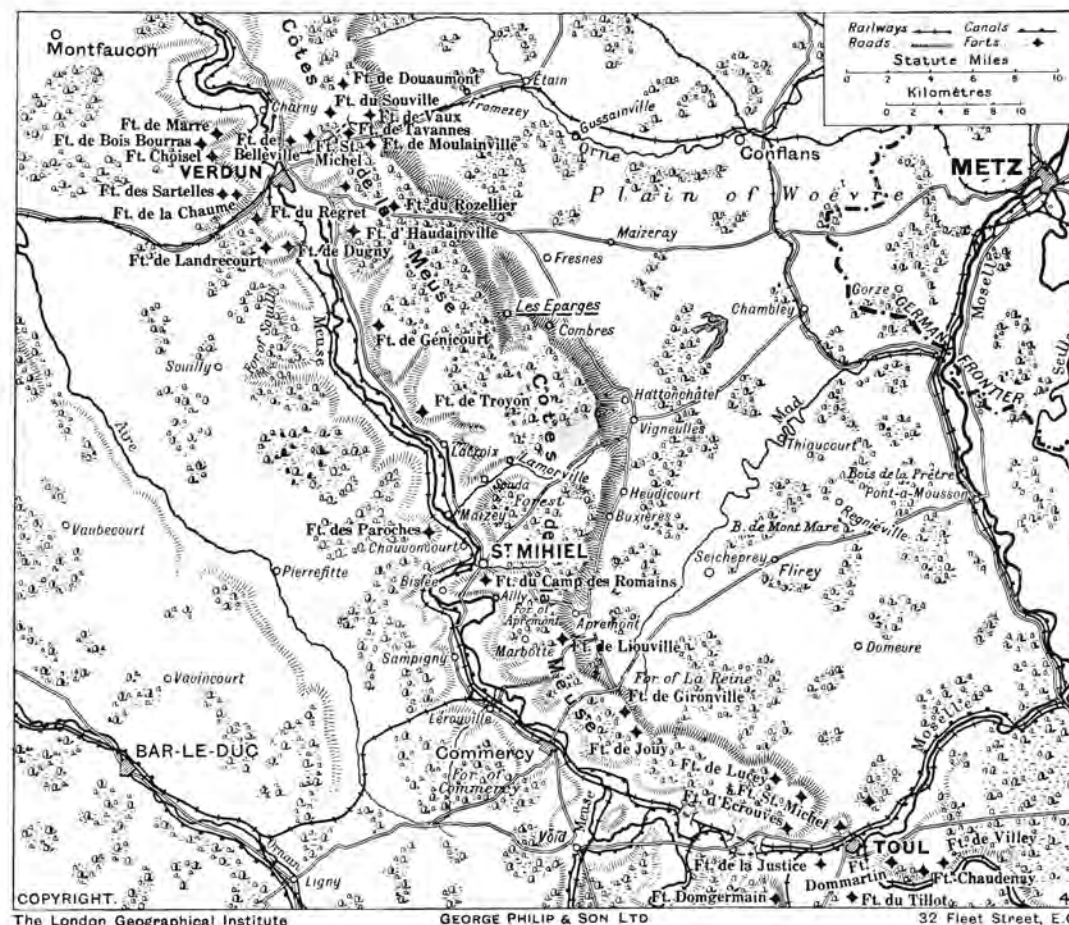
Meanwhile, although we have heard little enough of the war on the Serbian front, we have learnt of a surprising raid by Bulgarian irregulars into Serbian territory and the clash of fighting between two considerable bodies, to the credit of Serbia and the defeat of the invaders. This may or may not have been an unofficial attempt to cut the railway line which runs from Greece into Serbia (and from thence on to Europe), and is the only means of communication and supply between both of those countries. Greece, adopting the ideas of the west, has sent a friendly note of remonstrance to Sofia in the interests of her ally Serbia, and Sofia has hurried to denounce the raid as a wild, unauthorised, and irregular affair. These admissions have been accepted, but not without some suspicion, and

the unsettled condition of the Balkan States can have received nothing but harm from the episode. Not only in Europe, but in South-West Africa there has been fighting, and successful fighting, on the part of the

Allied forces. On Monday the South African forces had fought their way up to Aus, an important line on the railroad about ninety miles inland from Lüderitzbucht. Aus had been strongly fortified, but upon the approach of our troops it was abandoned without a struggle. Later, the advance was extended to Warmbad, another important town twenty-five miles from the southern frontier of the colony; and from here a further advance was made without meeting opposition to the town of Kanus, on the railway sixty-five miles north of Warmbad. On the whole, the Germans in South-West Africa seem to have made little resistance, and the country is being invested with small loss and some ease.

The King, by his action, has, perhaps, made the most sane and practical step towards solving what may be called the "Drink Menace." By proscribing all wines,

[Continued overleaf.]



WHERE THE FRENCH ARE DRIVING BACK THE GERMAN "WEDGE" OF ST. MIHIEL: THE PLAIN OF THE WOËVRE, SHOWING THE IMPORTANT POSITION OF LES EPARGES, RECENTLY CAPTURED BY THE FRENCH.

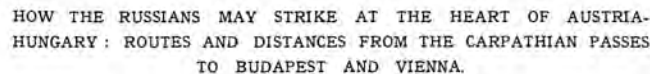


THE GREAT RED CROSS SALE OF HOUSEHOLD GODS FOR THE WOUNDED: THE FIRST DAY AT CHRISTIE'S.

The old-time cry of Savonarola, "Bring out your Vanities!" finds an echo to-day in the appeal of the British Red Cross Society and the Order of St. John, which has resulted in nearly two thousand "lots," offered for sale by Christie's, whose rooms are now crowded with treasures of art, relics of famous men and women, paintings, old family plate, literary and other autographs, including part of the MS.

of "Pickwick," gifts from the King and Queen, and hundreds of articles of "bigotry and virtue," which should swell the funds of the two benevolent societies into a great flood of help and healing. The sale commenced on Monday, will continue until Friday, and is to recommence on Monday till Friday next, and the following week, and, again, on Monday and Tuesday of the fourth week.—[Photo. by Topical.]

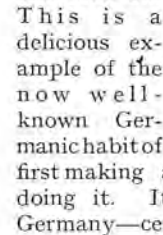
the evil. The shipyard owners suggested complete prohibition, but that drastic stroke is not an easy one to accomplish.



In the first place, it is yet to be proved completely that drink is entirely responsible for the indifference and inefficiency of a certain type of

conditions are notoriously lacking in any similarity to those obtaining on—and under—the sea to-day. We are endeavouring to meet this state with the widest margin of leniency compatible with our own national safety, and if we have, on occasions, to act with greater firmness than heretofore, the fault is not so much ours as that of the nation who forced such measures on us. America, it may be said, appreciates much of this, and while she expects us to do our best not to damage and hamper neutral trade, her expectation is stated in language obviously friendly. Indeed, it must be exceedingly hard for America to make a decisive case in the face of the wild German attacks on harmless ships, and the wilder excuses for those attacks launched on the world by the German authorities.

the vessels she had attempted to sink have turned about and fought for their existence instead of taking their death-blow in the passive and "othercheek" manner when challenged and fired on.



first making a man do a thing, and then accusing him of crime for doing it. It is an attitude, however, that has no following outside Germany—certainly none in the neutral States.

W. DOUGLAS NEWTON.



FIGHTING HIS BATTLES O'ER AGAIN: A FRENCH SOLDIER TELLING THE STORY OF THE ACTION IN WHICH HE WAS WOUNDED.

An interesting recent incident of the war is the utilisation for men wounded in the present campaign of the historic Hôtel des Invalides (the institute founded by Louis XIV. for his maimed soldiers, in which rest the remains of the great Napoleon), and the reception there, last week, of the first "invalides" broken " in the Great War, whose home it is to be. It is not difficult to imagine him, in the fashion

of the central figure of our picture, fighting his battles o'er again, and telling, with the modesty which goes hand-in-hand with bravery, the story of the fight to which he owes his disablement. That his words will inspire his hearers with that spirit of emulation which will surely materialise in action, there can be no question.—[Drawn by Lucien Jonas.]



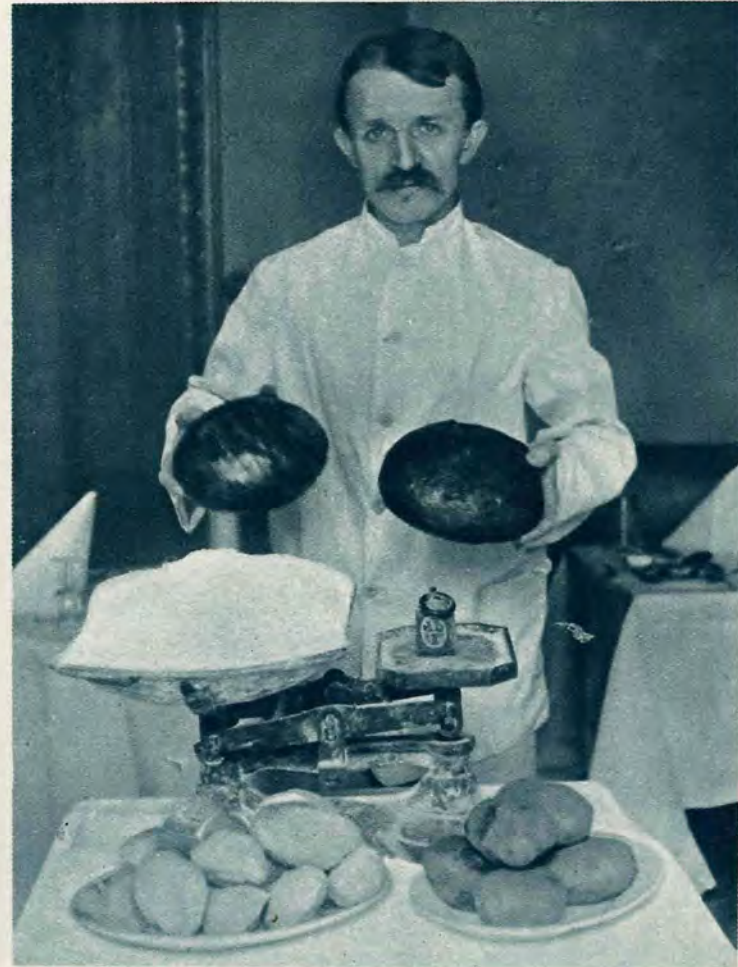
PARIS DARKENED LIKE LONDON—MORE OR LESS: A SHADED STREET LAMP.

