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# The Illustrated War News.



*Photo Bar.*

SUNK BY A DRIFTING MINE IN THE DARDANELLES WHILE WITHDRAWING AFTER SILENCING FORTS: THE FRENCH BATTLE-SHIP "BOUVET."



## THE GREAT WAR.

ALTHOUGH the action is merely an event of natural evolution, the official declaration made at the beginning of this week of the full and final blockade of Germany is yet significant. It indicates that still another twist has been given to the screw which is squeezing the economic life out of our enemies; and it indicates, more than aught else, that this

screw is going to be kept twisted at all costs. As far as the open sea is concerned, Germany is thus cut off from the world, and any ship attempting to pierce the cordon of cruisers does so at the peril of being labelled a blockade-runner and of being treated with the short shrift of a blockade-runner. A great, if not the greatest, avenue of supplies in both industrial and military necessities is therefore sealed. At the same time, though the order sets out that "no ships sailing to or from enemy ports shall be allowed to reach their destination," the enactment is obviously framed to meet the neutral in every reasonable way. Cargoes—including suspected cargoes proceeding to neutral ports—will be dealt with equitably; and, as may be gathered from the published correspondence between Sir Edward Grey and the American Ambassador, there will be no energetic attempt to enforce the blockade outside European borders.

Germany, the most earnest "sealawyer" of the world where another nation's actions are concerned, and the greatest apologist of history where her own are in question, has protested. America has demanded an effective blockade if drastic action is to be



ADMIRAL CARDEN'S SUCCESSOR IN THE DARDANELLES COMMAND: REAR-ADMIRAL JOHN M. DE ROBECK.

Rear-Admiral John M. de Robeck, who is officially stated to have succeeded to the command of the Dardanelles fleet in consequence of Admiral Carden's illness, held before the outbreak of the war the very responsible post of Admiral of Patrols, and was in command of all the torpedo flotillas stationed for coast defence in the North Sea. He has had charge of a cruiser squadron during the past six months. He has long been known as a specialist in torpedo and underwater warfare.

*Photograph by Abrahams.*

taken; a cordon of cruisers stopping the Atlantic routes with decision and effect is not, so Teutony declares, an effective blockade, since the Baltic frontier, as well as the Holland border, are still open and free to Germany.

Germany, of course, while she is talking, is ordering raw war material and goods from America by the simple process of employing Scandinavian and Dutch agents; and merely to play with legal aspects in this way is a childish folly only worthy of Germany. In any case, this aspect of the matter need not be discussed, for the simple reason that the Allied Powers are determined that it will not be considered. The blockade is real. From another aspect the German attitude is illuminating, if not amusing. For years the Germans have dinned into our ears the philosophy that "war is war"—that we British are too soft, too sportsmanlike, and altogether too amiable in battle. For years they have preached the gospel of resoluteness in war, and for six months they have practised it in Belgium and in Northern France. "Be brutal in war," they have said, "for that is to be merciful. It ends war quickly." We have taken them at their word—and now hear them squealing. Certainly the German is a schoolboy who talks big, who threatens the universe—until the master arrives with the cane.

*[Continued overleaf.]*



THE BELGIAN PIGEON WAR-SERVICE: A PIGEON DESPATCH-HOLDER; COMPARED WITH AN ORDINARY THIMBLE (TWICE ACTUAL SIZE).

The despatch-holder is made of very thin brass and weighs only 32 grains. Its height is 11-16th of an inch. The holder is fastened to the pigeon's leg. The despatch itself is photographed microscopically on membrane.—*[Photograph by Harvey.]*





**SUNK BY A DRIFTING MINE AT THE SAME TIME AS THE "IRRESISTIBLE": H.M.S. "OCEAN," LOST IN THE DARDANELLES FIGHTING.**

In the Admiralty report of the operations at the Dardanelles on March 18, it was said: "By 1.25 p.m. all forts had ceased firing. 'Vengeance,' 'Irresistible,' 'Albion,' 'Ocean,' 'Swiftsure,' and 'Majestic' then advanced to relieve the six old battle-ships inside the Straits. . . . At 2.36 p.m., the relief battle-ships renewed the attack on the forts, who again opened fire. . . . At 4.9 'Irresistible' quitted the

line, listing heavily; and at 5.50 she sank, having probably struck a drifting mine. At 6.5 'Ocean' also having struck a mine, both vessels sank in deep water, practically the whole of the crew having been removed safely under a hot fire." The "Ocean" was launched in 1898, and was of 12,950 tons. Her chief armament consisted of four 12-inch and twelve 6-inch guns.—[Photo. by Cribb.]



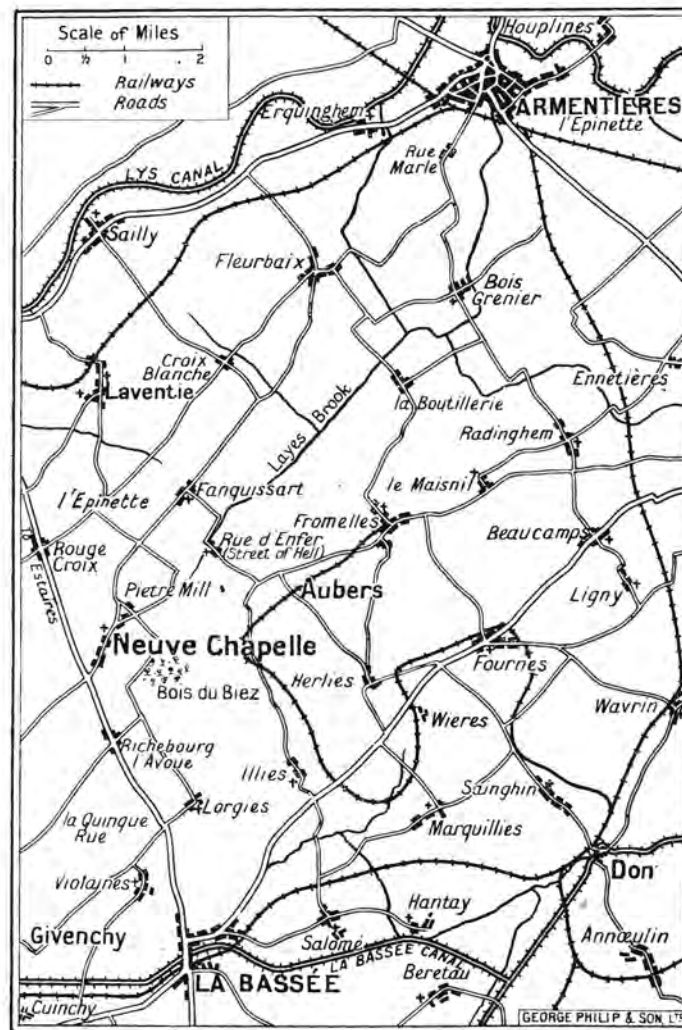
More interesting than Germany's wailing are the American attitude and the attitude of the other interested neutrals. We have held our hand, in spite of all the German frightfulness, this long time mainly because we recognise other nations have a right to exist and to trade, and we have no unfriendliness to the United States or to Norway or Sweden or Holland or the rest. Our question is, "We have got to be firm—will America and the neutrals understand?" On the whole, there is every reason to feel that America and the neutrals understand perfectly, though, naturally, the fact that they must suffer in trade does not make them happy. Our attitude is recognised as a just one by some of the leading American jurists; and the Press, though guarded, is accepting the move as men accept the inevitable. It is highly probable that President Wilson will lodge a protest, but that protest will be merely a legal pronouncement which will not affect the blockade—which will not be expected to affect the blockade. As for Germany's own blockade, it hastens exceeding slowly. The attempts to block the passage of several thousand ships with one or two submarines has resulted this week in less than half-a-dozen torpedoings, though the Germans have claimed their first woman victim in the stewardess of the *Fingal*, a 1562-ton boat.

The sea has had its other victories, though. The cruiser *Dresden*, after having escaped from the débâcle of the Falklands fight, has been run to ground near Juan Fernandez Island, and sunk after less than five minutes' gun-fire. The *Glasgow* and the *Kent*, with the armed-cruiser *Orama* in support, were the ships responsible for sinking the German, though it seems that a few broadsides from the *Glasgow* were

quite enough to settle the vessel, and the fire of the *Kent* merely struck a ship already doomed. The British ships were undamaged, and there were no men hit on our side. The crew of the *Dresden* were taken off a few minutes before the burning ship blew up, and the wounded were carried to Valparaiso, where they immediately lodged a protest against the British. This was the declaration that our ships violated the neutrality of Chile by attacking the *Dresden* within the three-mile limit of Juan Fernandez Island. This declaration was very quickly and very emphatically denied by Lieut.-Commander Fielding of the *Orama*, who is naturally in a position to know what happened. He declared that the *Dresden* was twelve miles away from land when she was sunk, and though she did her best to get into the safety of the Chilean waters she did not succeed. He offered a very practical suggestion to the protesting Germans—he asked them to locate the hulk and prove the matter incontestably. Probably the Germans will prefer protesting.

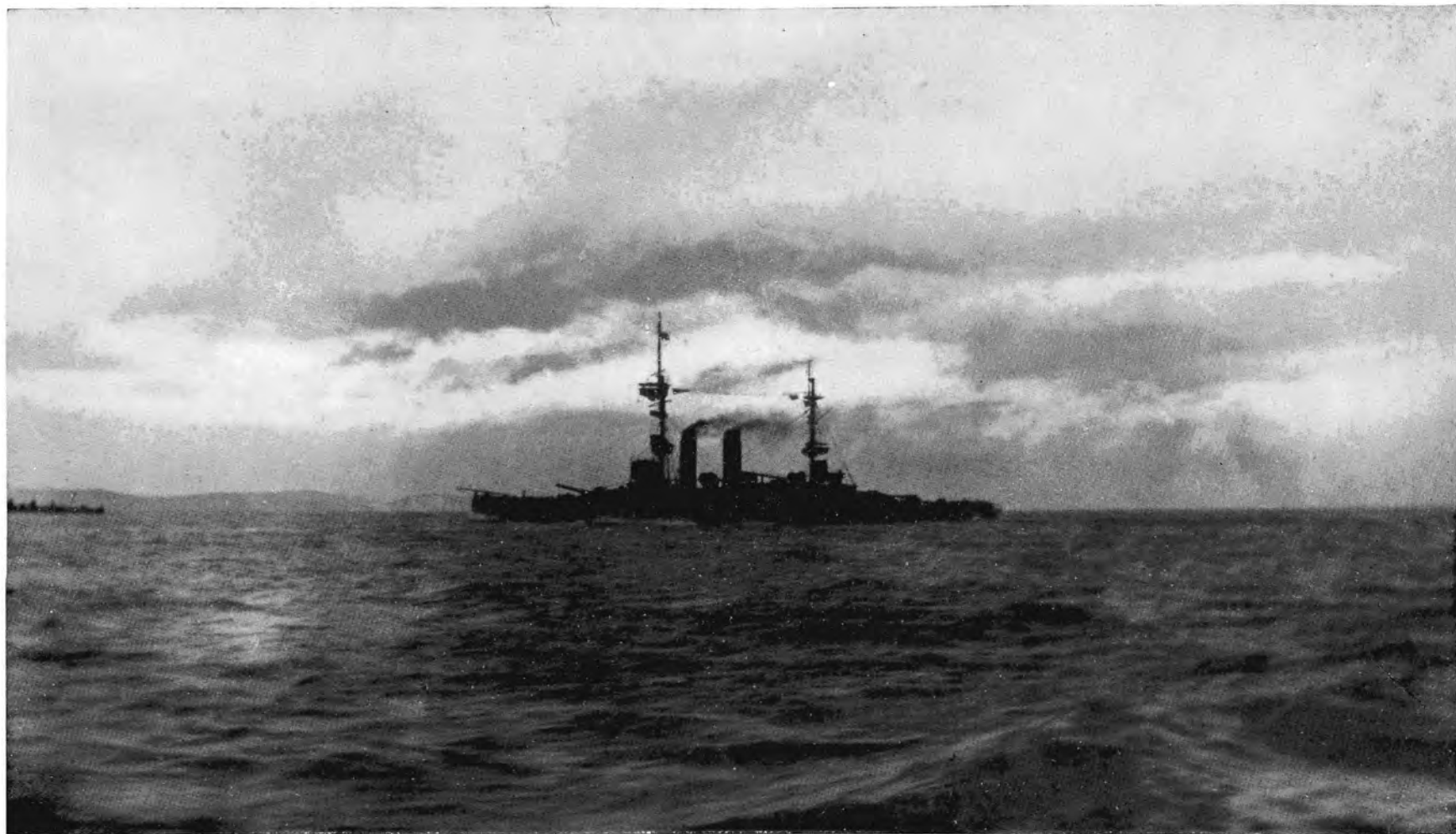
While news from the Dardanelles shows that a difficult and exacting task is being carried forward with steadiness, we have learnt of considerable loss that has come to the Allied Fleets conducting the operation. The *Ocean* (12,950 tons) and the *Irresistible* (15,000 tons) of the British Squadron, and the *Bouvet* (12,000 tons), a French battle-ship, have been sunk, apparently by mines coming down on the strong drift current of the Straits. These losses are both grave and painful; but, while we regret them, it would be foolish to imagine that such an operation as the forcing of, perhaps, one of the strongest waterways in the world could be managed without casualties at all. There were

[Continued overleaf.]



