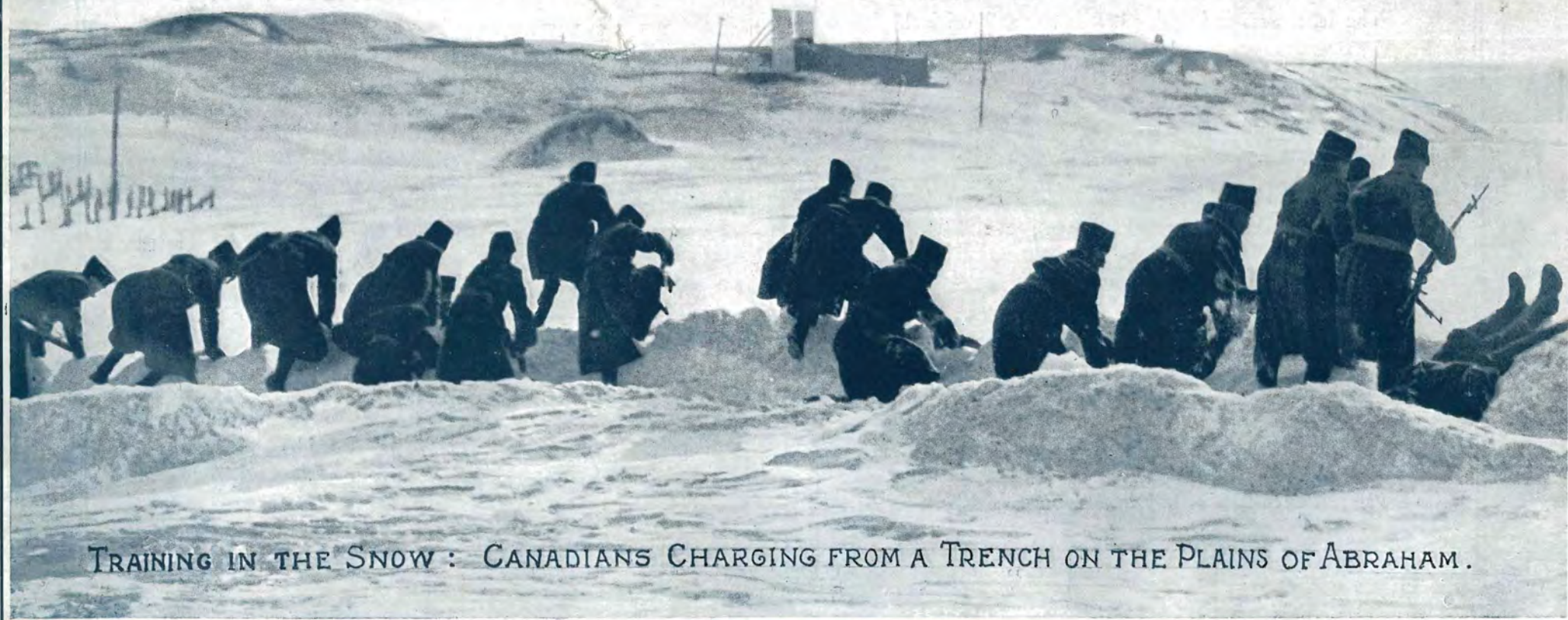


THE ILLUSTRATED WAR NEWS



TRAINING IN THE SNOW: CANADIANS CHARGING FROM A TRENCH ON THE PLAINS OF ABRAHAM.

PRICE SIXPENCE: BY INLAND POST. SEVENPENCE.

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OF
The Illustrated War News
PUBLISHED ON WEDNESDAY MORNINGS—SIXPENCE.



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The Illustrated War News.



THE "SHIP OF THE DESERT" READY TO SAIL AGAINST THE ENEMY: CAMELS FOR THE WESTERN FRONTIER OF EGYPT.

Photograph by Topical.

THE GREAT WAR.

ERZERUM has accomplished the inevitable, and has fallen. When, in the middle of January, we learnt of the determined Russian thrust through the Caucasian passes, and were able to perceive the strength and solidity of the plan that was bringing our Ally's armies forward so admirably on a broad front, we had reason to feel that the defences of the Turkish depôt town were about to be tested. By Jan. 19 the Russian centre had reached Kopri-keui, with the wings spread out excellently, the left as far down as Lake Van, the right well up in the valley of the Chorokh, so that both flanks were covered against all attacks through the passes. Less than a week later, the drive had been carried so far that the Russian guns were engaging the forts of Erzerum itself.

Though there followed a pause in the news, it was obvious that the hiatus was being filled by the necessary labour of bringing up heavy artillery, and getting these pieces into position for bombardment. At the beginning of this week the shelling was in full swing, and on Monday one of the forts had been captured. A day later another fort was carried, and then, in quite astonishing fashion, nine of the fifteen forts had collapsed into Russian hands. This was the end. The

Russians were into the town, which was on fire in many places, and had made a haul of booty, including guns—estimated variously in numbers up to 800 and 1000, but as yet to be estimated officially—and many prisoners not yet totalled, and much ammunition. This, in addition to any moral, military, and political value the fall of the town will have on the war, and particularly on the Asiatic and Balkan aspects of the war.