As was shown by the recent ineffectual Zeppelin raid, Paris is well protected against such visitations. Numerous searchlights and anti-aircraft guns are in position, and aeroplanes are ever ready to ascend. Street lamps are shaded in the manner shown in our photograph. When the approach of Zeppelins was signalled, lights were extinguished and due warning was given by bugle.—[Photo. by Gendreau.]



A GIANT GERMAN PROJECTILE: AN UNEXPLODED 42 C.M. (17 IN.) SHELL AT VERDUN.

The gigantic size of the projectiles fired by the great 42-centimetre German siege-guns is well shown in this photograph, where one that fell near Verdun, but did not explode, is seen between a French 75-millimetre (on the left), and a German 77-millimetre shell. The big shell was found to weigh only 133 lb. short of a ton, and was practically five feet long.—[Photo. by 'Rip.']



THE DEVELOPMENT OF THE MODERN HAND-GRENADE: GERMANY'S NEWEST PATTERN.

The comparatively rudimentary form of hand-grenade first made use of in the present war in the trenches in Flanders has developed in type and shape during the past four months. We see above a pair of the newest German pattern concussion-projectiles, designed to explode by internal detonation on striking the object aimed at, and fitted with convenient handles for slinging.—[Photo. by Alfieri.]

"K" WAR-BREAD IN LONDON—AND ITS INGREDIENTS, POTATOES AND FLOUR.

Anybody in England who wants to share the Kaiser's bread of affliction, and taste the German "Kriegsbrot" can do so—German war bread is made in London by a Regent Street baker. As far as appearances go, we can help. Above are shown two loaves, somewhat darker in appearance than "digestive bread," made by the Berlin standard of one part potatoes and two parts flour.—[Photo. by Photopress.]



WHEN GERMANS USE PISTOL-"WHISTLES" TO KILL HOPELESSLY WOUNDED GERMANS? ENEMY RED CROSS MEN AT WORK IN THE ARGONNE.

An extraordinary story has been told by Mr. Victor E. Marsden, of the "Morning Post," in an article on the work of Mr. Alexander Guchkov, formerly President of the Russian Duma, and now at the head of the Red Cross Organisation on the German front. M. Guchkov, it is told, has brought back a specimen of a German device which is nominally a special form of whistle with which the German

orderlies who inspect the fields of battle are supposed to summon extra aid. This whistle, which actually does whistle, is alleged to be a miniature, single-shot pistol, and it is further alleged that hospital men of the German Army use it to kill Germans apparently hopelessly wounded by shooting them, placing it to the temple or over the heart.—[Photo. by Newspaper Illustrations.]



THE FATE OF CHÂTEAUX IN WAR: A WRECKED MANSION NEAR ARMENTIÈRES.

Throughout the area of war there has been enormous destruction of house property, and many owners of picturesque country châteaux in Belgium and Northern France have had their buildings completely ruined. Frequently a château has been held as a fort, and has thus been made a target for the opposing artillery. Such was the case, for example, with the Châteaux of Mondement and Vermelles. Our



THE CURIOUS ESCAPE OF A STATUE: A BELGIAN CHATEAU NEAR PLOEGSTEERT.

photographs afford a vivid idea of the utter havoc and desolation caused by war in what was once an imposing and well-appointed country mansion. The statue seen in the right-hand photograph, by a wonderful chance, survived intact amid the havoc of fallen masonry. There have been several similar instances, such as some statues in the streets of Louvain, and crucifixes undamaged in wrecked churches.

Entrance to the Valley
of St. Amarin. Château (622 m.)

Uffholz

Wattwiller Berrwiller

Hartmannswillerkopf (956 m.)
Rossberg (1191 m.) Molkenrain (1125 m.)

Ballon de Guebwiller (1428 m.)
Sudelkopf (1009 m.)

Thann Cernay, Steinbach Farm of
Château of Engelsburg Weckenthal

Bertschwiller

Ollwiller

Tullerle

Hartmannswiller

Wünheim
The old Abbey of Thierenbach

THE GERMAN "GIBRALTAR" OF ALSACE: HARTMANNSWEILERKOPF, HEROICALLY STORMED BY THE ALPINE CHASSEURS.

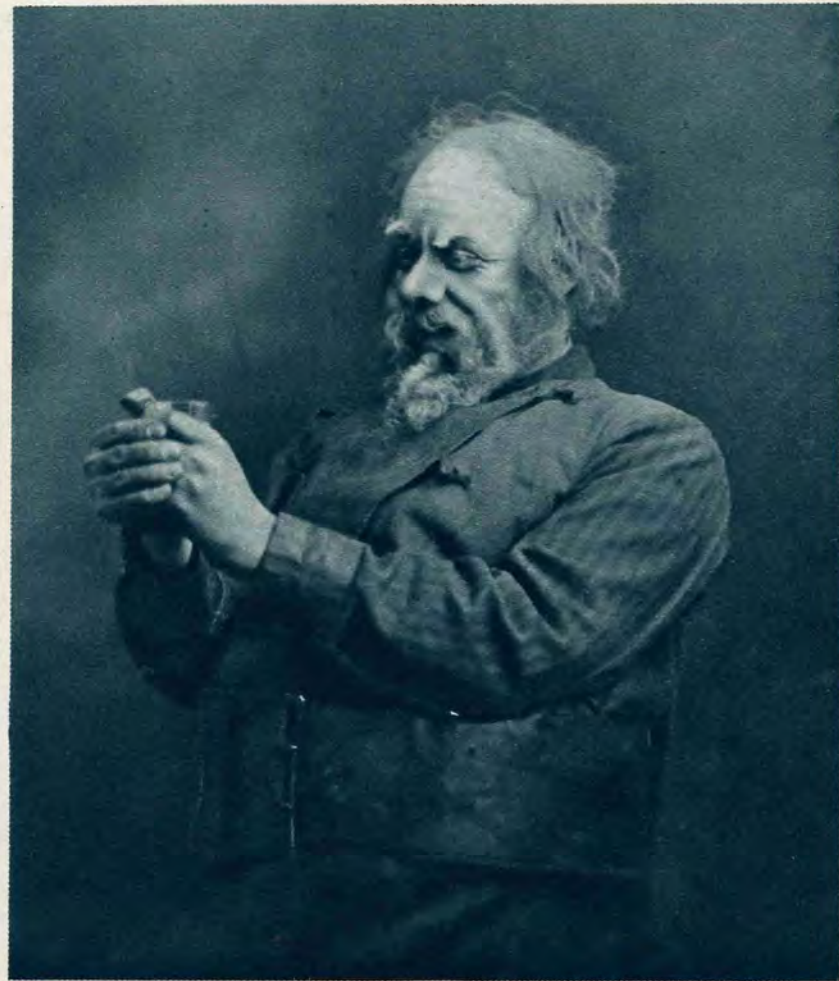
Hartmannswillerkopf forms the outermost spur of the Vosges overlooking the plain of Alsace. It was taken from the French on January 19, when the advanced post of Alpine Chasseurs there was overpowered after desperate resistance. Transformed into a fortress, with guns, mortars, and machine-guns on the summit (the armament was hauled up with chains), the German garrison was secure against

attacks on every side, and it barred any French advance into the plain. The French attacked the almost perpendicular hill-side with pick and shovel, while fighting their way up foot by foot. On March 3: they stormed the top, but were forced back that night in a furious fight after dark. Later, with almost incredible heroism, the Alpine Chasseurs again became masters of the "Gibraltar" of Alsace.



A SINGER IN THE ARMY: M. A. BELIANINE, THE WELL-KNOWN RUSSIAN BASS.

The call of duty knows no distinction of class, and nowhere is this condition of the life of to-day more readily accepted than in Russia, where, of course, conscription obtains. Men of all ranks and of all professions are with the colours and have fallen in with their comrades to fight for the honour of their country. Our photographs show a famous Russian basso, M. A. Belianine, of the Imperial Opera House,



THE SINGER ON THE STAGE: M. A. BELIANINE, THE WELL-KNOWN RUSSIAN BASS.

Petrograd, who is well known in London, and is now serving in the Russian Army. His wife, Mme. Belianine, who is a Doctor of Medicine, is working in a hospital in Petrograd. Our first photograph shows M. Belianine in uniform, as he is with the troops to-day; our second as he appears in the opera "Boris Godounov."—[Photos. by George Sergieff.]

Little Lives of Great Men.

XIII.—LIEUT.-GENERAL SIR WILLIAM ROBERTSON.

MAJOR-GENERAL Sir William Robert Robertson, who has been appointed (with the temporary rank of Lieut.-General) Chief of the General Staff, has had a varied career. He was born in Lincolnshire in 1860, enlisted in the 16th Lancers, and served for several years as a trooper and non-commissioned officer in that regiment. Promoted to a 2nd Lieutenantcy in the 3rd Dragoon Guards, he joined that corps in India; and in 1889 took part in the cavalry concentration at Muridki Camp, near Lahore, when the late Duke of Clarence reviewed sixteen regiments of British and India horse. He took part in the first Miranzai Expedition to Kohat in 1891, and later was present at the Relief of Chitral, in which campaign he was badly wounded. Thereafter he served in various capacities with the Indian Headquarters Staff. In 1898 he entered the Staff College, out of which he passed soon after the beginning of the South African War. He was for a short time at the War Office, and then joined the Staff in the field. Since then he has held various appointments on the Staff at Army Headquarters, and filled the important post of Commandant of the Staff College, for which he was peculiarly fitted by ability and experience. Military education is his strong point; he is a man of wide attainments in the technicalities of his profession, and besides, he is a scholar of rare linguistic accomplishments. Of the Indian dialects he is a past-master, which will be very useful to him with the Expeditionary Force. When the



CHIEF OF THE GENERAL STAFF OF THE BRITISH EXPEDITIONARY FORCE :
LIEUTENANT-GENERAL SIR WILLIAM ROBERTSON.

From the Painting by John St. Helier Lander.

present war began, General Robertson was appointed Quarter-Master-General of the Army in the Field. He has not, curiously enough, hitherto held the command of an actual fighting force, but his qualifications are well known, and his present appointment has given the most lively satisfaction. His energy and ability are remarkable, and are everywhere acknowledged. He holds the D.S.O.; he is a Companion of Bath, and a Knight Commander of the Victorian Order. He received his knighthood in 1913. General Robertson has had much experience in the Intelligence Department, and also in the transport. In fact, there is hardly any branch of his profession with which he has not had practical acquaintance, and he is looked upon as an ideal Chief of Staff. His war decorations include the Chitral medal, with two clasps. It was in that campaign, also, that he won his D.S.O., and was mentioned in despatches. In South Africa he also won mention in despatches, the South African medal, with four clasps, and promotion to the brevet rank of Lieut.-Colonel. General Robertson's life-work is a record of very varied service, ranging from that of a man in the ranks to that of an officer holding positions of the highest responsibility. In every task he has been called upon to undertake he has displayed conspicuous ability, and a power of mastery and adaptability that must prove invaluable in a Chief of Staff. Transport, Intelligence, Military Education—the last involving a minute acquaintance with every detail of Army work—are equally his "subjects." His position is the reward of a strenuous career that promises further distinctions.