THE SCENE OF THE RECENT BRITISH VICTORY: NEUVE CHAPPELLE AND DISTRICT—SHOWING THE CAPTURED VILLAGE OF L'EPINETTE; RUE D'ENFER; AUBERS; AND DON.





**SUNK AFTER ACTION WITH THE FORTS OF THE NARROWS IN THE DARDANELLES ATTACK OF MARCH 18: H.M. BATTLE-SHIP "IRRESISTIBLE,"**

The "Irresistible," according to the Admiralty official statement describing the attack on the forts of the Narrows on March 18, was one of the second squadron of older battle-ships sent up about 1.30 p.m. to relieve the first squadron "inside the Straits," after the main attack had silenced the principal Turkish forts. "At 2.36 p.m. the relief battle-ships renewed the attack on the forts, who again opened

fire." The official narrative proceeds: "At 4.9, the 'Irresistible' quitted the line listing heavily; and at 5.50 she sank, having probably struck a drifting mine." Practically the whole of the crew, the Admiralty stated, were "removed safely under a hot fire." The "Irresistible" was a pre-Dreadnought battle-ship of the "Bulwark" class, built in 1898 of 15,000 tons displacement, with four 12-inch guns.

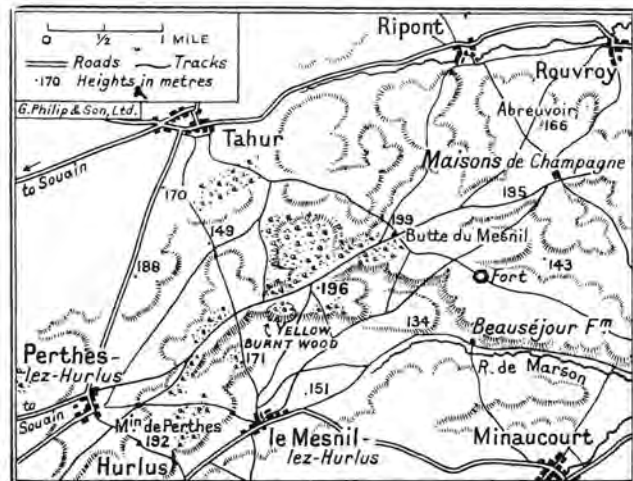


bound to be losses, and possibly there will be more. The Fleets have now reached that point in the Straits where their task will be hardest and most dangerous—that is, they are at work reducing the powerful forts of the Narrows. If the Turks score once or twice, it is only because we are determined that the final scoring shall be to us. In actual loss of lives the sinking of the British ships fortunately came off happily, the

majority of the crews being saved. The *Bouvet* was less lucky, and the casualty list from her was very heavy. On the material side the loss is not so grave as the tonnage seems to imply. The *Bouvet* was an old ship completed in 1898; while both the British vessels were pre-Dreadnought battle-ships

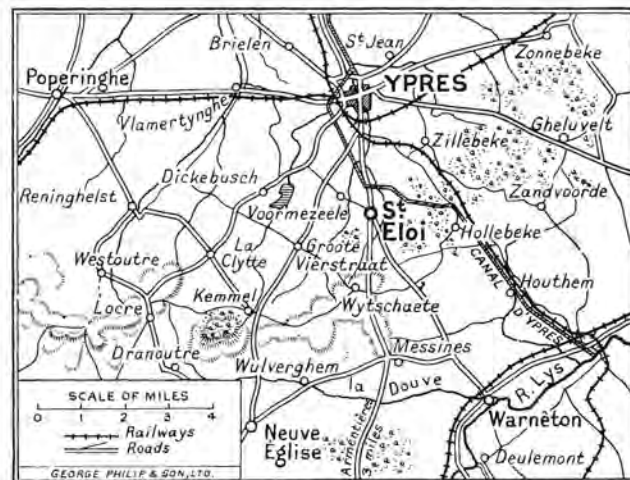
On the land, and in the west, the activities that made last week so notable have been much in evidence. The British have not only been able to thrust back every counter-attack launched at the captured lines of Neuve Chapelle; they have also been able to accept a repulse and return it with interest at St. Eloi, which stands just below Ypres. This attack was carried out, after the usual heavy bombardment, by the Württemberg army on Sunday night; and, as happens in many German charges, the enemy were able to win ground in their first effort, but were unable to hold it for any length of time. The counter-assault was organised and carried out with such spirit that by three o'clock the greater portion of our lost position was regained. From that point the British counter-move developed irresistibly, aided by the admirable artillery work, which put an end to all hopes of reinforcements for the suffering German line by an accurate fire; and Monday night saw our men back in their old positions, the whole of the ground being cleared and the Germans thrust back with considerable losses. The losses of the Germans against the British in the last few days have, indeed, been terrible. Sir John French's despatch dealing with the fighting at Neuve Chapelle and St. Eloi gives the German dead as 17,000 or more.

The French have shown their steady energy of attack also, and they have made a very decisive gain north of Mesnil, in the Champagne sector of their long front. Here they have attacked and captured the military crest of Hill 192, that dominates the northern slopes of the Perthes crests. Here, it will be remembered, the probable immediate



THE FRENCH ADVANCE IN CHAMPAGNE: THE REGION OF THE HARD FIGHTING AT MESNIL, BEAUSÉJOUR FARM, AND ALONG THE RIDGE FROM PERTHES TO MAISONS DE CHAMPAGNE.

of the old *Canopus* and *Formidable* class. They are even now being replaced, for at the time of their sinking the *Queen* and the *Implacable*—ships of the same design—were on their way to the Levant. Two other British ships have also been struck: one, the *Inflexible*, was hit on her forward control position, the casualties being small and the damage easily remediable. The *Amethyst*, which suffered a good many casualties, was the heroine of a plucky and brilliant dash into the Narrows. Her object was to cut the cable between Chanak and Kilid Bahr, a task she performed completely and admirably; it was on her return that, being discovered, she had to steam through a haze of shells showered upon her by the forts. She was hit many times, but she won her way clear with great credit and honour to herself, her commander, and her crew.



A BONE OF CONTENTION BETWEEN THE BRITISH AND THE GERMANS: THE DISTRICT OF ST. ELOI, WHERE THE POSSESSION OF TRENCHES HAS BEEN FIERCELY DISPUTED.

(Continued overleaf.)



#### HOT BATHS BY CAR FOR WOUNDED AND UNWOUNDED BRITISH SOLDIERS: THE NEW MOTOR-BATH; WITH BATHS IN PLACE.

This motor-bath, built for the St. John's Ambulance Association, carries twelve folding baths, which are of proofed canvas on a double iron frame. When in use, the baths are in a tent, as shown. Hot water is conveyed to the baths by two hoses. The heating-apparatus, which is in duplicate, is inside the body. Paraffin gives the heat. Water is supplied at the rate of two gallons a minute to each of

the two bath-taps. The supply-tank holds fifty gallons, and the two boilers each hold five gallons. The equipment of the interior includes a fumigating cupboard, in which thirty suits of clothes can be fumigated at a time. The whole affair was built by Messrs. Brown, Hughes, and Strachan. Any substantial motor-chassis can be adapted for this purpose.



objective is the railway line which feeds the German front in the Champagne. If they can strike effectively at this, then one of the German arteries of supply is in very grave danger of being severed. That the Germans realise the importance of the move is made manifest by the fierce attacks made on the position by great bodies of troops strengthened by some of the Prussian Guard. These attacks were beaten off easily, and with heavy loss by rifle and machine-gun fire; and they hamper the French so little that they have been able to make yet a further advance down the northern slopes of the hill. There has also been some heavy fighting in the Argonne, where German attacks were held and repulsed, with progress made; and a success of more decisive nature has been registered at the Eparges, where a salient, held grimly by the Germans for a month, has been wrested from their grasp and held.

After an affirmation and then a denial from Berlin that the Russians had re-invaded East Prussia, it seems that the first German thoughts are soundest, and that Russia has made an entry to some purpose into the Kaiser's beloved province. The news that the imperturbable Slavs had turned and re-entered Germany at the moment when Germans were fondly considering that they had seen the backs of them, came from Berlin itself. There had been fighting over the German border at Langszargen, and, on the Russian side,

in the Tauroggen district; the Germans also mentioned that the Russians had struck downward along the coast-line to Memel, one of the Baltic ports. Still, the fighting was so small that the Germans felt they could afford to talk largely and aloofly about it, and even, at a later date, to deny it altogether. But a tangible fact is not an easy thing to deny, for Petrograd in due time gave us news quite decisive enough of a very pronounced advance downward from the north upon Memel, the capture of that town and some guns and men into the bargain, and the dispersal of the defending troops. At the same time, the German troops operating in the Tauroggen area were thrust back across the border. In North Poland, also, an offensive is being resolutely carried on along the Niemen-Narew front. Not only have the Germans been compelled to evacuate several points, including the township of Pilwizki, but in the neighbourhood of Myszyec they have been brought to battle, a sharp defeat has been inflicted on them, and they have lost enormously. It seems as though von Hindenburg's attack had run down completely once again. In the Carpathians the Austrians have been thrown back at several points near Gorlice, and again near Moldowsko; and, in Galicia, Przemyśl, after suffering much and dying slowly under vehement assault, has fallen.

LONDON: MARCH 22, 1915.  
W. DOUGLAS NEWTON.