The surprise connected with the fall of the town is not its capture, but

the swiftness of its capture. Its capitulation has the astonishing unexpectedness of Namur. Erzerum is the headquarters of the Ninth Turkish Army Corps, and the chief military depôt of Turkish Armenia; it also stands as the guard of the Kars-Sivas-Angora highway—the highway, that is, which strikes into the heart of Asiatic Turkey. This being so, it seemed that the place should hold out with the tenacity of Verdun or Warsaw, and for the same strategic reason—if it fell, the keystone of the defensive plan would have gone. Yet in three to five days' direct attack Erzerum was taken; and it fell, not as Namur fell, to the impact of

monster guns, or as Warsaw to a sureness of enveloping tactics, but to the old and negligible method of direct attack. The Slav troops appear to have stormed the defences, and swept out resistance with the charge. The Turks may have been demoralised by the rapid fluency of the Russian

[Continued overleaf.]



AT AN EGYPTIAN CONVALESCENT HOSPITAL: BAG-PIPES AND KETTLE-DRUM ENTERTAINMENT.

Best off in many ways of the convalescent soldiers of the Allies at this time of year are probably those recovering from wounds, or illness, in the health-giving climate of Egypt. Everything, also, that can be managed for their entertainment by comrades and others outside the hospitals is done. In the illustration, for example, convalescents at Luna Hospital, near Cairo, are seen listening to an impromptu performance on bag-pipes and kettle-drum by Egyptians and a Highlander.—[Photo. by Topical.]



THE KING AND THE WOUNDED: HIS MAJESTY'S REPRESENTATIVE VISITS A GLASGOW HOSPITAL, WITH GIFTS OF CIGARETTES.

From the first day upon which wounded soldiers began to arrive home from the front, the kindness and solicitude of the King and Queen have been unceasing, and, since his Majesty's regretted accident has made it impossible for him to go about with the freedom of earlier days, King George has shown his thoughtfulness by sending representatives with good wishes and welcome gifts. Our photograph shows

Sir Frederick Milner visiting a hospital in Glasgow, on behalf of his Majesty, and giving cigarettes from the King to the soldiers with whom are his thoughts and sympathy in the suffering thrust upon them by the fortune of war. It will be noticed that a Boy Scout is carrying a basket from which his Majesty's gifts are being distributed.—[Photo. by C.N.]

thrust ; they may have suffered shortage in men and supplies, consequent on the length of road communications between them and the rail-head, and the vileness of the roads in winter ; yet the position and the defence works of Erzerum were particularly strong, and a more prolonged resistance should have been put up. That the resistance was short speaks excellently for the cleverness of the commanders and the dash and ability of the Russian troops, who, fighting after a rapid advance, had freezing weather and the worst of conditions against them. That the defence has suffered badly is shown by the fact that the Turks have already been pressed back; the Russians, following swiftly, are already fighting them to the west.

The effect of the fall cannot reasonably be estimated yet. It is as well to take the matter sanely, to rejoice sanely over so excellent a victory, and not to see in it the promise of speedy disintegration of the Central Powers, or even of Turkish allegiance to the German rule. Those who would rejoice well but not wisely over Erzerum should remember that Liège and Maubeuge, Warsaw and its Vistula forts also fell, and that no one among the Allies thought for a moment the time for our collapse had come. At the same time, we have justifiable reasons for gratification. The blow has been struck against a nation at no time solidly united for war. There has always been some friction between the Young Turks and the pre-Enver factions, and the yoke of the Prussian sergeant has not sweetened this tribulation. The threat of invasion may add to Turkey's internal complications, and we may benefit by the reaction. This is political possibility. In political fact, the advance and capture of the fort, with its sense of strength and swiftness, will undoubtedly impair German prestige in Asia, and

will also have useful effect among the hesitant minds of the Balkans. And in this respect, also, it will damp very certainly some of the rosy tints of that great Germanic vision of an Empire in the East. Germany over all things from Constantinople to Bagdad and the Persian Gulf cannot be carried into effect even if Russia advanced no further, but sat where she now is—grimly and powerfully on the flank and rear.

In tangible and military fact the stroke is altogether admirable. Already, it seems, the advance had relieved the pressure at least in Persia and in

Mesopotamia, since troops have been hurrying northward from these zones to save the defence in Armenia. Moreover, if the movement goes on, it will not only continue to take the strain off these points, but it will threaten

the Turks fighting in these theatres by a stroke across their lines of communications.