A RAILWAY ENGINE "PONTOONED" ACROSS THE ORANGE RIVER FOR THE FIRST TIME—TO ADVANCE AGAINST THE GERMANS ON THEIR OWN LINES.

The Eastern Force of the Union troops operating against German South-West Africa, based on the railhead at Upington, has seized all the posts in the south-eastern corner of the German colony. The advance by railway has been facilitated by the German lines being of the same gauge as the Union system. The correspondent who took the above photograph writes that it shows "an engine being

taken across the Orange River by pont at Upington on March 14. This is the first time in the history of this country that an engine has been transported across a river by pont. . . . The railway line will now be pushed on rapidly to connect with the German line at Kalkfontein." The occupation of the railway stations at Kalkfontein and Kanus was announced on April 7.



SLEIGHING AND SKI-ING OVER THE SAND! BOTHA'S "LITTLE WAR": A DESERT CAMPAIGN IN GERMAN SOUTH-WEST AFRICA.

In a letter he sent to the "Times" the other day, telling of camp life in German South-West Africa, a young Colonial wrote: "Every day we have awful dust-storms lasting for hours and the shade temperature always over a hundred degrees. . . . It blows like the devil from mid-day to dark and all the tents are going to ribbons. . . . The sand blows along just like sleet. . . . It's impossible even in a

closed tent not to eat a good bit of sand when the wind is blowing. Two hundred Cape boys are employed day and night shovelling sand off forty miles of railway. The train has a clear passage in the mornings, but returning in the evening finds as much as four foot of sand over the rails. . . . Fighting men is a joke to fighting Nature." An officer, writing to the "Illustrated London News"

[Continued opposite.]



Continued] "LONG TOM" IN THE SAND AND DRAWN BY THIRTY OXEN: UNION ARTILLERY DIFFICULTIES IN GERMAN SOUTH-WEST AFRICA.

the other day, said of the desert between Walfisch and Swakopmund: "Waggons are almost useless, so the Regiment set to work and made a fleet of sleighs for itself, and they work admirably on the bottomless sand." The first illustration on our left-hand page shows first-line transport in German South-West Africa, with mule-drawn sleighs. The second shows men of the Rand Rifles on the first

troop-train on the railway they built between Walfisch and Swakopmund. The third shows a member of the force ski-running over the sand-dunes; the fourth shows boring for water. The first photograph on the second page shows a "Long Tom," drawn by a team of thirty oxen. The second shows a "Long Tom" in difficulties. Frequently such a gun will sink three feet in the sand.



PART OF THE FORCE SEVERELY DEFEATED BY THE RUSSIANS: AN AUSTRIAN SUPPLY-TRAIN AT THE FOOT OF THE CARPATHIANS.

In a despatch from the Russian Commander-in-Chief's Headquarters Staff, issued in Petrograd on the 6th, it was stated: "In the Carpathians, on the 4th, our advance continued with success on the whole front, from the northern region in the direction of Bartfeld as far as that of Uzsok, inclusive. . . . In the course of the day we took prisoners on the Carpathians front 20 officers and more than 1500 rank and

file. The retreating officers are burning bridges and provision depots." Another official Russian statement, issued later in Petrograd, says: "In spite of our marked successes in the Carpathians, and our continued progress, the Austrians, in their *communiqués*, persistently announce their so-called successes. . . . Finally, in their *communiqué* of April 3, the Austrians acknowledged that they had been obliged to fall

[Continued opposite.]



Continued:]

WHERE THE RUSSIANS CLAIM TO HAVE CAPTURED RECENTLY OVER 36,000 MEN : AUSTRIAN TROOPS RESTING NEAR THE UZSOK PASS.
back a little before our advance. . . . From March 20 to April 3 we took prisoners in the Carpathians, on the front from Baligrod to Uzsok, 378 officers, 11 doctors, and 33,155 men. We captured 17 guns, and 101 machine-guns." A later Russian dispatch of the 7th said : "Despite counter-attacks by the enemy, who had obtained large reinforcements detached from the German and Austrian forces, our

offensive continues. . . . All the summits of the principal chain of the Beskid Mountains to the west of the region of the village of Ustrziki Gornia are in our hands, and our troops are capturing in succession the southern spurs. In the course of April 5 we took about 2900 prisoners, with 3 guns and several machine-guns."—[Photos. by St. Stephen's Intelligence Bureau.]



FAITHFUL TO THE END: A CHARGER NUZZLING THE MASTER WHO WILL CARESS HIM NO MORE—AN AUSTRIAN SKETCH FROM GALICIA.

The cynical little genius of Twickenham sneered at the "untutored mind" of the poor Indian, who believed that "his faithful dog" should bear him company in "an equal sky"; but his "Essay on Man" should not, in common justice, have omitted a tribute to the affection which exists between men of other than "untutored" minds and their four-footed friends. Even the horrors of war provide

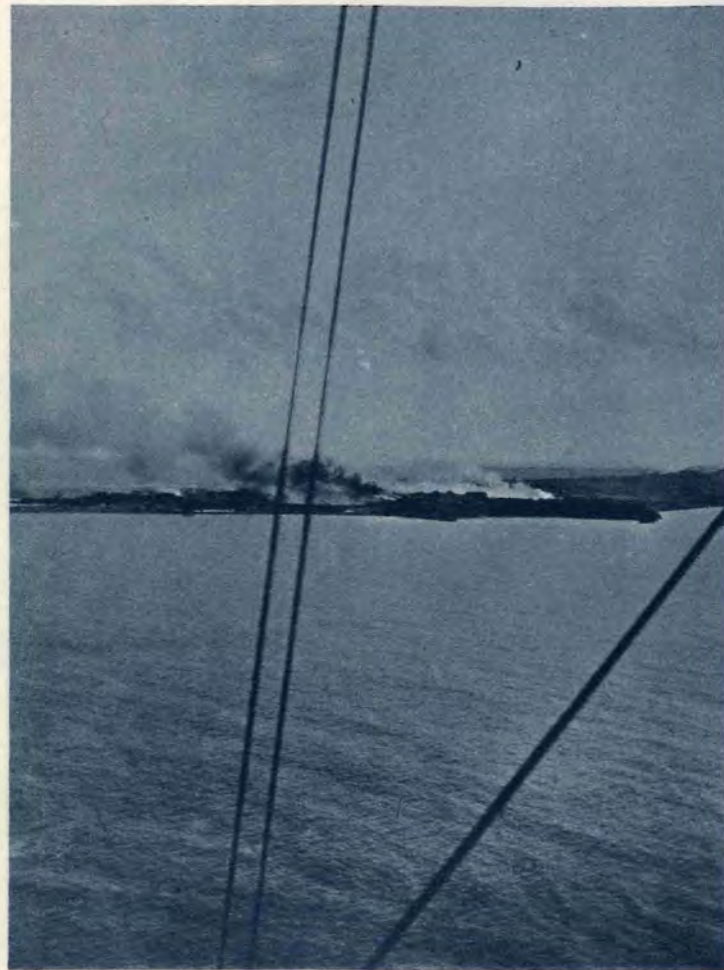
instances of this in such incidents as that shown in our illustration, in which is seen a faithful horse trying in vain to arouse his master, who is sleeping his last sleep on the field of battle. Shakespeare knew mankind better, and one of the keenest notes of regret in the great soldier, Othello's, lament is his bitter cry: "Farewell, the neighing steed."



A REMARKABLE EXCLUSIVE PHOTOGRAPH: A NAVAL LANDING-PARTY COMING IN TO KUM KALEH, AT THE ENTRANCE OF THE DARDANELLES.

Kum Kaleh is situated on the Asiatic side of the Dardanelles at the point of entrance from the Ægean Sea. After the Turkish forts at the entrance on both sides had been bombarded, the ships sent landing-parties ashore. To quote an Admiralty report: "On March 4 the weather became fine, and the sweeping and bombarding operations within the Straits continued steadily. Meanwhile demolition parties, covered