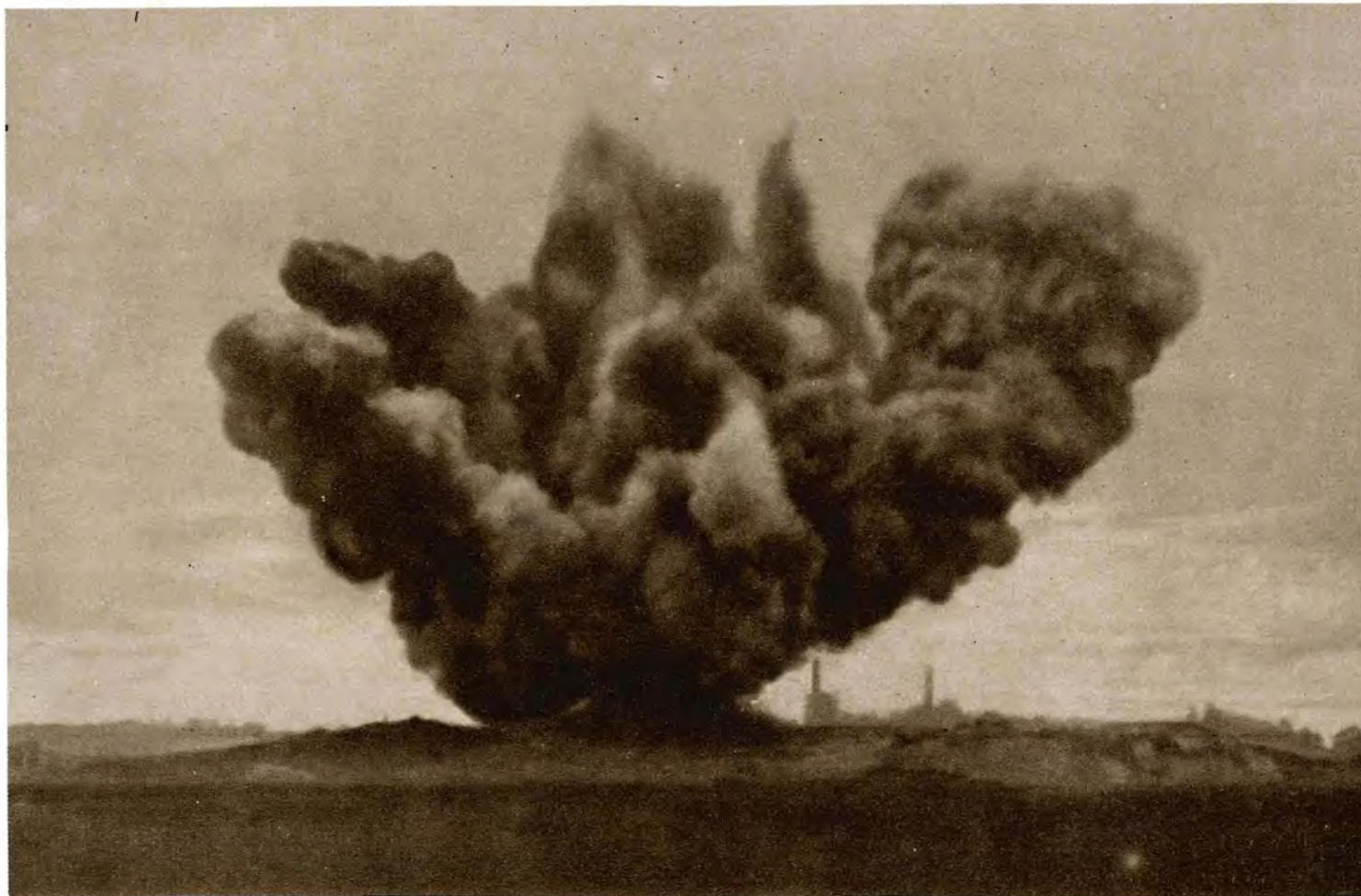


WHERE THE ALLIED FLEETS HAVE BOMBARDED FORTS IN THE NARROWS: THE TOWN OF DARDANELLES—(OR CHANAK KALESSI) SHOWING THE POSITION OF FORT HAMIDIEH.

In the Admiralty statement of the 10th, it was mentioned that among the forts bombarded was Fort U (Fort Hamidieh Tabia). In the background of the photograph, on the left, the outline of a vessel indicates the spot where the Turkish battle-ship "Messudiye" was torpedoed by the British submarine "B 11" on December 13. The three buildings in the foreground are Turkish barracks.

Gorlice, and again near Moldowsko; and, in Galicia, Przemyśl, after suffering much and dying slowly under vehement assault, has fallen.





**CALCULATED TO HAVE A GREAT MORAL EFFECT: THE TREMENDOUS EXPLOSION CAUSED BY A 30.5-C.M. AUSTRO-HUNGARIAN GRENADE.**

This photograph, from a German paper, of the explosion of an Austro-Hungarian grenade evidently shows, from the great size of the cloud, the bursting of one of the larger kinds of bombs used in trench-warfare. It resembles rather the large mass of debris and black smoke thrown up when a mine explodes beneath a trench. In connection with the campaign against the Austrians, recent news from

the Russian front has been very satisfactory. "Our troops," it was stated in a *communiqué* from the Russian headquarters the other day regarding the operations in the Carpathians, "have carried the last positions of the enemy, taking 2400 prisoners, including 36 officers, and 17 machine-guns. This success, gained in the centre of the chief Austrian offensive, forced the enemy to retreat in certain sectors."





WITH THE H.A.C.: (1) THE COLONEL AND ADJUTANT PLAY

The Honourable Artillery Company—better known as the H.A.C.—have been doing excellent service since they went to the front some months ago. They have been frequently under fire, and have had their share of casualties. One officer writes in a letter home: "For the last fortnight we have been constantly on the move, hardly ever stopping more than a few nights at the same place.

"CONKERS"; (2) "RUGGER" BEHIND THE FIRING LINE.

and frequently moving at night. The work of the Company is mostly strengthening weak places in the lines, digging trenches under fire, etc." "Unfortunately," writes another, "we did not go unscathed. It is a bit annoying to be shelled when one cannot reply in any way. However, we were thanked for our work by the Senior Engineer Officer. I have not yet had the chance of

[Continued opposite





*Continued.]*

WITH THE H.A.C. AT THE FRONT: (3) TRENCHES NEAR NEUVE CHAPPELLE; (4) VINGT-ET-UN IN THE TRENCHES.

leading my men in a charge, but I could not have better men." Sometimes war has its lighter side, and a private in the H.A.C. describes an amusing incident. "The first time we manned the front trenches, we had just got in—it was, of course, pitch dark—and we were peering cautiously about. There were a few weird noises and strange lights going on, and I moved towards

our corporal to ask him something, when suddenly a wild, unearthly wail went up, apparently at my very feet. My blood ran cold, and I grasped him by the hand. 'Heavens,' I cried, 'what was that?' 'You're standing on a cat, I think,' he replied. And, indeed, I was!—[Sketches by a Member of the H.A.C.]





LANCERS WHO DO NOT CARRY LANCES: AUSTRIAN UHLANS AT THE FRONT ON THE GALICIAN BORDER.

As with the German Army, the Austrian cavalry comprises a number of Uhlan regiments. The word "Uhlán" means lancer, but the Austrian Uhlans do not carry lances. Lances were given up in 1884, some thirty years ago. The regiments, however, retain the distinctive "schapka," or lancer cap, of shiny, black leather worn by the German Uhlans and the Lancer regiments of our own Army, as well

as by the Lancers of most other armies. The colour of the square cloth tops to the caps, in peace time, distinguishes the different regiments: "Imperial yellow," green, madder red, cerise, white, and light or dark blue. For arms, the Austrian Uhlán carries the same weapons as the ordinary dragoon and hussar, a slightly curved sabre and a Männlicher magazine-carbine.—[Photo. P.P.A.]





#### HORSEMEN WHO HAVE PROVED THEIR STERLING WORTH AGAINST THE ENEMY IN THE EASTERN THEATRE: RUSSIAN DRAGOONS.

The Russian cavalry, from all accounts, have established over their mounted opponents in the Eastern theatre of war, German cavalry and Austrian alike, a "personal ascendancy" very similar to that which both Sir John French and "Eye-Witness" have claimed for our own horsemen in the Western theatre. The Cossacks proved themselves a terror to the Germans from the first by reason of their rapidity of

movement in action and reckless audacity, but the regular Russian cavalry have become little less formidable for the Germans. These are all dragoons, who comprise practically the whole of the Russian line-cavalry establishment. The only cuirassiers, hussars, and lancers (so called) in the Russian army are a few "crack" regiments of the Imperial Guard Corps.—[Photo. by Picture Press Agency.]



## Little Lives of Great Men.

X.—VICE-ADMIRAL SIR RICHARD PEIRSE.

THE gathering of a mighty Allied Fleet from all the Seven Seas to assail Constantinople received a further dramatic touch when it was announced that on March 5 Vice-Admiral Sir Richard H. Peirse, commanding the East Indies Squadron, had appeared before Smyrna with H.M.S. *Euryalus* and other vessels and had begun the reduction of that seaport, so vital a point upon the Turkish lines of communication. The man in charge of this important operation was born at York in 1860, and is a son of the late Lieut.-Colonel C. H. Peirse. He received his initial training for the sea on board H.M.S. *Britannia*, and in 1873 he joined the Royal Navy as midshipman. Keen at his work from his earliest years, he was in 1881 specially promoted Lieutenant for merit in examinations, and the following year he had the good fortune to be present at the bombardment of Alexandria. He took part also in the ensuing Egyptian campaign, and was decorated for his services with the Egyptian medal (with clasp) and the Khedive's bronze star. During the South African War he was Commander of the *Barracouta*, received the South African medal, and was promoted Captain. The year 1907 saw him a member of the Ordnance Board, and about the same time Sir Richard was appointed A.D.C. to King Edward. From 1909 till 1911 he was Inspector of Target Practice. In this connection it is interesting to note in the despatches from Smyrna these words of Vice-Admiral Carden's concerning his



THE BOMBARDER OF SMYRNA: REAR-ADMIRAL SIR RICHARD H. PEIRSE K.C.B., M.V.O.

Photograph by Lafayette.

colleague's gunnery: "*Euryalus*, which flew the flag of Vice-Admiral Peirse, shot with remarkable accuracy from her after 9.2-in. guns. Fire was not returned." Later operations, which drew fire, reduced the works attacked. From his Inspectorship, Vice-Admiral Peirse passed to the command of the First Battle Squadron of the Home Fleet, and in 1912 he was appointed to his present position of Commander-in-Chief of the East Indies Station. His distinctions include the membership of the Victorian Order (which he received in 1903), the Companionship of the Bath (conferred in 1913), and the Knight-Commandership of the same Order. He held another decoration, now of dubious value—to wit, the Prussian Order of the Red Eagle (Second Class). To Prussian methods he has made a memorable reply in his message to the Vali of Smyrna, intimating that his guns would be directed only against fortifications, but at the same time pointing out the inevitable danger of certain villages in the line of fire. He thus gave the Turk a plain and characteristically British hint to provide for the safety of non-combatants, which hint it is to be hoped the spiked-fez appreciated. Truly, as the Prime Minister recently remarked, "we keep the custom of the sea." Returning to more personal details, it remains only to note that in 1889 Sir Richard married Blanche, daughter of the Rev. E. J. Wemyss-Whittaker, and has one son and two daughters. Sportsmen will note with pleasure that this seaman, who drives a long straight shot from his big guns, is in his shore-going moments a keen golfer. There is a good course at Constantinople.





**REPORTED TO HAVE "RUSHED" THE NARROWS AS FAR AS NAGARA: THE BRITISH LIGHT-CRUISER "AMETHYST" (MENTIONED IN DESPATCHES).**

The "Amethyst," a light-cruiser which is credited at the moment of writing with having daringly "rushed" the Narrows of the Dardanelles, is a ten-year-old unarmoured ship of 3000 tons and 22 knots speed, mounting twelve 4-inch 25-pounder quick-firers and machine-guns, and manned by 296 officers and men. Her presence with the Dardanelles Fleet is something of a surprise. The "Amethyst" was

named in despatches as one of the light-cruiser squadron in the attack off Heligoland in August, and at the battle off the Dogger in January. The "Amethyst" is stated to have traversed the length of the Narrows as far as Nagara, regardless of the Turkish batteries and mine-field, and to have returned safely with casualties of 28 killed and about 30 wounded.—[Photograph by Russell, Southsea.]





**SUEZ CANAL RELICS · TURKISH CARTRIDGES HIT BY A BRITISH BULLET.**

These Turkish cartridge-pouches were found in the Suez Canal at Toussoum after the action of February 3, when the attempted Turkish crossing was defeated. The upper pouch was struck by the British bullet which is seen at the top in the photograph. The four damaged clips of cartridges were inside the middle compartment of the upper cartridge-pouch.



**RHEIMS CATHEDRAL PROTECTED AGAINST GERMAN SHELLS: SAND-BAGS GUARDING THE SCULPTURES.**

It has been mentioned several times lately in the French official *communiqués* that the Germans have from time to time renewed the bombardment of Rheims with more or less intensity. Our photograph shows one of the precautions taken by the French authorities to prevent, as far as may be possible, further destruction or damage to the beautiful sculptures that adorn the exterior of the Cathedral.—[Photo. by Gendreau.]