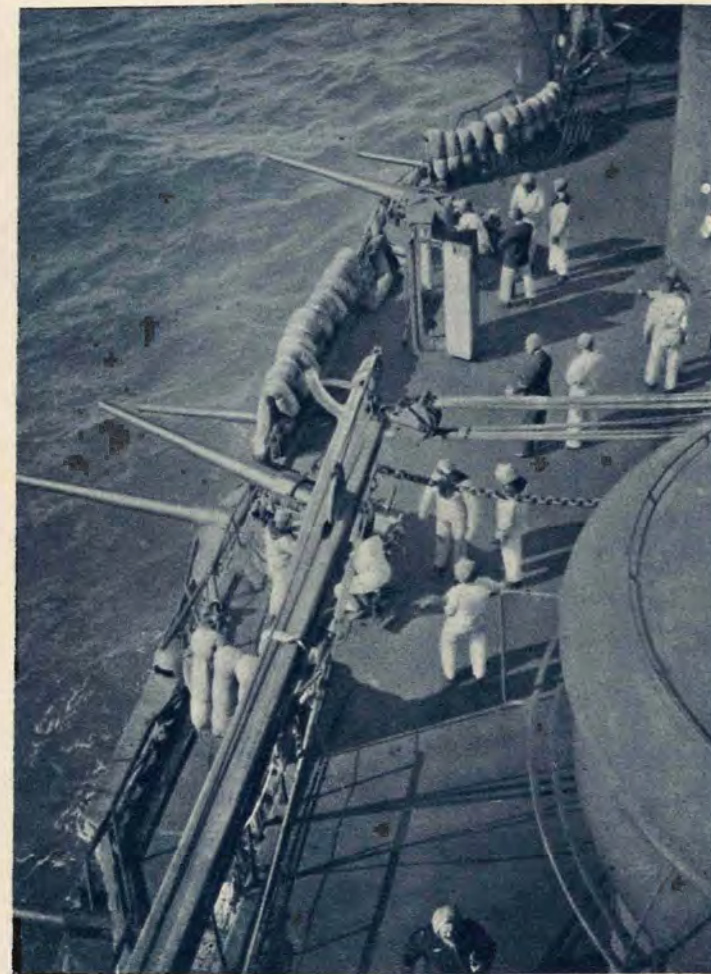
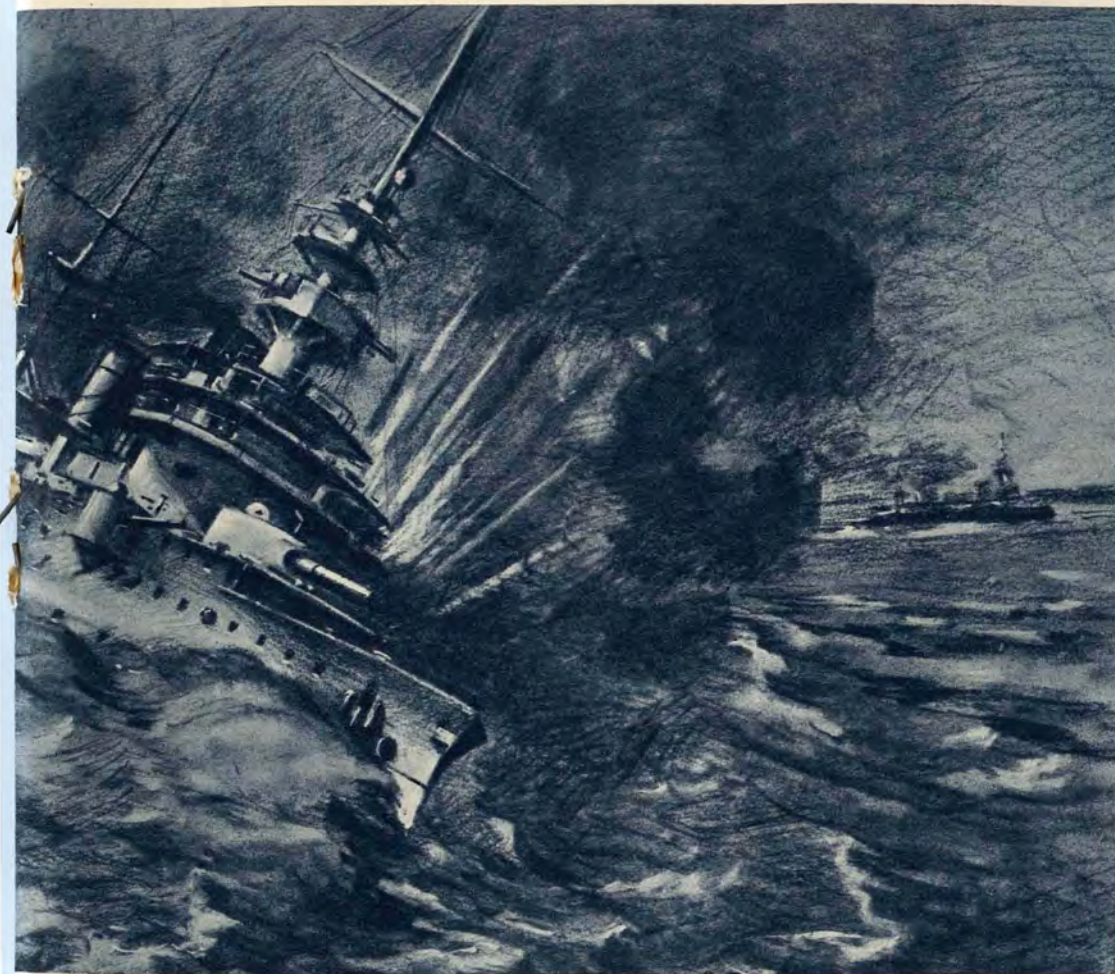
by detachments of the Marine Brigade of the Royal Naval Division, were landed at Kum Kaleh and Sedd el Bahr to continue the clearance of the ground at the entrance to the Straits. The party at Sedd el Bahr discovered and destroyed four Nordenfeldts. Some skirmishing ensued on both banks, and the enemy were found to be holding the villages in force."—[Photo. Exclusive to "The Illustrated War News."]



ANOTHER TROY FIRED: KUM KALEH VILLAGE AND FORT ABLAZE.

The scene when the Allied fleets forced the outermost barrier of the Straits is shown in our first illustration. The fort and village of Kum Kaleh are seen on fire. Near the centre of the photograph, in rear of where darker smoke is rising, lie the ruins of Troy. "After being shelled," says the Admiralty account, "the enemy retired from the forts at the entrance, and during the afternoon demolishing parties were landed." The second illustration shows the "Bouvet" during the attack on the forts, on March 19 (when, also, our "Irresistible" and "Ocean" were lost) as

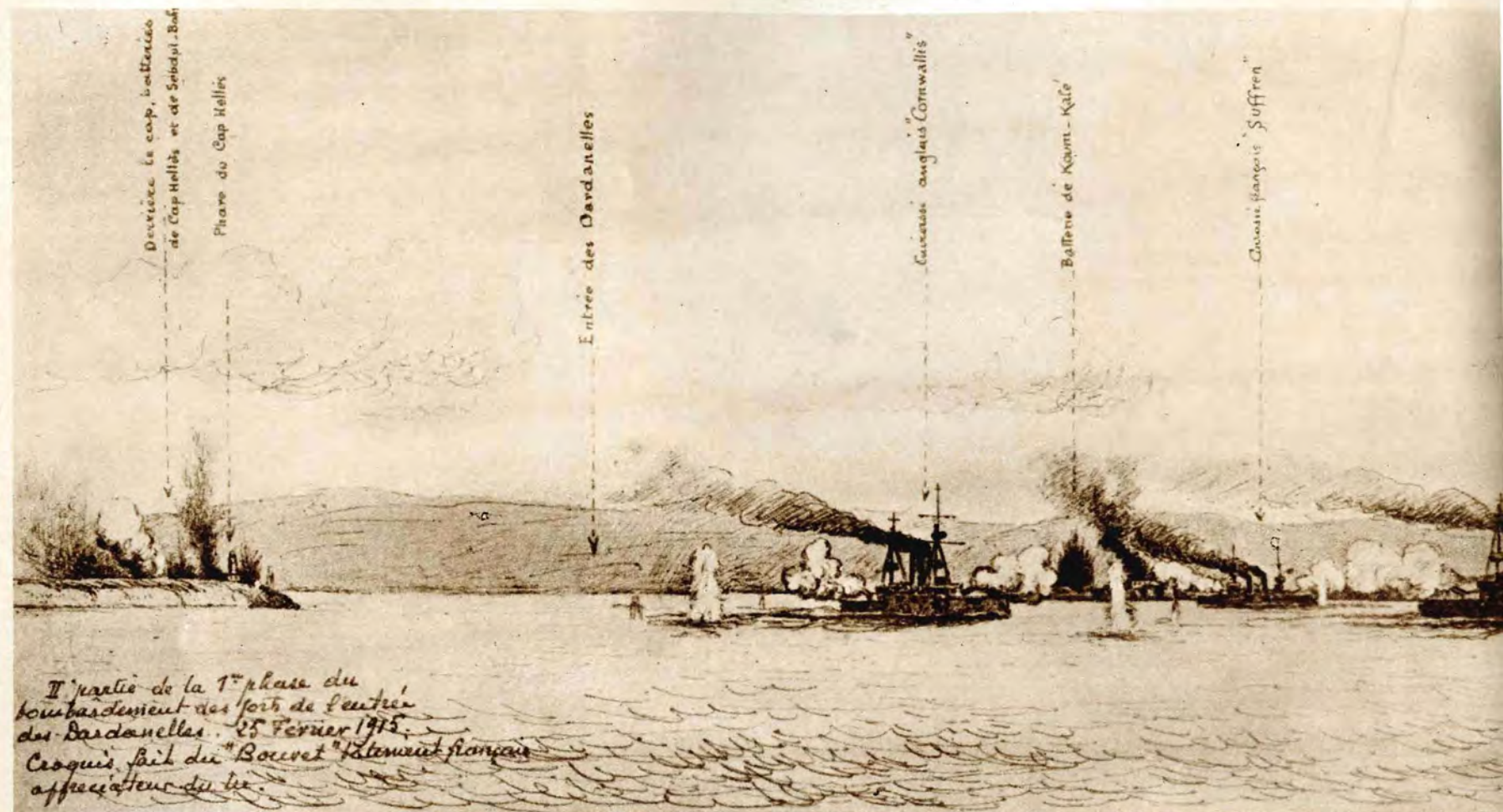
BLOWN UP BY A MINE WHILE RETURNING FROM BOMBARDING THE NARROWS.



THE DARDANELLES: THE SINKING OF THE FRENCH BATTLE-SHIP "BOUVET."

he Turkish drifting mine exploded. The end came with appalling suddenness. "As the cloud of smoke shrouding the blown-up ship thinned, I had," describes a looker-on, "for a moment a clear view of a grey bow which seemed raised at an angle. When the cloud had passed, the ship had disappeared." Our third illustration shows the upper deck of the "Charlemagne," with the side-rails 'mantleted' with hammocks against bullets, and the men wearing caps ("para-souffles") to protect the drums of their ears from injury by the concussion of the firing of the guns.

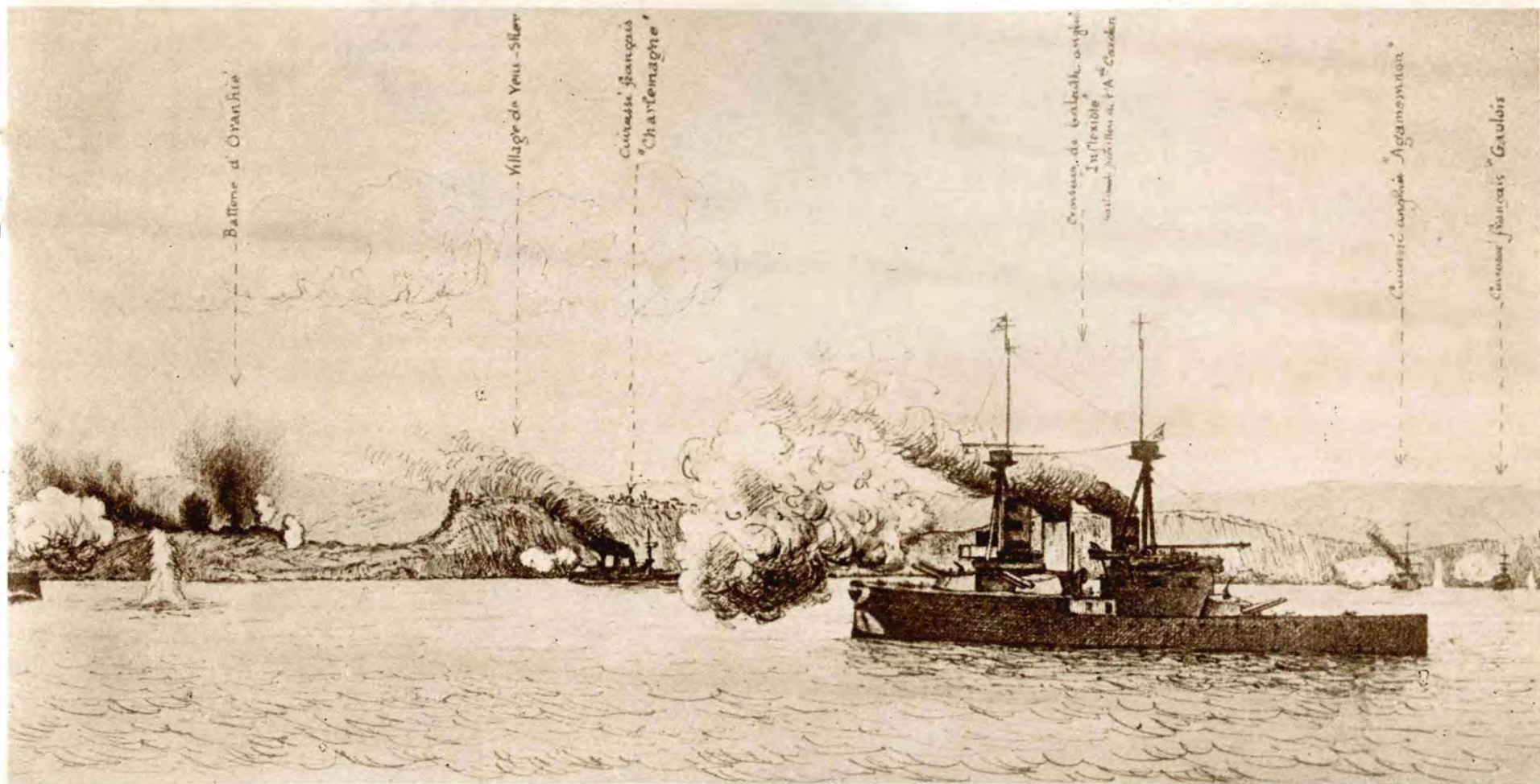
IN ANTI-CONCUSSION HEAD-GEAR: THE "CHARLEMAGNE'S" GUNNERS.



THE FORCING OF THE ENTRANCE TO THE DARDANELLES BY THE ALLIED FLEETS, SKETCHED FROM THE FRENCH BATTLESHIP "BOUVET"

This illustration reproduces a sketch of the forcing of the outer forts of the Dardanelles, on February 25, made on board the "Bouvet," mined and blown up in the following attack on the Narrows. The first engagement took place on February 19, when the fleet fired from out at sea to draw the enemy's fire and find out the battery-positions. Six days of bad weather intervened, after which, on the 25th, the entrance

forts were dealt with in earnest. While the main body of the fleet fired from a distance to keep the enemy's fire in check, an unshored squadron pressed forward and attacked the forts at shorter range. It consisted of four battle-ships, the British "Cornwallis" and "Vengeance," and the French "Suffren" and "Charlemagne." The moment in the battle shown in the drawing was when the two British ships had executed their



"BOUVET," WHICH WAS BLOWN UP LATER AT THE NARROWS: THE "INSHORE SQUADRON" ATTACKING THE TURKISH FORTS.

task, and the "Suffren" and "Charlemagne" were performing theirs and defiling past the still-firing forts of Orkhanieh, Kum Kaleh, and Cape Helles, within a mile and three-quarters. The "Suffren" is seen cannonading Fort Helles. Away to the right, under the land, are visible the "Agamemnon," firing across at long range, also at Fort Helles, and the "Gaulois," similarly bombarding Kum Kaleh, whilst Turkish

shells from neighbouring batteries fell all round her, but did not hit. The attack, which was carried out by the four inshore ships slowly circling round and firing each time they came opposite the forts, lasted three hours, when the forts were silenced. To finish the enemy off entirely, the "Triumph," "Albion," and "Irresistible" closed in within a mile and administered to each fort in turn the *coup de grâce*.

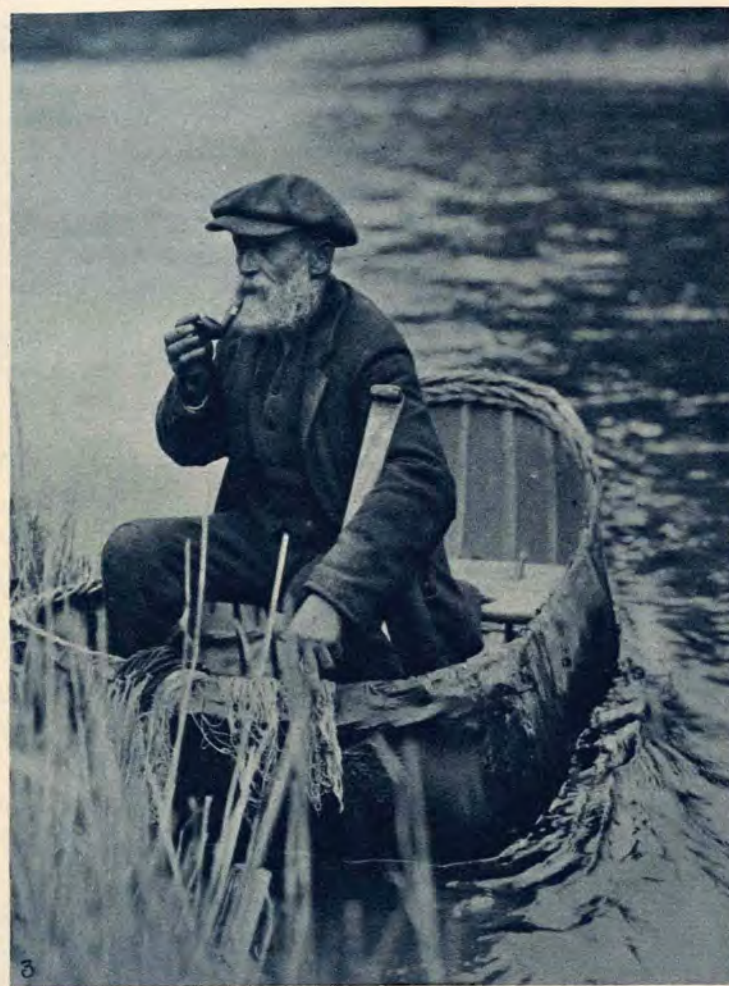


"SHIPS" LIKE THOSE OF THE FIRST BRITISH NAVY! "ANCIENT BRITON" CORACLES NOW IN USE IN WALES.

It is "a long, long way" from the coracle of the era of Julius Caesar to the colossal "Queen Elizabeth" of to-day, yet there are links between the periods, and the coracles now used by Welsh fishermen trawling for salmon on the river Teify are descendants of those primitive, skin-covered craft of the ancient Britons which Caesar commended to his soldiers as models when he needed boats to cross the Sicoris.

Make them, he ordered, of the build that they had "learned in former years from the British use." The Australian aborigines of the Stone Age made boats of somewhat like fashion, and their name, "dug-outs," seems a link between the life of prehistoric times and that of our soldiers in the trenches. Trite but true is it that there is nothing new under the sun, and the fishermen in their coracles on the

Continued opposite.

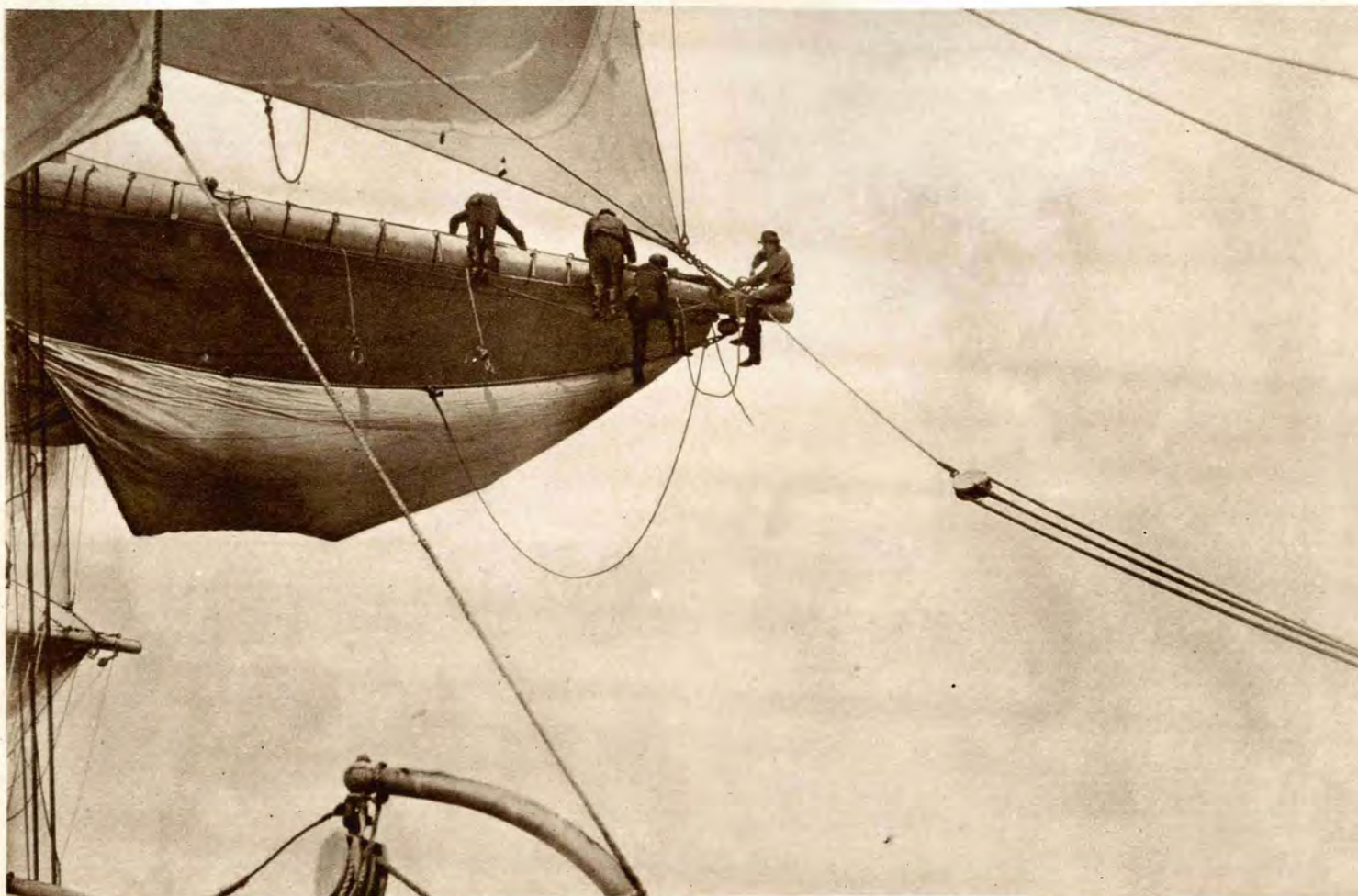


Continued.