**THE STIFFEST JOB A SOLDIER HAS TO PERFORM: SHELTER-TRENCH DIGGING, FOR WHICH NAVVIES ARE BEING SPECIALLY ENLISTED.**

Trench-digging entails some of the stiffest and most exhausting muscular labour that soldiers have to perform in field-operations. The modern shelter-trench has to be dug down to a depth of  $4\frac{1}{2}$  feet, being kept from front to back at a width of not more than a yard, for one thing to leave as narrow a space as possible open for shrapnel-bullets to drop into. Also, however wearied a man may be after

digging his length of trench, he has to be fit and ready to use his rifle, or beat back a bayonet-rush man to man. With the special idea of relieving the fighting-men of the toil and strain of spade-work, keeping them in the best condition for actual combat, a battalion of navvies has been organised in England for service at the front.—[Photo. Newspaper Illus.]





**ON JUAN FERNANDEZ ISLAND, NEAR WHICH THE "DRESDEN" WAS SUNK: "ROBINSON CRUSOE'S" CAVE, IN WHICH ALEXANDER SELKIRK LIVED.**

It is a far cry from the picturesque adventures of Alexander Selkirk (the original of Robinson Crusoe), in the lonely island of Juan Fernandez, to the stern realities of the world-war, but the sinking of the "Dresden" by his Majesty's ships "Kent," "Glasgow," and "Orama," bridges the gulf. Our picture shows the cave in which "Robinson Crusoe" made his home with the goats and cats which he tamed and

made companions from 1704 until his deliverance five years later. Defoe, it has been said, owed little of the detail of his work to the "downright sailor," Selkirk, but the imaginary story of his life has entranced generations of children, and, it may be, has inspired in many that love of adventure which has made Britain the Mistress of the Sea.—[Photo. W. A. Fernie.]





WATERS IN WHICH THE "DRESDEN" MAY HAVE SHELTERED, BREAKING CHILIAN NEUTRALITY: FISHERMAN'S COVE, JUAN FERNANDEZ ISLAND.

The "Dresden" was brought to action and sunk off Juan Fernandez by the "Glasgow," "Kent," and "Orama" early on March 14. According to the report from the German Consul at Valparaiso, circulated by "wireless," the "Dresden" was at anchor in a bay 400 metres (or a quarter of a mile) from shore. Chilean territoriality, of course, extends round the island for three miles. That such was

the case is in the highest degree improbable. The Admiralty account stated that our ships "caught the 'Dresden' near Juan Fernandez Island. After five minutes' fighting the 'Dresden' hauled down her colours and displayed the white flag." It is suggested that possibly the "Dresden" sheltered in this cove for a time, thus breaking Chilean neutrality.



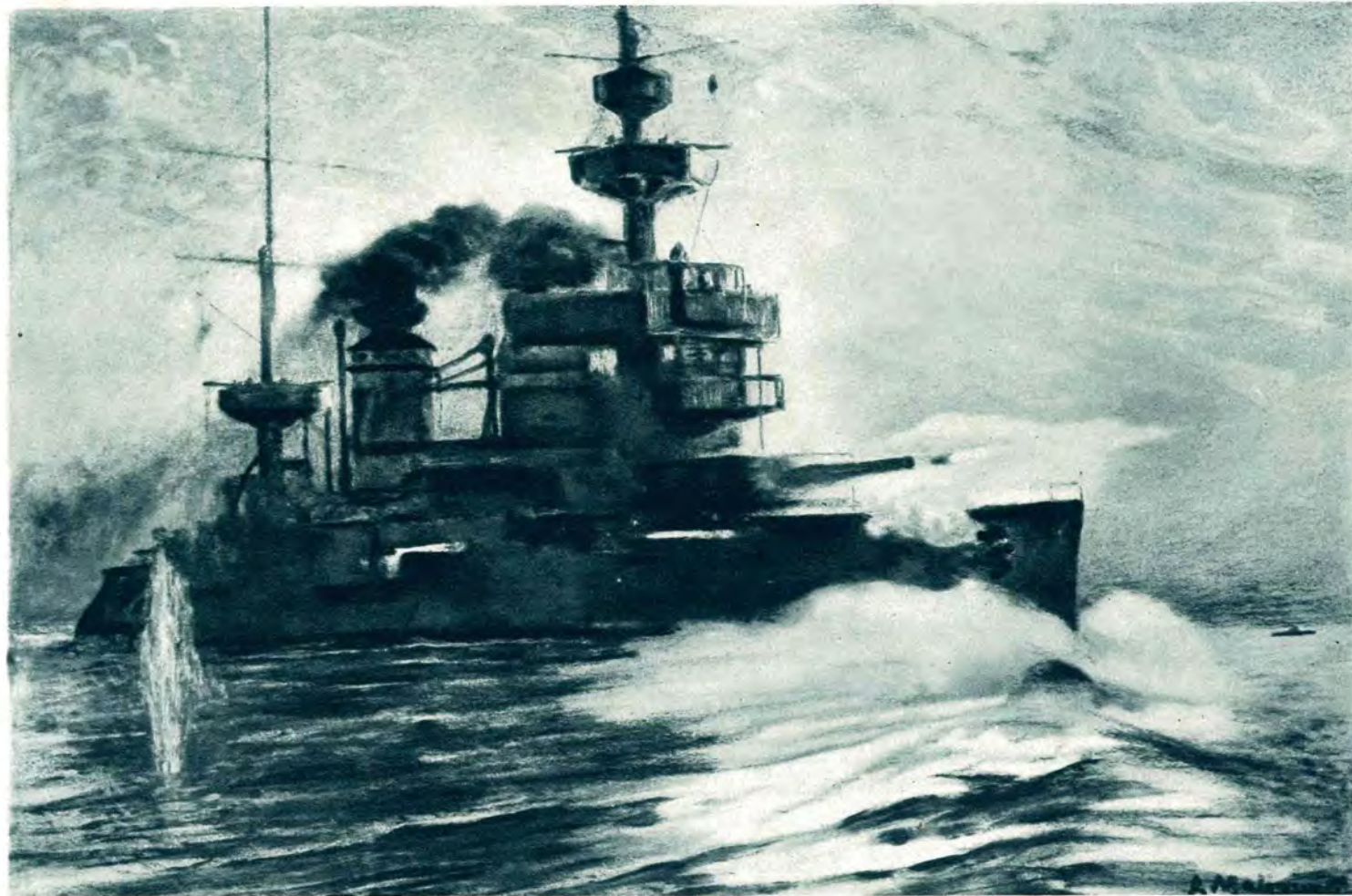


**A NIGHT BATTLE WHERE THE GERMAN GUARDS WERE DEFEATED: AN ATTACK TO THE NORTH OF MESNIL.**

The plains of Eastern Champagne have been the scene this month of obstinate and continuous fighting of much the same character as that taking place on the borders of Flanders—trench-warfare, in which an advance over only a dozen yards of ground is considered a noteworthy gain. So marked has been the French general move forward in its total result that the Germans made a strenuous effort to stop

it, specially calling up two regiments of the Prussian Guard, of a nominal strength of 6000 picked men. The Guards, however, were roughly handled and driven back after severe night-fighting with heavy losses. Some of the hardest of the fighting took place near Perthes, where our sketch was made. Drawn during the battle, from the rear of the French trenches, it shows the action in progress.





**"FOR THE TIME BEING, OUT OF ACTION" : THE FRENCH BATTLE-SHIP "GAULOIS," ONE OF THE DARDANELLES FLEET.**

A French official announcement dated March 19 said: "The 'Bouvet' sank in consequence of a mine explosion. The battleship 'Gaulois' is for the time being out of action on account of damage caused by the enemy's fire." The "Henri IV," which was on the coast of Syria, was ordered immediately to take the place of the sunken "Bouvet." The "Gaulois" greatly distinguished

herself in the shelling of the formidable Dardanus batteries on March 7. With the "Charlemagne," the unlucky "Bouvet," and "Suffren," she attacked Dardanus to cover the bombardment of the outer fortifications defending the entrance to the Narrows, by the "Agamemnon" and "Lord Nelson." She was congratulated by the British Commander-in-Chief.





ONE OF THE MOST FIERCELY CONTESTED POINTS IN THE BATTLE OF NEUVE CHAPPELLE: AN ENCLOSURE HELD BY

At two points only, it would seem, did the Germans offer any prolonged resistance on the first day of the battle of Neuve Chapelle—one near the position nicknamed "Port Arthur," south of the village, and the other at some buildings to the north east. Regarding the attack on the latter, which our artist has here illustrated, "Eye Witness" wrote in his first account of the battle: "To the north east of the village, a

body of Germans ensconced in some enclosures still continued to hold out for a few hours; three attacks in spite of the extreme gallantry with which they were conducted, failed to dislodge them, but by afternoon the arrival of reinforcements drove the Germans from their last stronghold in the village. This of the fighting was remarkable for the manner in which every part of the attacking line afforded one another





GERMANS TO THE NORTH-EAST OF THE VILLAGE CAPTURED BY THE BRITISH AFTER THREE UNSUCCESSFUL ASSAULTS.

mutual support." The foregoing events took place on the opening day of the struggle. It was in the same locality, apparently, that on the succeeding days the Germans made their most vigorous efforts to retrieve defeat. "On the morning of the 12th," wrote "Eye Witness" in a later account, "the German counter attacks were renewed along the whole front round the village and to the north of it. These again

resulted only in great losses to the enemy. . . . It was only at one point, north east of the village, that they reached our trenches; but we at once drove them out, and pursued them towards their own lines, taking many prisoners. As the hostile attacks grew more feeble our infantry pressed and gave the weary enemy no rest."—[Drawn by Frédéric De Haenen.]





**THE VICTORY AT NEUVE CHAPELLE: THE ATTACK OF THE BRITISH AND INDIAN TROOPS THAT FOLLOWED**

During the early morning of March 10 the German trenches had been swept by a terrific artillery-fire, which had caused great havoc and completely broken the enemy's moral. the artillery was directed at Neuve Chapelle village itself, and, with a yell, a cloud of Garhwalis, Gurkhas, and Leicesters, in three lines, sprang out from their positions in the front British trench, and dashed at the three lines of German trenches defending the village. They took all three trenches without much bother—the enemy had suffered so severe





MEANDOUS BOMBARDMENT OF THE ENEMY'S LINES.—DRAWN BY R. CATON WOODVILLE FROM MATERIAL SUPPLIED BY A BRITISH OFFICER.

fire of the guns. Groups surrendered as soon as their line was reached. Occasionally there would be a flurry of fighting as a small knot of men would offer resistance, but the deadly *kukri* of the Gurkhas and the bayonets of the Britishers soon cleared the way. On the German left, opposite the small fortified position known as Port Arthur, however, the German defence was more stubborn. But within an hour and a-half all resistance had been overcome, and the British were pouring into Neuve Chapelle.





SOME OF THE TROOPS SPECIALLY PRAISED BY SIR JOHN FRENCH FOR VALOUR AT NEUVE CHAPELLE: INDIAN SOLDIERS OFF DUTY.

These are glances behind the scenes, at men of the Indian Corps in France off duty. How well they have fought on several occasions, and especially at Neuve Chapelle, Sir John French's despatches have testified. Photograph No. 1 shows one of the Indian soldiers quenching his thirst at a street drinking-fountain, cupping the water in his hands. No. 2 shows a man whiling away an hour of ease with an

improvised rod and line. No. 3 instances how the Indians try to make themselves pleasant to the inhabitants by petting the French children—apparently unsuccessfully in the present case. No. 4 shows men making the best of a warm gleam of sunshine outside a regimental Orderly-room. No. 5 shows a squad keeping their eye in on a musketry range.—[Photos. by Gendreau.]