"SHIPS" LIKE THOSE OF THE FIRST BRITISH NAVY! MODERN CORACLES USED FOR SALMON-TRAWLING ON THE TEIFY.

Teify bind the centuries together. The coracle of to-day is a simple form of boat like a square basket, almost as simple as the willow frames which the Early Britons covered with skins, for, "ships and seamen are the most conservative of all peoples or created things." And yet—we have the "Queen Elizabeth"—and the coracle, to-day: a contrast indeed, but also a confirmation of the assertion. The

coracle of the Teify is worked by a single paddle about four feet in length, the stroke of which sends the boat along sideways. The illustrations on our page show: No. 1, Fishermen going down to the River Teify with their coracles; No. 2, Fishermen carrying coracles on their backs; and No. 3, A typical coracle fisherman.—[Photos. by Illustrations Bureau.]



AS IT WAS AT SEA ON THE SAILING MEN-OF-WAR OF NELSON'S TIME : MAKING FAST ALOFT.

Exactly a hundred years ago this month Napoleon had escaped from Elba and reached Paris, and British war-ships were everywhere hastening to their stations, making their way through hard gales and high seas. Our photographs represent what must have been witnessed on board numbers of our men-of-war in April 1815 : making all fast above as a fresh gale began to threaten, lashing furlled sails, and making

all snug and secure ; how, when the gales were at their height and swamping seas burst inboard, the water often swamped the decks knee-deep, kept in between the ship's high bulwarks until the scuppers could discharge it. Then, as to the two points pictured here, think of the contrast between then and now. On board our ships at sea to-day, all is bare above the decks beyond a light mast, a practically

(Continued opposite.)



Continued.]

AS IT WAS AT SEA ON THE SAILING MEN-OF-WAR OF NELSON'S TIME : A HEAVY SEA COME ABOARD.

unrigged steel pole. Gone are the heavy yards ; there is not a handkerchief's breadth of 'sail-canvas visible. The decks are stripped of gear, open at the sides, without bulwarks, with only light railings—levelled or cleared entirely away before action—which allow every sea that comes on board to range across and sweep harmlessly over the side, disappearing and gone at once. Recall to mind the mast

and deck-setting in the late Sir W. Q. Orchardson's "Napoleon on Board the 'Bellerophon,'" the British battle-ship specially associated with 1815—the picture is, of course, one of the most familiar to the public at large in modern times—then visualise the scene in our present-day battle-ship of the same name, the Dreadnought "Bellerophon" in the fleet of 1915.



BEEES IN BATTLE: SWARMING ROUND AN OFFICER IN THE CAMEROONS.

Our correspondent, a British officer engaged in the Cameroon campaign, who sends the sketches from which these drawings were made, quotes, regarding that on the left, from an officer's letter, dated Baré, February 7: "I was attacked by a swarm of bees in a ravine during the scrap and lost my helmet." Of the right-hand drawing our correspondent says: "A false alarm! A reconnoitring patrol in a

BABOONS IN BATTLE: A CAMEROON PATROL HEARS STRANGE FOOTSTEPS APPROACHING.

Cameroon forest hears the sound of approaching footsteps. (Baboons and elephants are frequently met with when on reconnaissance.)" Another officer, writing from Mamfe on February 7, said: "Most of the paths are only bush-tracks in the everlasting forest. You go in single file, never knowing when you are going to be shot at. The enemy may be only a few yards away, but you cannot see them."



EAST PRUSSIA'S GREAT RAMPART: A PICTURESQUE CORNER OF ONE OF THE MASURIAN LAKES, WHOSE DRAINING VON HINDENBURG PREVENTED.

The Masurian Lakes have proved a great natural rampart against the invasion of East Prussia, mainly through Field-Marshal von Hindenburg's intimate knowledge of the district. He has made a life-long study of these lakes for military purposes, and used to conduct manoeuvres there year after year. Even after his retirement on a pension some years ago he continued to spend his leisure time among the

lakes, and would borrow a small force of men and guns from the garrison of Königsberg in order to pursue his researches. With them he made surveys and soundings, and tested to what depth guns would sink into the marshes at various points. Once when it was proposed in the Reichstag that the Masurian Lakes should be drained, von Hindenburg prevented it.—[Photo. by Tschoussowsky.]



MOTOR-CARS RUN ON RAILWAY LINES: AN AUSTRIAN TRANSPORT-CONVOY GOING TO THE FRONT IN CARPATHIA.

We have here another instance of the adaptability to unusual conditions of the motor transport service. In the present case, Army Service Corps vehicles are seen figuring as a railway train, the motor-lorry in front serving as locomotive by means of its usual power, the lorries, to take the rails, being all fitted with flanged wheels of the ordinary pattern. The locale is the Carpathians, where Austria's last-hope

Army, assisted by six reinforcing German corps, is making the stand on which, admittedly, the fate of the Dual Empire depends. Stores and munitions in vast quantities have been hastened to the district from all over Austria, the railway service being supplemented, as we see here, to save time in getting over the still almost impassable roads.—[Photo. by Topical.]



"GIANT" WORK FOR THE ENEMY: AUSTRIAN ENGINEERS REPAIRING A WRECKED BRIDGE IN THE CARPATHIANS.

In connection with an article on methods of destroying bridges in war, in our issue of April 7, we gave a photograph of a wrecked girder-bridge repaired by means of stacks of timber placed underneath as a support. The above photograph shows Austrian engineers engaged in similar work under a bridge in the Carpathians broken down by the Russians. The group on the left, it will be seen, are raising a

timber beam by a pulley to be placed in position on the stack. Further news of the Russian advance in the Carpathians has been published since the *communiqués* quoted elsewhere in this Number. It was officially announced by the Russians on the 7th that two days previously they took about 2900 more prisoners, with 3 guns and several machine-guns.—[Photo. by Topical.]

HOW IT WORKS: XIII.—THE CONSTRUCTION OF TEMPORARY BRIDGES.

IF it is desired to enable infantry to cross a narrow stream, and there is time to do so in single file, a simple form of suspension bridge may be constructed by means of three cables, two faggots, and a number of wooden struts. The faggots, acting as anchors, are buried in the ground, one on each side of the stream, at right angles to the direction of the bridge. The three cables are attached to the centre of the faggots, and stretched over a pair of wooden struts partly buried in the bank on each side of the stream (Fig. 1). Shorter struts lashed together at the bottom into the form of the letter V, and placed at intervals throughout the length of the bridge, keep the cables in position. The bottom cable forms the roadway, and the top ones act as hand-rails. This is the simplest form of cable bridge.

To transport a larger number of men in the same time a bridge carrying a wider roadway is needed. A series of trestles are used (Fig. 2), constructed by lashing four poles together in the form of the letter M, the two inner poles being connected by a fifth pole or spar lashed across them to carry the roadway.

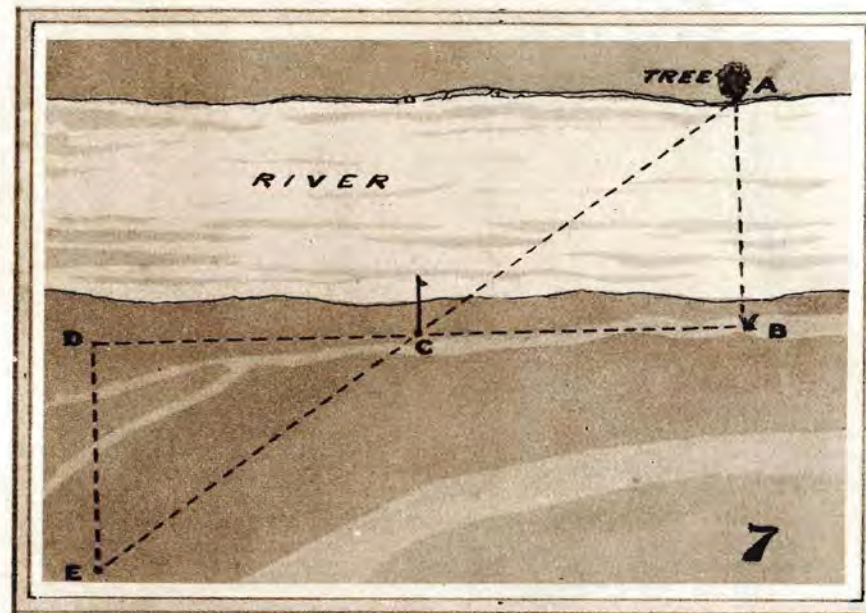
If the stream is too deep or strong, it is usual to adopt a suspension foot-bridge, commenced by erecting an abutment on each bank. These abutments are made up from two heavy poles or spars in each case, whose bottom ends are buried in the ground and whose tops are braced together (Fig. 3). Behind the abutments—i.e., on the land side—are buried heavy stones or logs of wood to form anchors, to which are attached the cables which, after passing over the abutments near their top ends, form a pair of loops or slings from which the roadway is suspended.

The single lock bridge (Fig. 4) is used to carry considerable weights over narrow streams whose banks are of sufficiently hard material to take

the thrust of the two struts. The upper ends of these struts are lashed together to form an inverted V, the apex of which supports the roadway at mid-stream, whilst the outer ends of the roadway rest on the banks.

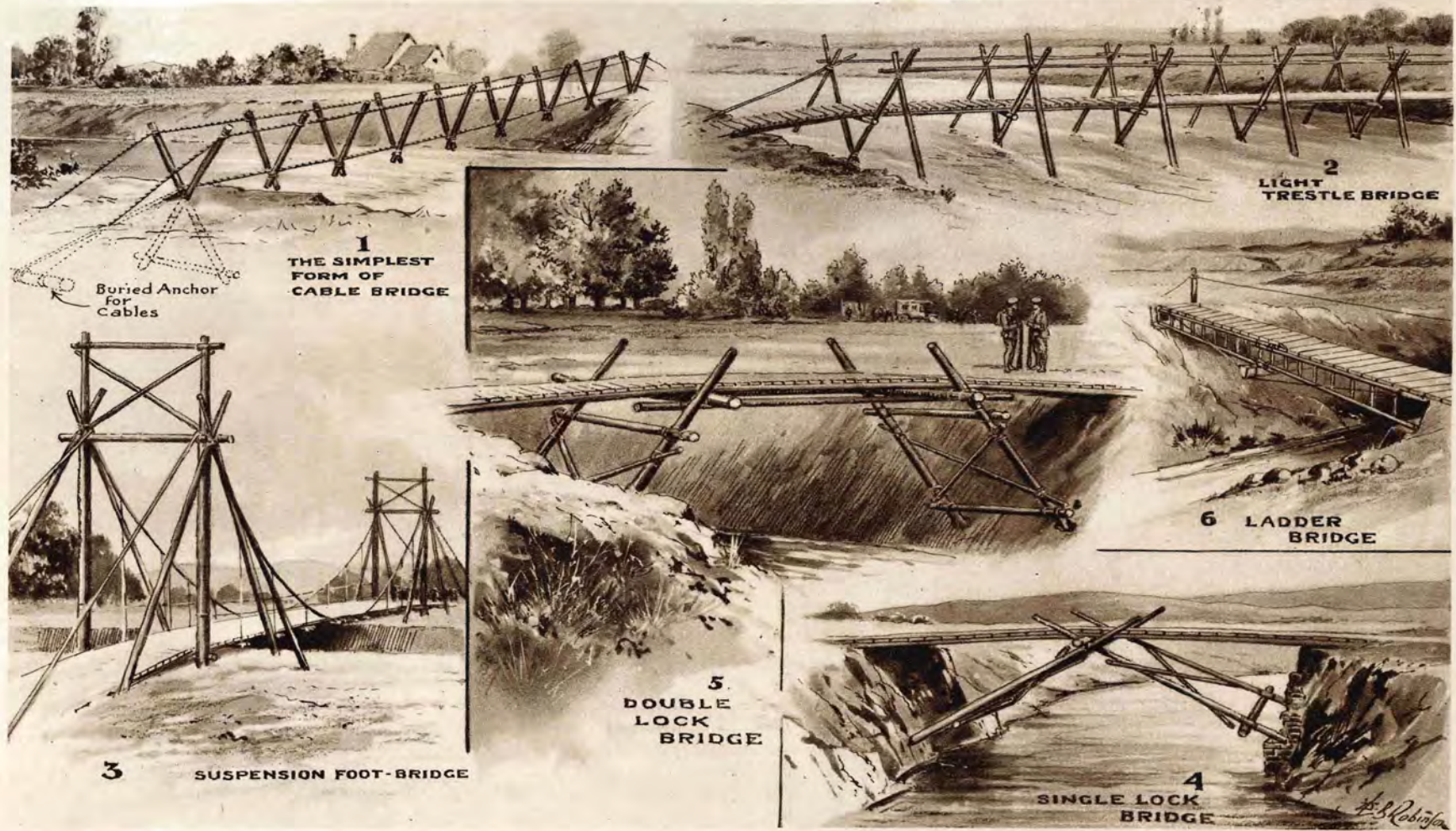
For somewhat larger spans, a modification known as the double-lock bridge (Fig. 5) is employed. In this case the struts do not meet at the top end, but are connected by poles or spars placed just beneath the roadway. A very useful bridge can be rapidly constructed by lashing together two pairs of ladders and placing them across the stream parallel

with each other about three feet apart, so as to carry a plank roadway placed on their upper edges (Fig. 6). In order to give this form of bridge sufficient strength to carry a reasonable load, it is usual to attach cables to the outer ends of the ladders close up to the roadway, and to stretch them under a transverse spar placed beneath the ladders at mid-stream. The width of the stream to be bridged may be ascertained without crossing by the following method. A prominent object such as a bush or tree *A* (see Fig. 7) on the further bank is selected; another object or mark, *B*, on the near bank approximately opposite *A* is then taken. The distance between *A* and *B* can be ascertained as follows: A distance, *BC*, is measured along the near bank on a straight line at right angles to *AB*, and a sword, lance, or other prominent mark is placed at *C*; then a further distance, *CD*, is measured in the same straight line as *BC* and equal in length to *BC*.



HOW TO MEASURE THE WIDTH OF A STREAM WITHOUT CROSSING IT:
A SIMPLE PROPOSITION IN GEOMETRY.

Starting from the point *D*, and taking a line at right angles to *BD* on the opposite side of it to *AB*, the operator moves away from the stream along this line until the mark left at *C* comes in line with the bush *A*. If we denote the point at which he has arrived when this occurs as *E*, then *DE* will represent the distance from *A* to *B*. If it be inconvenient to make the line *CD* as long as *BC*, it may be any proportion of it. The line *DE* bears the same proportion to *AB* as *CD* does to *BC*.



HOW IT WORKS: TEMPORARY BRIDGES OF VARIOUS TYPES WHICH ARE CONSTRUCTED BY MILITARY ENGINEERS FOR PURPOSES OF WAR.

In our last issue—that for April 7—we gave illustrations of various methods used by military engineers for the demolition of bridges. Equally important to an army in the field is the construction of temporary bridges over streams for the passage of troops. These bridges vary in character according to circumstances—that is, the nature of the waterway to be bridged and its banks, the time available

for the work, and the materials at hand for doing it. We illustrate above some of the principal kinds of temporary bridges that are used for military purposes in time of war. The different methods of constructing them are fully explained in the article on the subject given on the opposite page, the diagram on which also shows how the requisite length of the bridge is ascertained.



LEADER OF THE NO-ALCOHOL-IN-WAR-TIME CAMPAIGN: KING GEORGE.

Conscientious in carrying out the duties of kingship, his Majesty lost no time with regard to the effort to increase the output of munitions by curtailing the facilities for obtaining alcohol by the workers, and promptly prohibited the use of all intoxicants in the Royal Households. The nation will be grateful to King George for not merely pointing the right way, but taking it.



THE EGREGIOUS KUHLMANN! DR. RICHARD VON KUHLMANN; WITH HIS WIFE.

Dr. von Kuhlmann is scarcely to be envied his post of German Minister at the Hague, as the Dutch attitude towards torpedoing neutral merchantmen is distinctly unfriendly towards Germany. Dr. von Kuhlmann will be remembered as the man who foresaw dire calamities for England in an imaginary revolution in Ireland.—[Photo. by Newspaper Illustrations.]



"THERE WILL BE A COPPER COLLECTION": METAL ORNAMENTS AND UTENSILS CONTRIBUTED BY GERMAN SCHOOLBOYS AT SCHÖNBERG FOR WAR PURPOSES.

The Germans are threatened with a shortage of copper, which is an indispensable item in the manufacture of ammunition. It has been estimated that both sides in the war are consuming copper, in firing rifles, machine-guns, and artillery, at the rate of 112,000 tons a year. Germany and Austria together, it is said, cannot themselves produce more than 40,000 tons of copper annually, and rely for the rest on

imports. Consequently, if the Allied blockade be effectual, their outlook is serious. The quantity of copper in use in civil life for domestic purposes forms a large reserve, of course, and has already been drawn upon. The Germans are said also to have despoiled Belgium of copper utensils, and even to have carried off the brass doors of Antwerp station. Our photograph is from a German paper.



DEDICATED TO VON TIRPITZ! A "SCORE" OF SHIPS LOST TO GERMANY PAINTED ON A BULKHEAD OF A BRITISH CRUISER.

"The Process of Attrition—as practised on our Fleet by the Germans" is what the sender of the above photograph calls it, retorting neatly on Grand Admiral von Tirpitz's proposed policy of campaign, so noisily vaunted before the war. The photograph shows how the men on board one of our cruisers regularly keep tally of the process and mark up the score, by painting the names of the German ships

that have come to grief at the hands of the Allies so far on one of the bulkheads. The German losses at the hands of British, French, Russian, and Japanese all figure together, with other losses of the enemy by misadventure, such as (at the head of the right-hand list) the loss of the "York" by a mine off Wilhelmshaven.



DOCKERS IN KHAKE: MEN OF THE NEW BATTALION AT LIVERPOOL.

The new Dockers' Battalion, formed by Lord Derby, paraded recently at Liverpool. The men are very proud of their uniform, which consists of khaki tunic and overall-trousers, and a service cap with the badge of the King's (Liverpool) Regiment, to which the battalion is attached. Three companies (about 350 men) were enrolled, but the numbers will greatly increase.—[Photo. by L.N.A.]



DANCING A JIG AT THE DARDANELLES? AN IRISH HOG AS A WAR-SHIP'S MASCOT.

One of the British war-ships in the Dardanelles has an unusual pet in the shape of a fine Irish hog, named Dennis, who is seen in our photograph among his new comrades. He is a great favourite with the crew. Dennis is exceedingly fond of oranges, and, if he does not get one or two with his dinner, he grunts fiercely and careers about the deck.—[Photo. by C.N.]



FIGHTERS FOR THE FREEDOM OF EUROPE : III.—NON-COMMISSIONED OFFICERS OF THE 8TH (SERVICE) BATTALION THE BLACK WATCH.

In the Back Row (from left to right) are : Sergt. J. Geary, Sergt. T. Boslem, Sergt. D. Smith, Sergt. A. Rodger, Lce-Sergt. W. Miller, Lce-Sergt. P. Cunningham ; Sergt. W. Orr, Sergt. J. Dabbs, Lce-Sergt. J. Hamilton, Lce-Sergt. H. Lay, Sergt. C. Anderson, Sergt. J. Malcolm, Sergt. W. Skilling, Sergt. T. Burns, and Sergt. J. Spence ; in the Next Row are (standing) : Sergt. G. Bruce, Drum-Major A. England, Sergt. J. Gordon, Sergt. J. Smellie, Sergt. J. McHardy, Sergt. S. Lamb, Sergt. J. Connacher, Sergt. J. Howatt, Col.-Sergt. A. Wilson, Sergt. R. Harper, Sergt. D. Rutherford, Sergt. E. Garvie, Sergt. S. Henderson, Sergt.