**BRITISH GUNS WHOSE EFFECTIVENESS THE GERMANS HAVE THE EFFRONTERY TO CALL "MURDER": SOME OF OUR HEAVY ARTILLERY.**

Describing the fighting at Neuve Chapelle, "Eye-Witness" notes that the Germans showed much resentment at the havoc wrought by our heavy guns, although they were the first to employ the concentrated action of heavy guns in field warfare. One captured Prussian officer even had the effrontery to say: "You do not fight. You murder. If it had been straightforward, honest fighting, we should have

beaten you, but my regiment never had a chance from the first. There was a shell every ten yards. Nothing could live in such a fire." "Eye-Witness" comments: "This feeling of resentment against our artillery is an exhibition of a curious lack of any judicial sense, or even of a rudimentary sense of humour on the part of the apostles of Frightfulness."—[Photo, by Record Press.]





**TRENCH-DEFENCES AS COVER FOR ADVANCING TROOPS: FRENCH ROLLING SAND-BAGS BEFORE THEM WHEN MOVING AGAINST THE ENEMY.**

To obtain cover while advancing over ground swept by the fire of an entrenched enemy, the French soldiers in the skirmishing line adopt various devices. A common one—a happy thought of the soldiers themselves—we show above: the use of movable bags (filled with earth or sand to serve as bullet-stoppers) such as are always in the engineer's stores for employment in hasty field-fortifications, for

revetting the inner slopes of ramparts, or, when laid along the crest of a trench, for making loop-holes. The filled bag is rolled before him as the man creeps forward—his rifle in his right hand and ready—and he fires over it. Fascines may be used in similar fashion.—[A Facsimile Sketch from the Front by Frederic Villiers.]





**ARMOUR FOR ADVANCING GERMANS, AND TRENCH-DIGGING : ENTRENCHING BEHIND SHIELDS (CARRIED SLUNG ON THE BACK).**

The German trench-shield is another instance of the thoroughness of the enemy's preparations. It was invented in recognition of the practical impossibility of men being able to advance in the open under short-range magazine-rifle and machine-gun fire, particularly in trench-warfare. The shields are carried, each strapped, or slung, on a man's back, by the party told off to make the advanced trenches. These

run forward to the selected line, drop to the ground, and set up the shields before them. Some of the party fire through the sliding-cover loopholes to cover their comrades while digging in. The excavations are gradually connected, the shields shifted as required, until the trench-line is complete. They are then left as part of the trench-parapet.—[A Facsimile Sketch from the Front by Frederic Villiers.]





PICKAXES AS WEAPONS FOR FIGHTING THE GERMANS: SOME FRENCH MARINES WHO WERE AT W

Beauséjour has been the centre of much hard fighting in Champagne. An official statement recently issued in Paris said: "Among the very numerous feats of arms the capture of the Beauséjour redoubt is by no means the least brilliant. The Colonial Infantry, to which the honour is due, gave proof of an ardour and spirit of sacrifice worthy of its glorious traditions. To the north of the farm of Beauséjour, on the ridge

between two ravines, the German position was formed by trenches in *échelon*. Long, connected the redoubt with a maze of trenches, where troops for counter-attack were massed. After several days of fighting "a company of infantry of the line was sent as reinforcements to support the Colonial Infantry) engaged, and received the order to counter-attack in order to hold the ene





**TRENCHES AT BEAUSÉJOUR JOIN IN A BAYONET-CHARGE ARMED ONLY WITH THEIR TRENCH-DIGGING IMPLEMENTS.**

infantry set out, a party of marines who were working in the trenches joined them. Some of the men did not stop to find their arms, but went forward with their pick-axes, which they used with great effect among the Germans. The enemy eventually fell back." In the end the redoubt remained in the hands of the French. A similar instance of trench-digging tools being used as weapons took place recently on the British

front, in the fighting round the brick-fields of La Bassée. During an assault by the British on the German trenches, "four Germans," wrote "Eye-Witness," "were killed by one of our men who was armed only with a shovel, as they were trying to escape past him down a trench." The Germans had been taking refuge in their dug-outs during our preliminary bombardment.—[Drawn by A. Forestier.]





CURIOSITIES OF GUN-FIRE: A FORGE WITH IMPLEMENTS LEFT HANGING.

The point need not be laboured that gun-fire has some very extraordinary effects which cannot be better described than by the word "freakish." Our readers will recall, for example, the curious state of the church tower of St. Albert after bombardment; with a statue of the Virgin and Child standing out at right angles from its summit. Another typical case was mentioned by "Eye-Witness" the other day



CURIOSITIES OF GUN-FIRE: THE FRONT OF A HOUSE LEFT STANDING.

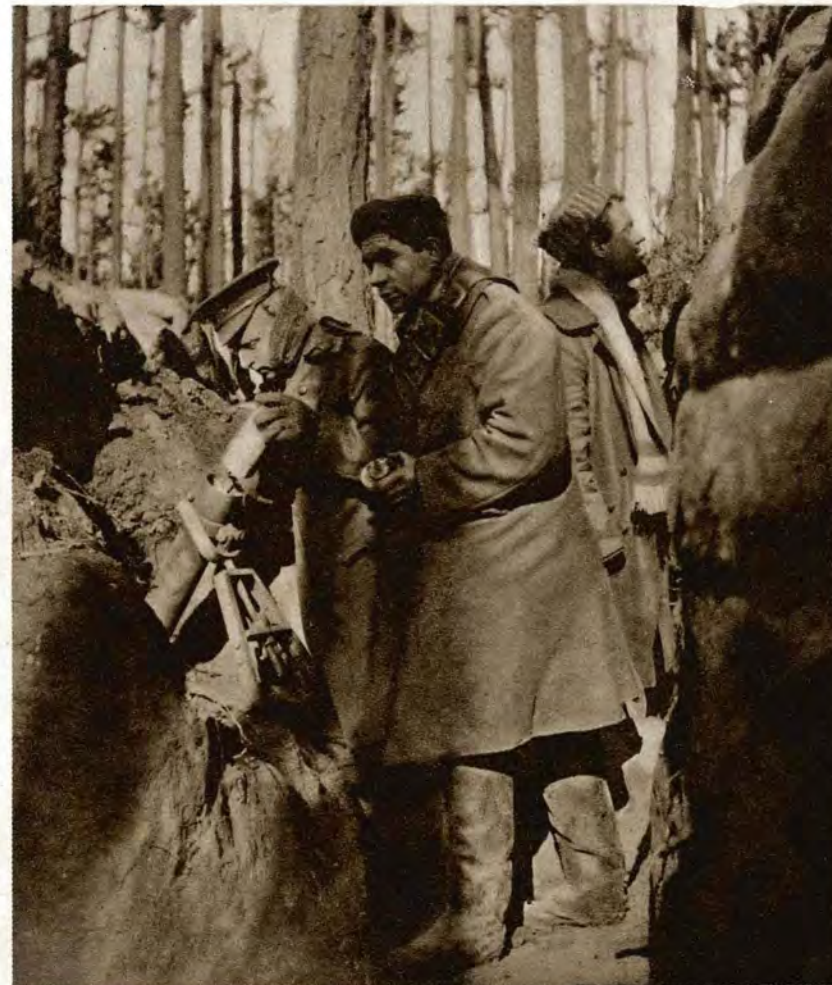
when he said: "On the same day, the fire of one of our heavy howitzers was directed on Aubers with somewhat remarkable results. Suddenly, a tower in the village, which was a prominent feature in the landscape, was seen to be projected skywards, to dissolve in mid-air, and to descend in a cloud of dust."—[Photos. by Gondreau.]





THE GERMAN VARIETY: A BOMB-THROWING "GUN" IN THE TRENCHES.

These photographs afford an interesting comparison between the British and German apparatus for hurling bombs. The Germans are said to have been the first to develop bomb-throwing in the present war, but whatever start they got was soon made up by the Allies. "Eye-Witness" wrote recently: "The enemy's efforts at sapping have been checked by bomb-throwing and other offensive measures. . . . In



THE BRITISH VARIETY: A BOMB-THROWING "GUN" IN THE TRENCHES.

cases where a few of the enemy have established themselves in the line of our trenches, they have stretched wire netting across the top of the trench fixed at a slant so that bombs will roll off it. It may be imagined what life under such conditions must mean for the occupants, cramped in a narrow excavation, and under a perpetual rain of high explosives."—[Photos. by C.N. and Newspaper Illus.]



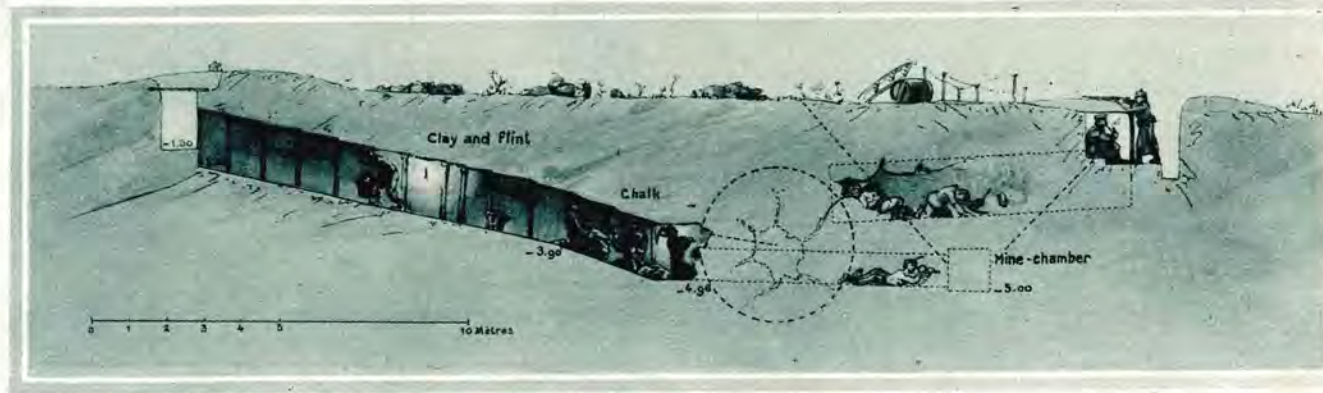
## HOW IT WORKS: X.—THE SAP AND THE MINE.

WHEN the enemy's trenches are only at a distance of a hundred yards or so, real trench-warfare may be said to begin. It is characterised by the making of saps which permit of an advance under cover towards the enemy's lines; and it is then that the sappers play their great part. Every thirty or forty yards the sap-heads are joined by parallels. When the saps are near enough to the enemy to enable him to stop the advance by throwing grenades and bombs on the workers, the sappers start an entrance to a mine-gallery to lead to a mine-chamber for explosives, the power of whose charge varies with the depth of the chamber beneath the ground. These chambers are generally placed under a salient, or under points particularly guarded (a fortified house, machine-gun shelter, fortlet, castle, etc.) of the enemy's line. Their number depends on the results to be obtained, and the importance of the action. The explosion of the mine-chambers gives the signal of attack, at the same time as producing craters in the ground, destroying the flanking adjustments of the enemy, and making a breach in the wire-entanglements which protect his front. These craters are immediately occupied and organised, thanks to the surprise-attack, and one or several lines of trenches are sometimes taken.

The method of driving a mine-gallery employed by the Royal Engineers is, briefly, as follows. First, a steel shield is placed over the head of the sap, from beneath which the sapper cuts the earth, inclining his trench downwards. When he has sloped it down to about eight feet, he prepares for mining. He begins by placing a stout timber framework, consisting

of a top sill, two side-pieces, and a ground sill, against the face of the earth (now widened to about six feet) and drives heavy sheeting-planks with a maul, to support the earth over his head as he works beneath them, propping them with uprights as he moves forward. The process is repeated as often as necessary. Having thus made a kind of ante-chamber for the collection of gear, pumps, trucks, and so on, he begins to drive the ordinary mining-gallery, either by means of frames and sheeting-planks, as before, or by placing a series of cases like the four sides of a stout box framed together at the angles. The task is extremely trying, as the space within which the miner works measures only four feet in height and

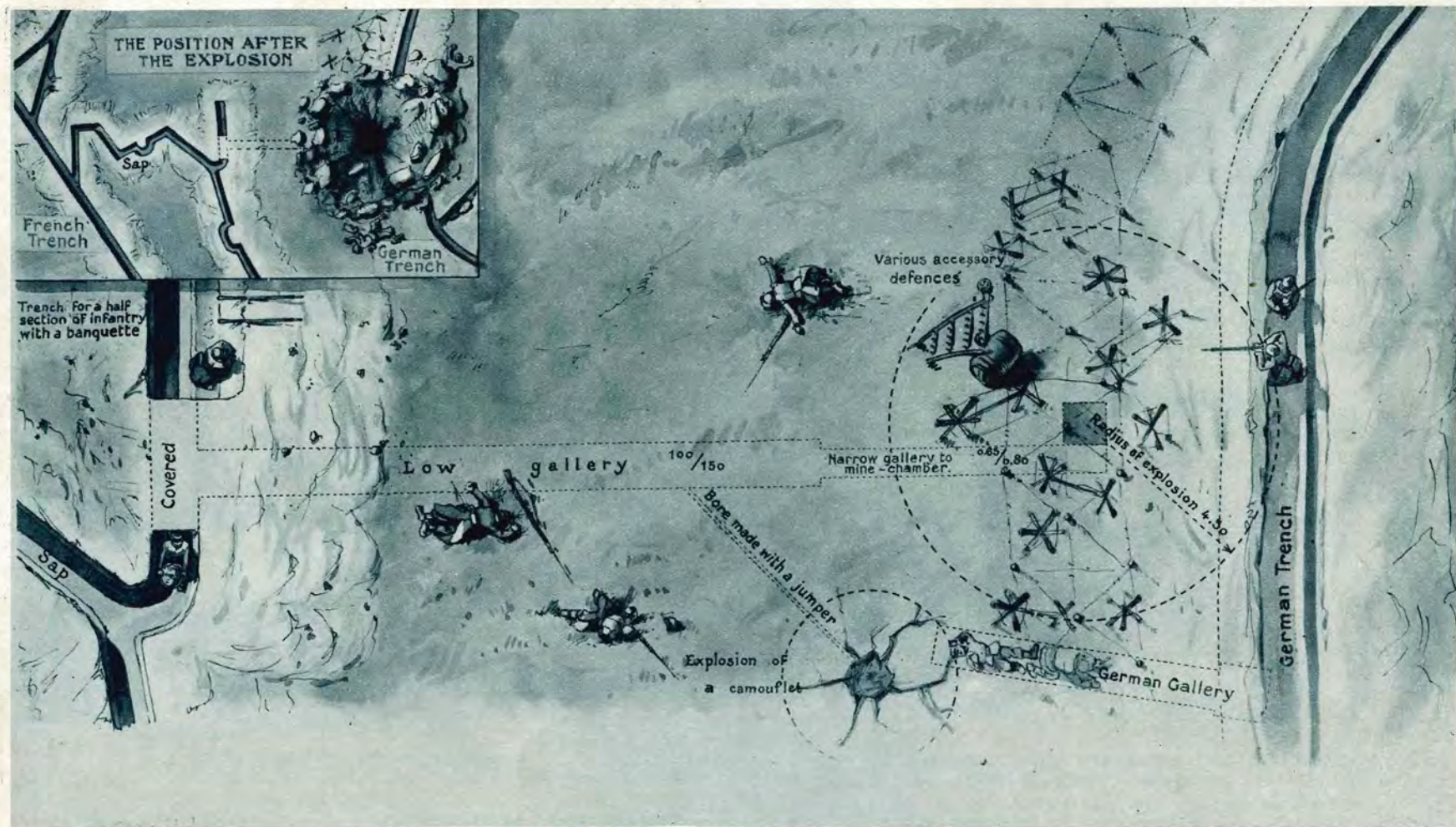
two feet in breadth, the light is only that of candles, and the air soon becomes very foul, in spite of fans and bellows. The man at the face, therefore, only works for a short spell. The earth dug out is removed in little hand-trucks, and



MINING BENEATH THE ENEMY'S TRENCHES AND DESTROYING HIS COUNTER-MINE: A LONGITUDINAL SECTION OF THE DIAGRAM ON THE OPPOSITE PAGE.

has to be carefully disposed of so as not to let the enemy get wind that a mine is in progress. When the gallery has reached the point required near the enemy's trench, a small mine-chamber is driven from it sideways just big enough to contain the charge, the laying of which is always done by an officer. When the box is packed, the electrical fuse is inserted and the insulated cable laid. Then comes the work of "tamping"—i.e., filling up the gallery for some distance with sand-bags, to prevent the explosion from breaking back towards the sappers and to force it to tear its way out through the enemy's trench. If the distance from the mine-chamber to the trench is 15 ft., with 20 ft. of earth overhead, the tamping has to extend for about 30 ft. along the gallery. When all is ready, the mine is fired, and the infantry, with fixed bayonets, dash forward to occupy the crater which the explosion forms.





#### HOW IT WORKS—SAP AND MINE WARFARE: MINING A GERMAN TRENCH, AND DESTROYING A GERMAN COUNTER-MINE.

These pictorial plans show how a French mine is driven from an advanced sap towards and underneath the enemy's trenches. On the left of the larger plan is a section of sap, with a *banquette*, or raised ledge, for the men to stand on, and a covered portion under which the mine-gallery begins. The dotted lines show its direction and the circle on the right indicates the explosion-crater. The German counter-

mine has been destroyed by the French by exploding beneath it a *camouflet*, or miniature mine, driven at a tangent from the main gallery by a "jumper," or long drilling-tool. The *camouflet* passage is too small, of course, for a man to go down, and the charge is pushed into position mechanically. A longitudinal section of the plan appears on the opposite page.





THE EMPRESS OF RUSSIA.

WEDDED TO HEADS OF BELLIGERENT COUNTRIES: THE GERMAN EMPRESS; MME. POINCARÉ; AND THE EMPRESS OF RUSSIA.

Alien as is the horror of a world-war to their nature, it is impossible that the Consorts of the Rulers of the countries involved in or associated with the great conflict can avoid playing their part—the womanly part of sympathy and, too often, suffering—in the lurid drama. The portraits which we give must be of wide interest, the more so on account of the inter-relationships of the royal ladies and their husbands with

reigning families on both sides of the struggle. H.I. and R.M. Augusta Victoria, German Empress and Queen of Prussia, daughter of H.S.H. Frederick, Duke of Schleswig-Holstein, is, by her marriage with Kaiser William II., grandson of the late Queen Victoria, closely connected with the British Royal Family. Mme. Poincaré, wife of M. Raymond Poincaré, President of the French Republic, was Mlle. Henriette Benucci.

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QUEEN MARY.



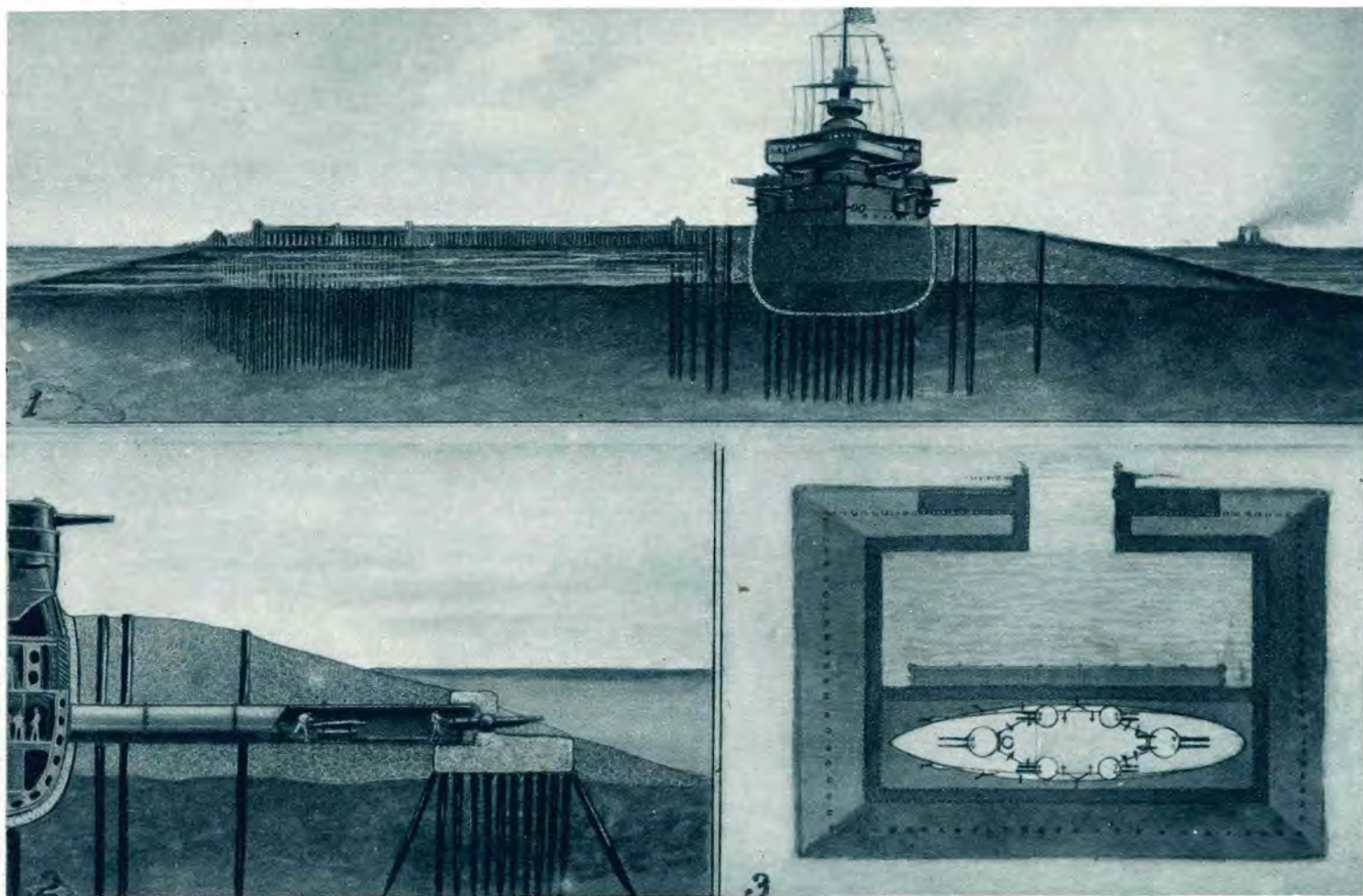
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WEDDED TO HEADS OF BELLIGERENT COUNTRIES: QUEEN MARY; THE QUEEN OF THE BELGIANS; AND THE QUEEN OF MONTENEGRO.

H.I.M. Alexandra Feodorovna, Empress of Russia, and daughter of H.R.H. Louis IV., Grand-Duke of Hesse and his Consort, the late Princess Alice of Great Britain, is a grand-daughter of Queen Victoria. H.R. and I.M. Mary, Queen of Great Britain and Ireland and Empress of India, is daughter of H.S.H. Francis, first Duke of Teck and his Consort, the late Princess Mary, who was a daughter of the first Duke of

Cambridge, seventh son of King George III. H.M. Elizabeth, Queen of the Belgians, is daughter of H.R.H. Duke Theodore of Bavaria. H.M. Milena, Queen of Montenegro, is daughter of the Voyerod Peter Vukotech Her Majesty, while walking recently on the terrace of the Royal Palace at Ricka, with the King and Princesses Xenia and Vera, had a narrow escape from shots fired from two Austrian aeroplanes.