G. Henley, Sergt. J. Grant, Lce-Sergt. W. Wilkie, and Pipe-Major R. Matchett ; Sitting are : Col-Sergt.-Major A. Hill, Coy.-Qr.-Mr.-Sergt. E. Hamilton, Coy.-Sergt.-Major F. Fraser, Qr.-Mr.-Sergt. J. Tinley, Capt. and Adj. J. L. S. Ewing, Lieut.-Colonel Lord Sempill, Sergt.-Major W. H. Black, Coy.-Qr.-Mr.-Sergt. G. Shirran, Coy.-Sergt.-Major A. Bissett, Coy.-Qr.-Mr.-Sergt. W. Henderson, Sergt. A. Cook ; and on the ground are : Sergt. W. Angus, Sergt. E. Scott, Sergt. T. Connell, and Lce-Sergt. W. Moir. The splendid record of the Black Watch is a matter of history.—[Photo. by S. and G.]



FIGHTERS FOR THE FREEDOM OF EUROPE: III.—OFFICERS OF THE 8TH (SERVICE) BATTALION THE BLACK WATCH (ROYAL HIGHLANDERS).

In the Fourth Row (left to right) are: Lieut. P. A. Cox, 2nd Lieut. E. H. Mackintosh, 2nd Lieut. P. Shaw, Lieut. A. L. McLean (R.A.M.C.), 2nd Lieut. H. M. Drummond, 2nd Lieut. H. E. Tyser, Lieut. G. B. McClure; in the Third Row are: 2nd Lieut. L. MacKenzie, Capt. J. S. S. Mowbray, 2nd Lieut. H. Sanderson, 2nd Lieut. G. B. Gilroy, Lieut. R. H. Hutchison, Capt. Hon. F. Bowes-Lyon, Lieut. H. Butter, Lieut. W. E. Houstoun-Boswall; in the Second Row are: Hon. Lieut. (Qr.-Mr.) P. Goudy, Capt. E. M. Murray, Major N. E. B. Henderson, Major J. G. Collins, Lieut.-Colonel Lord Sempill,

Capt. J. L. S. Ewing (Adjutant), Major O. H. D'A. Steward, Capt. G. H. M. Burnet, Lieut. F. H. C. McTavish; and in the Front Row are: 2nd Lieut. D. S. Anderson, 2nd Lieut. H. St. J. B. Strange, 2nd Lieut. M. E. Pelham Burn, 2nd Lieut. W. R. T. Forbes. The Black Watch now comprises no fewer than eleven battalions: two of regulars; one of "Special Reserve" (the Perthshire Militia); four of Territorials; and four of "Service" formations, belonging to the New Army called into existence for the present war.—[Photo. by Bassano.]



FIGHTERS FOR THE FREEDOM OF EUROPE : III.—THE 8TH BATTALION OF THE BLACK WATCH ; AND THEIR COLONEL.

As the third of this series we give this week the 8th Black Watch, a New Army formation raised in August in response to Lord Kitchener's appeal for a million men. Three other battalions have since been raised. Photograph No. 1 shows men of the 8th Black Watch while under training at Bordon Camp, at musketry practice at the ranges. The squad, it will be noted, are wearing packs and firing

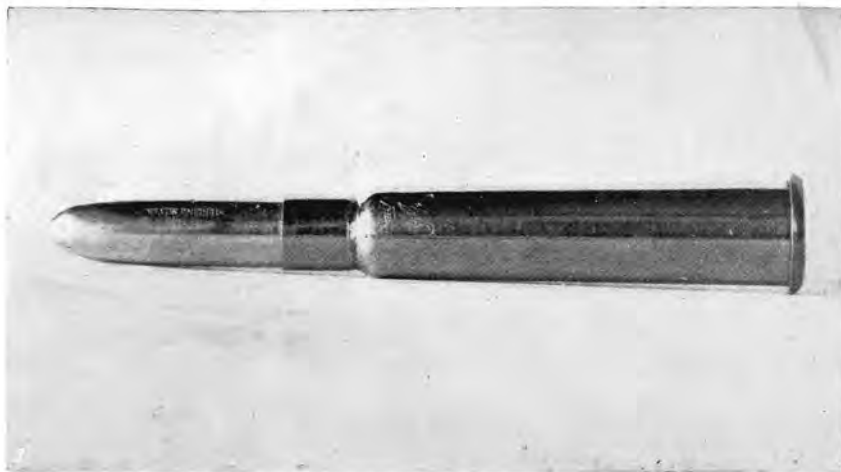
with bayonets fixed, in battlefield trim. In No. 2 is Captain E. M. Murray, commanding "D" Company. Colonel Lord Sempill, in command of the battalion, is seen in our third photograph. He is a retired Captain of the Black Watch Regulars. The fourth photograph shows men cleaning their rifles on returning from the ranges ; and the fifth a rifle-inspection before firing.—[Photo. by S. and G.]



CHILDREN AS "RECRUITING-SERGEANTS:" UTILISING THE SERVICES OF THE YOUNGSTERS TO OBTAIN NEW MEN FOR THE WELSH GUARDS.

The unprecedented magnitude of the war demands the efforts of all classes and all ages, not excluding children, to win recruits for the defence of their country, and, as a prelude to the great London campaign which commenced on Sunday, and will be continued for a fortnight, may be mentioned a vigorous effort made in Wales. In Cardiff, even school-children have taken their part in the work of winning volunteers.

A procession of banner-bearing girls, shown in our photograph, was a feature in a great demonstration, held last week, in which three thousand school-children, girl guides, boy scouts, military veterans, and wounded soldiers from local hospitals, took part for the purpose of obtaining recruits for the Welsh Guards. The success of such an effort was a foregone conclusion.—[Photo, by Newspaper Illustrations.]



A ROYAL GIFT AND A ROYAL INSPECTION: THE QUEEN'S PRESENT TO THE NAVY; AND OTHER GREAT-WAR PHOTOGRAPHS.

Queen Mary has presented the men of the Navy each with a pencil-case (seen in Photograph No. 1) made from a cartridge actually used "somewhere in France," with a silver holder representing the bullet. The cases are engraved with the letter M and a crown. Photograph No. 2 shows two Belgian soldiers in their trenches on the Yser, with loopholed shields on the parapet. Photograph No. 3 was

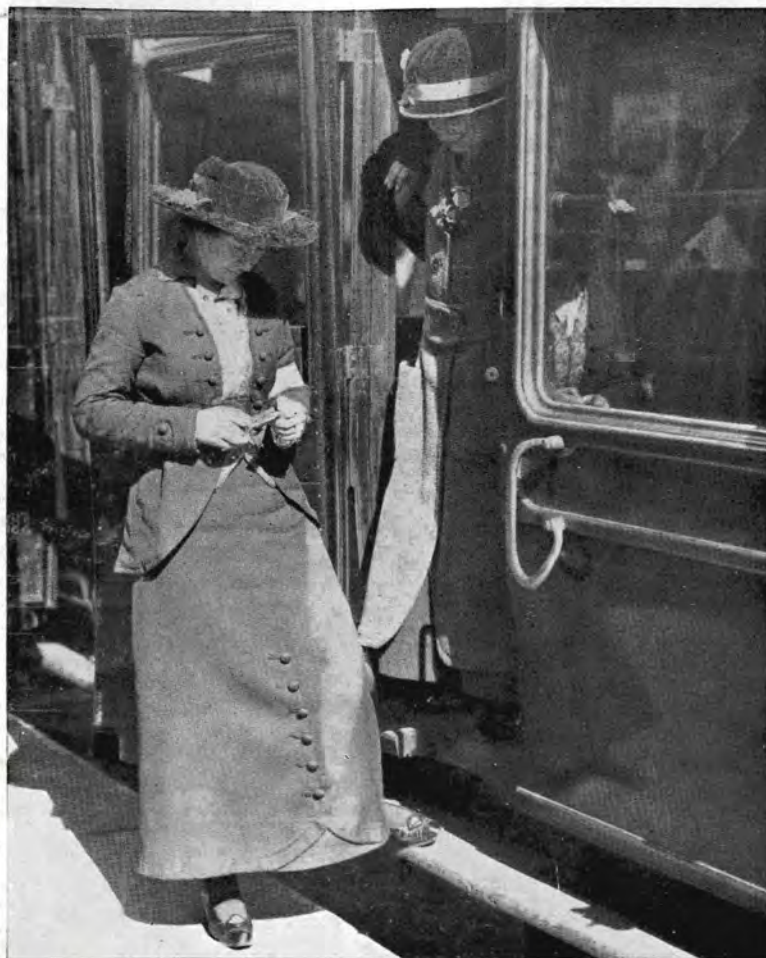
taken at an inspection of the 1000 Divisional Engineers of the 2nd Canadian Contingent by the Duke of Connaught at Ottawa. From the left are seen Lieut.-Colonel Houliston, Commander of the Engineers, the Duke, and General Benson. Photograph No. 4 shows Sir George Reid, the High Commissioner for Australia, inspecting the Australian Contingent at Romsey.—[Photos. by C.N., Gendreau, and Sport and General.]



WAR "SNAPS": A GUN MADE "INVISIBLE" BY A FAMOUS SCENIC ARTIST; GUNNERS IN WATER; A MACHINE-GUN DESTROYED; A FLOODED TRENCH.

The first photograph is remarkable in that it shows how guns may be made "invisible" to the airman and from the fact that the weapon has been "decorated" by Royet, the scenic artist of the Paris Opera, who has done impressionistic colour-work to hide outlines. The second illustrates one of the difficulties the artillery have had to face. Here are French gunners who have had to serve their weapon while

standing calf-deep in water. In No. 3 is seen a house, at Neuve Chapelle, from which the Germans worked a machine-gun. The large hole in the building was made by a British shell, which blew up the gun and its crew. In the foreground is a "trench box," waterproofed inside. No. 4 is part of a flooded British trench at Neuve Chapelle.—[Photos. by Topical, C.N., and Illustrations Bureau.]



RELEASING MEN FOR THE ARMY BY DOING THEIR WORK: WOMEN AS TICKET-COLLECTORS AND PORTERS AT TWO LONDON TERMINI.

Since the Government instituted the Register of Women for War Service, with a view to filling up gaps in the ranks of labour for making war material, and also to releasing men of military age for the Army, large numbers of women have registered as willing to undertake work of various kinds, and some have already entered on their new duties. The left-hand photograph, for instance, shows one of four

girls recently appointed as ticket-collectors at Paddington. It was arranged that they should eventually wear a uniform. The right-hand photograph shows two of the first batch of women to be employed as railway porters—though many were already engaged as carriage-cleaners. The photograph was taken at Marylebone; at Glasgow some women are acting as tram-conductors.—[Photos. by L.N.A. and C.N.]

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