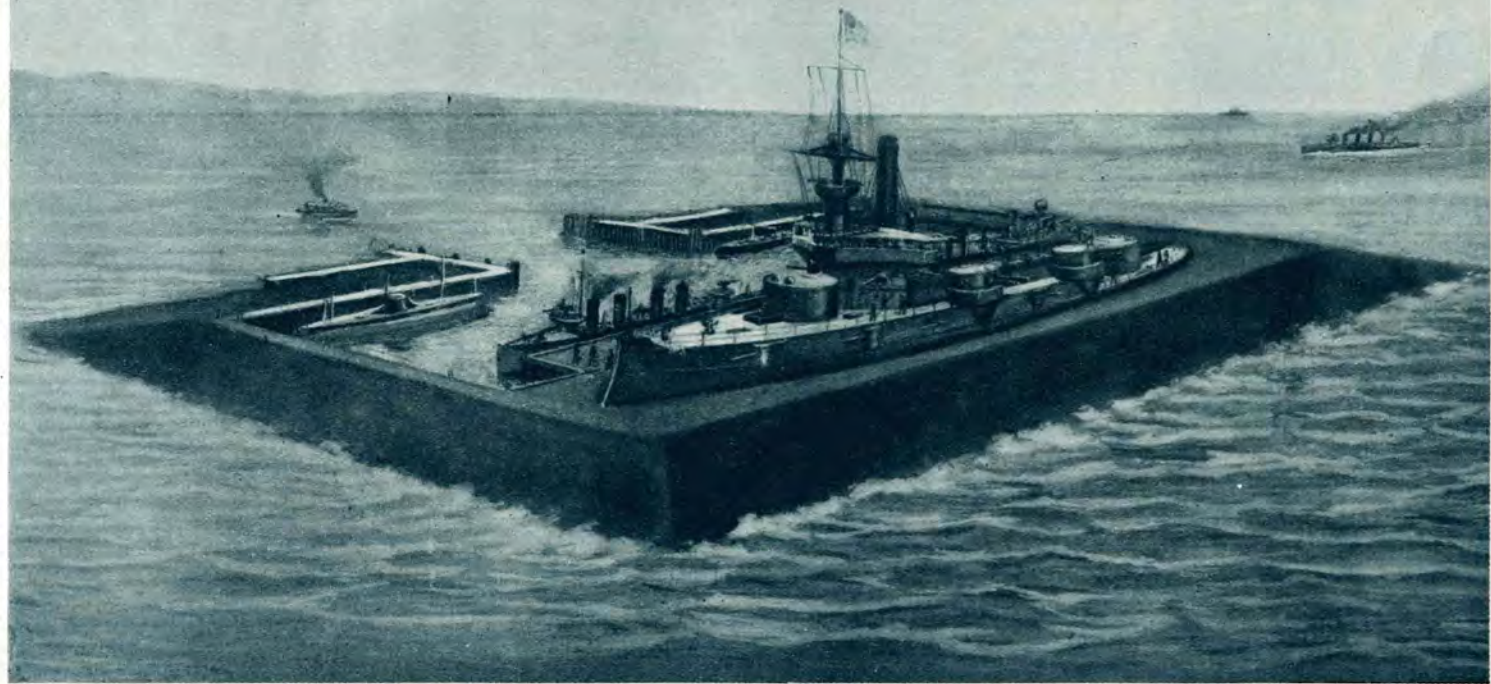
#### HOW THE CRIPPLED "GOEBEN" MIGHT BECOME A FORT DEFENDING CONSTANTINOPLE: USING SHIPS AS HARBOUR DEFENCES.

In anticipation of the ultimate forcing of the Dardanelles, the Turks are stated to have fortified Princes Islands and islet patches in the neighbourhood, for the local defence of the capital. A contributor to the "Scientific American" some little time ago made an interesting suggestion outlining, and illustrating with the drawings here reproduced, a scheme for utilising obsolete battle-ships as harbour-forts, an idea

which might give value once more to the damaged "Goeben"! That unlucky vessel, according to the latest advices, is lying disabled as a seagoing war-ship "with a rent in her side eight metres long," the result of colliding with a Turkish mine. What would need to be done is this: The vessel would be towed out and grounded in a levelled and pile-supported bed on a shoal. Sand or rubble would then

*(Continued opposite.)*





*Continued.* **A DISABLED BATTLE-SHIP AS A PERMANENT COAST DEFENCE: AN AMERICAN IDEA WHICH MIGHT BE APPLIED TO THE "GOEBEN."** be filled in all round, the side facing the Sea of Marmora being solidly built and sloped down to the water-level like the ramparts of a fort. On the inner side an embankment might be constructed enclosing a small harbour for torpedo-boats. No. 1 shows the suggested construction in profile with the embedded ship in place. No. 2 shows how the ship's torpedo-tubes might be adapted to run torpedoes through the protecting earthworks in tunnels and discharge them under-water. No. 3 is a plan of the general arrangement; and, as a page-illustration, we have a view of such a battle-ship fort as an airman would see it. In the case of the "Goeben," the time is too short for the scheme to be attempted. Also, we may safely doubt whether it would avail anything once the "Queen Elizabeth's" 15-inch guns got the range.





ONE OF THE TWO SHIPS WHICH SETTLED ACCOUNTS WITH THE RAIDING "DRESDEN": THE BRITISH LIGHT-CRUISER "GLASGOW."

The "Glasgow" (Captain John Luce) has already made a name for herself in the war, and gone through a variety of experiences. In September last, in the Atlantic, the "Glasgow" and another cruiser nearly captured the "Karlsruhe," which got away with her rudder smashed. In November she bore her part gallantly in the ill-fated action off Coronel, and narrowly escaped the fate of the "Good Hope" and

"Monmouth." In December, the "Glasgow" distinguished herself in the Falklands fight by (together with the "Cornwall") sinking the "Leipzig." Now, together with the "Kent," she has finished off the "Dresden," receiving a congratulatory message from the Lord-Provost of her name-city. The "Glasgow" is a light-cruiser of 4800 tons, and 25 knots speed.—[Photo. by Russell.]





**A RESPIRATOR-PROTECTION AGAINST SHELL-GASES: FACING THE POISONOUS FUMES.**

Hardly less fatal in effect than the flying fragments from bursting shells charged with high explosives are the fumes that are given off at the moment of explosion. The poisonous gases pervade the immediate locality, and themselves have often even killed men outright. We have published in previous issues of "The Illustrated War News" photographs of soldiers so struck down and lying dead. The fumes are,

**THE SOLDIER'S SAFETY MUZZLE: THE RESPIRATOR AND ITS BREATHING-VALVE.**

of course, peculiarly noxious in confined spaces, such as in the trenches and in bomb-proofs and dug-outs. To save life, a special respirator—a kind of muzzle—has been adopted, and soldiers are shown above wearing it. Its feature is a small valve in the upper part which opens and shuts automatically as the wearer draws breath or exhales.—[Photos. by Clarke and Hyde.]





LORD KITCHENER AT LIVERPOOL: THE MARCH-PAST OF 12,000 "LOCAL" MEN OF THE NEW ARMY, OPPOSITE ST. GEORGE'S HALL.

Lord Kitchener visited Liverpool that he might witness, on Sunday, March 21, a parade of various sections of the New Army, recruited in Liverpool, South Lancashire, and West Cheshire. The ceremony took place on the plateau opposite St. George's Hall, and the Minister for War stood for three-quarters of an hour taking the salute from some of the finest of our new soldiers. Those marching past included

the Bantams. Lord Kitchener congratulated everybody concerned; adding that he was more than pleased with the appearance of the Bantams. Before leaving Liverpool, his Lordship handed a message to the General Secretary of the National Union of Dock Labourers, pointing out that any delay caused by refusal to work overtime was very serious and dangerous and must be stopped.—[Photo. by Topical.]



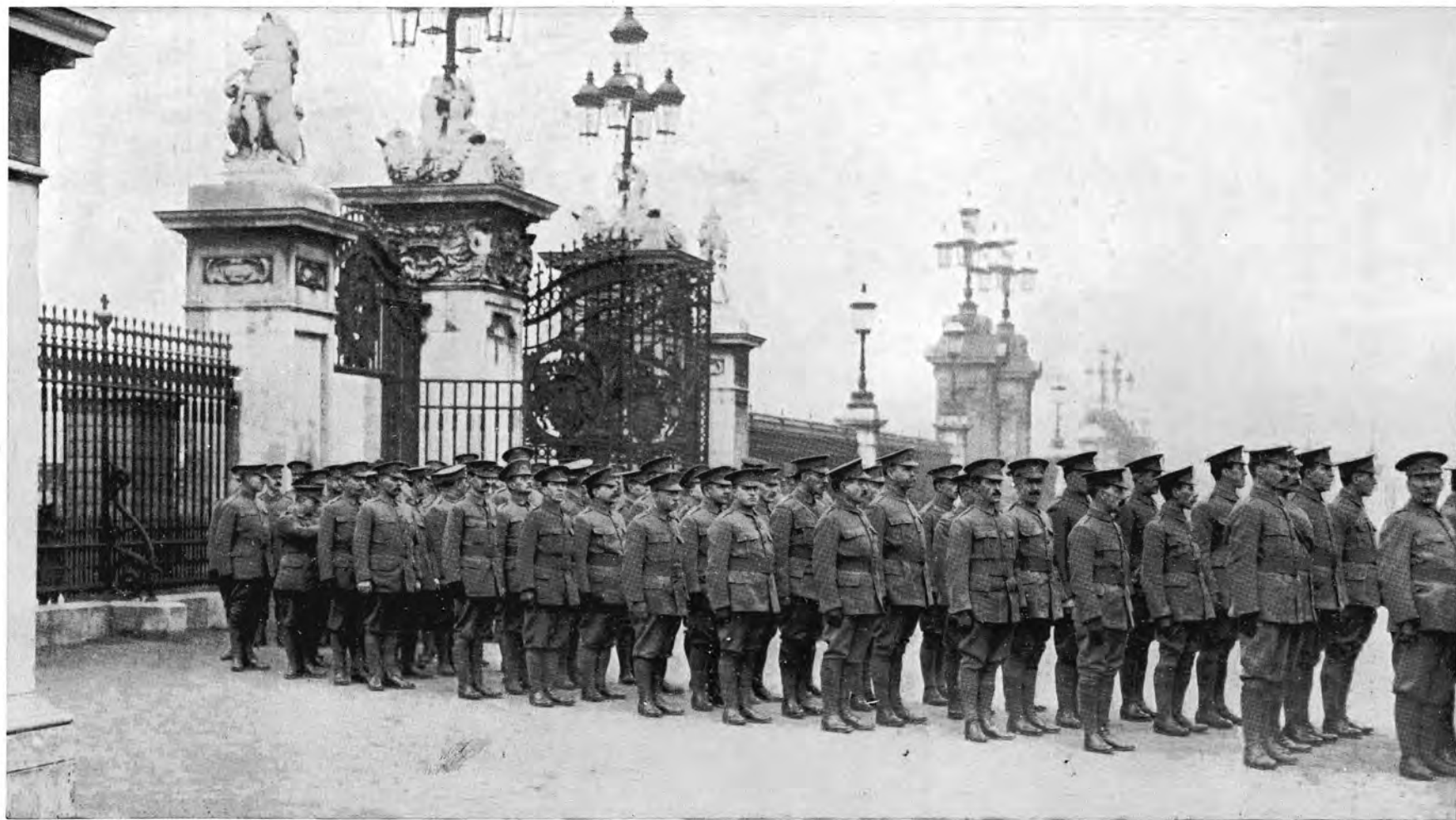


LORD KITCHENER AT MANCHESTER FOR A PARADE: THE MINISTER FOR WAR ON THE STEPS OF THE TOWN HALL.

After attending the parade at Liverpool, Lord Kitchener went to Manchester, there to witness the parade of some 13,000 of the New Army who have been raised in the Manchester, Salford, and Bury districts. The march-past took fifty-five minutes. The Minister for War seemed particularly interested in the "Bobs' Own" and Bantam Battalions. Before leaving the city, he asked the Lord Mayor to tell the

Manchester people how he appreciated their patriotism and that of the men who had joined the forces in such large numbers. He added that more men were still wanted for the Army. Lord Kitchener had a great reception, and seemed very pleased when he faced the great concourse of people in Albert Square to witness the march past.—[Photo. by Universal.]





THE MARCH-PAST OF THE CITY OF LONDON NATIONAL GUARD BEFORE THE KING : ENTERING THE FORECOURT OF BUCKINGHAM PALACE.

The "Court Circular" of March 20 records the march-past of the City of London National Guard at Buckingham Palace in these terms : "By Command of the King, the City of London National Guard Volunteer Corps, under the command of Colonel G. T. B. Cobbett (Commandant), marched past his Majesty in the garden of the Palace this afternoon. The King was accompanied by the Queen, the

Princess Mary, and Princess Alexander of Teck, and the Members of the Household-in-Waiting were in attendance. The Lord Mayor of London (Honorary Commandant) was present on parade with the Corps." The Royal invitation, in addition to being a signal honour to the City National Guard, was of itself a specially notable and unique event, and one, further, of peculiar significance as evidence of the

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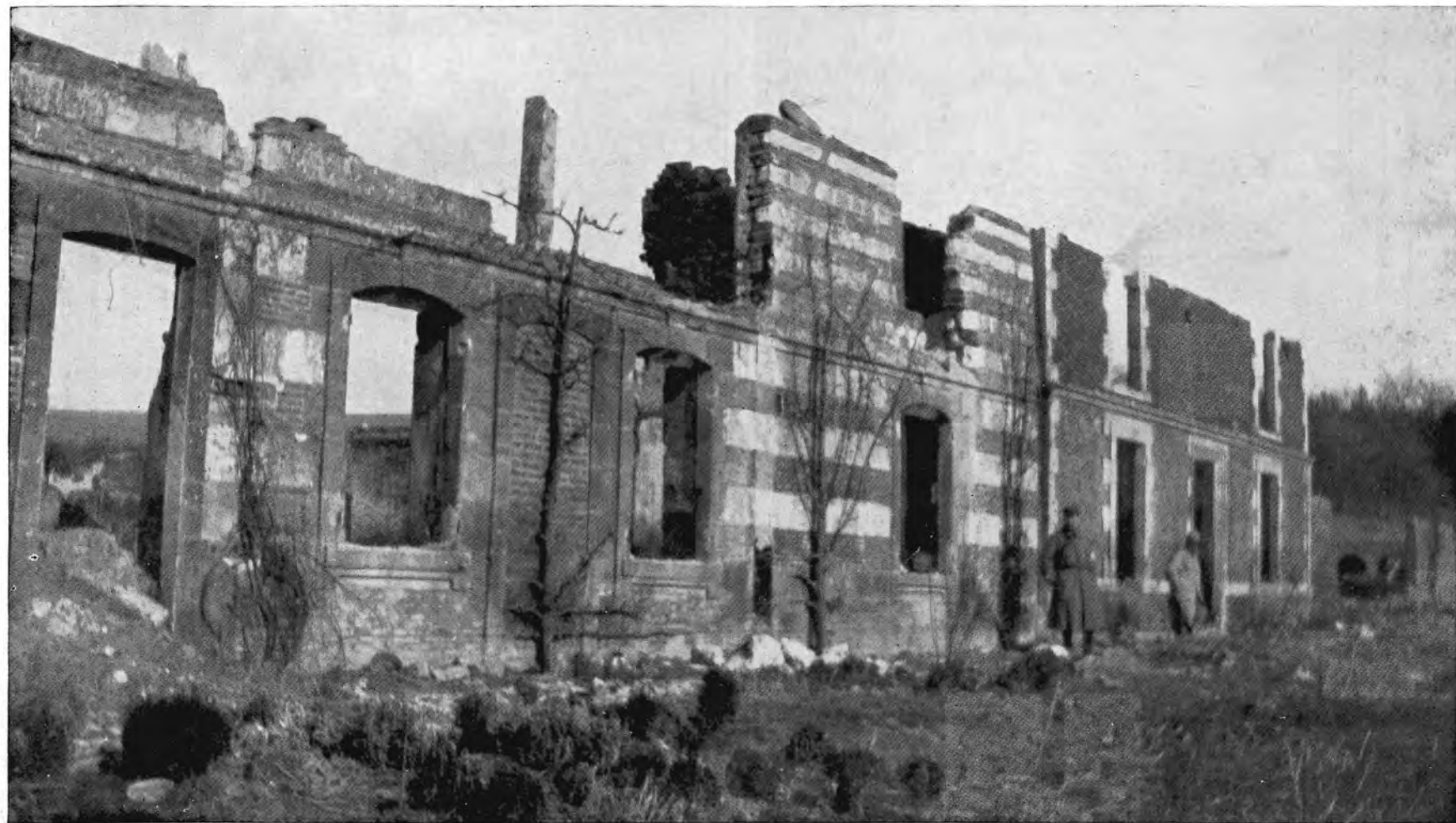
#### ON THE WAY TO THE ROYAL PARADE: THE NATIONAL GUARD.

keen personal interest that the King is displaying in the national defence movement. The Guard turned out at its present full strength of two battalions each of 1000 men, and, after mustering at the Mansion House and the Guildhall, marched along the Embankment to Buckingham Palace, with, at its head, the Lord Mayor, wearing Colonel's uniform, and the actual Commandant, Colonel G. T. B. Cobbett, V.D.

#### HEADING THE NATIONAL GUARD: THE LORD MAYOR (LEFT) AND COLONEL COBBETT.

As the leading companies passed the King, the Lord Mayor and Colonel Cobbett took posts near his Majesty, who, it is stated, expressed hearty appreciation of the smart appearance and marching of the Guard, warmly complimenting the Lord Mayor on learning that very many were business men, bankers, and merchants of the City.—[Photos. by C.N. and L.N.A.]





THE SCENE OF ONE OF THE MOST BRILLIANT FRENCH FEATS OF ARMS IN CHAMPAGNE: RUINS OF BEAUSÉJOUR FARM.

Beauséjour Farm, in Champagne, has for many weeks figured frequently in reports of heavy fighting in that district. A Paris *communiqué* issued a few days ago stated that "our gains extended eastward into the ravine which runs from Ridge 196 in the direction of Beauséjour." An earlier French official account of the fighting there said: "Among the very numerous feats of arms the capture of the

Beauséjour redoubt is by no means the least brilliant. The Colonial Infantry, to which the honour is due, gave proof of an ardour and spirit of sacrifice worthy of its glorious traditions. To the north of the farm of Beauséjour . . . the German position was formed by trenches in *échelon*. At the salient a veritable little fort was organised." This German fortification lay a little north of the farm itself.





**SOME OF THE 1700 GERMANS CAPTURED AT NEUVE CHAPELLE BROUGHT TO ENGLAND: CHEERFUL PRISONERS ON THEIR WAY TO CAMP.**

Many of the German prisoners of war captured by our troops in the victory of Neuve Chapelle have already been brought to this country. Our photograph shows a long *queue* of them at Handforth, in Lancashire, on their way to a concentration-camp. The men look remarkably cheerful, and their experiences have evidently not made them anxious as to the treatment they are likely to receive. Sir

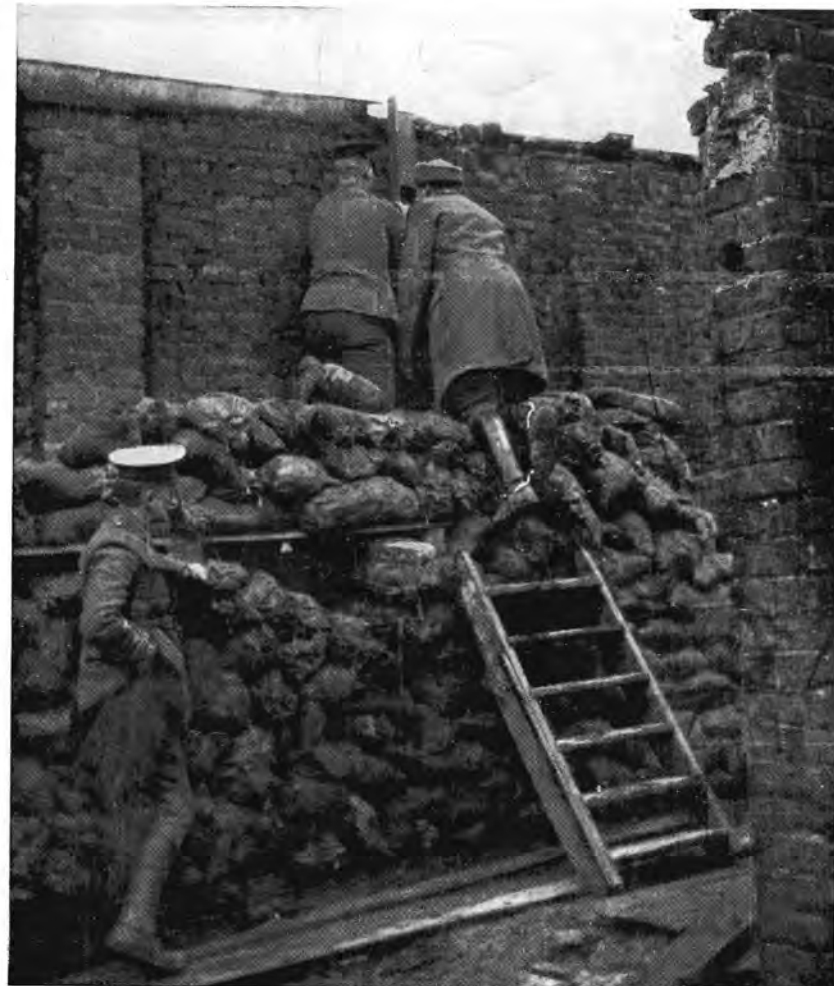
John French stated in his report of the 15th: "The prisoners in our hands, taken since the 10th, number about 1700, of whom 30 are officers. Judging from the number of the dead counted on the ground, the total German losses during the operations from the 10th to the 13th on the Neuve Chapelle front cannot well be less than 17,000 or 18,000."—[Photo. by C.N.]





THE ZEPPELIN ATTACK ON CALAIS: DAMAGE TO THE CHURCH OF NOTRE DAME.

A Zeppelin flew over Calais a few minutes before one o'clock on the morning of March 18, dropping bombs, both incendiary and explosive. The Central Station was the first objective. The bomb missed; but struck a locomotive depôt, killing seven railway employés, and causing injury to ten others. The Zeppelin then dropped fourteen bombs on to the town, most near the General Post Office.—[Alfieri.]



THE TRENCH "PERISCOPE": THE HYPOSCOPE BEHIND A SAND-BAGGED WALL.

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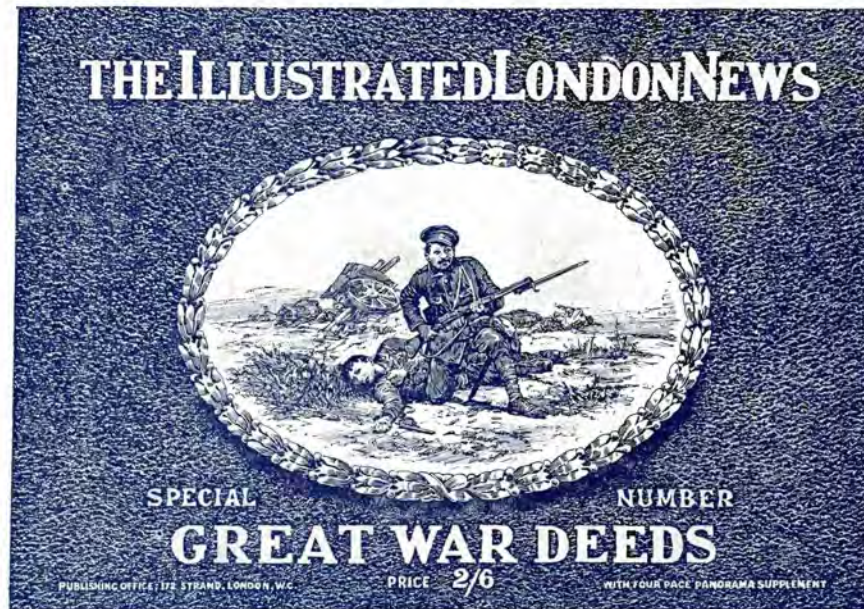
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