Already, by the capture of Erzerum, the Turkish forces acting on the north Persian border are in danger, and fighting in that zone must become numb. At the same time, a movement forward towards Sivas—200 and more miles west of Erzerum—would find them cutting the great Bagdad road, and severing one of the main lines of supply for the Turkish force acting in south-west Persia, at Kermanshah, and the Mesopotamian force facing us at Kut. To

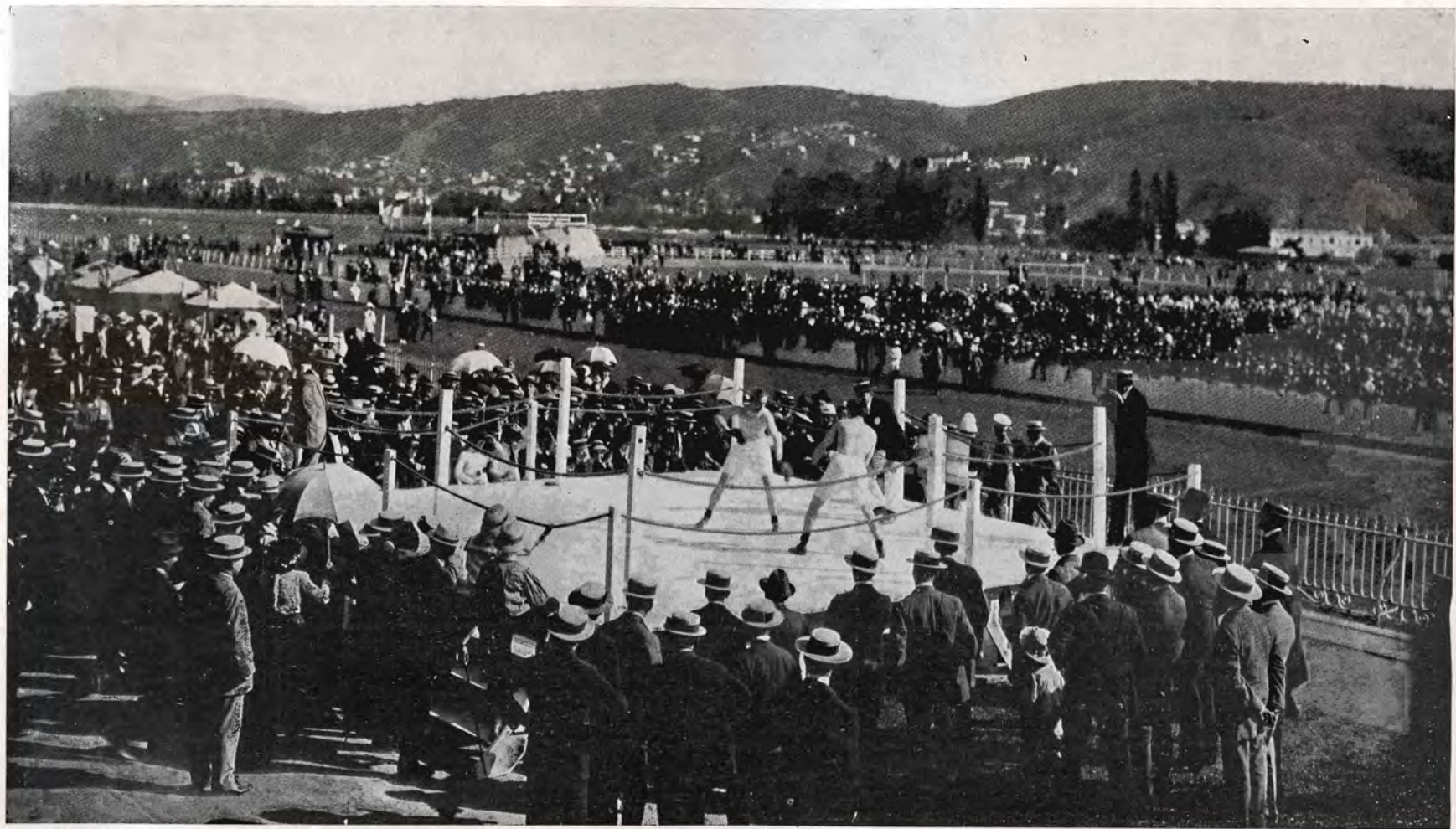
reach the junction of the roads at Sivas, the fortified depôt of the Tenth Turkish Army Corps at Erzgingan would have to be carried, yet the Russian left wing, working along the Euphrates from Melazgert, could reach the road below Sivas at Kharpüt, only 100 miles south-west of Erzerum. Some of this distance has been already covered by the Russian left wing, for Achlat and Mush in the line of advance have fallen, and there seem reasonable chances that the Bagdad force might find this

(Continued overleaf).



THE RED CROSS FÊTE FOR THE ALLIES, AT VALPARAISO: THE ENGLISH "JAPANESE PAGODA" TEA-PAVILION.

The model of a Japanese pagoda erected as the English pavilion for afternoon tea was one of the most taking attractions at the Red Cross Fête held at Valparaiso by the British, French, Belgian, and Italian residents in Chile. English ladies dressed as Japanese handed round the refreshments.



SOUTH AMERICA AND A FÊTE FOR THE RED CROSS SOCIETIES OF THE ALLIES : DON CARLOS WARD IN THE RING, v. JOE DALY.

We illustrate a most interesting function in South America : to be precise, at Valparaiso, Chile. There, as at other places, the people of the locality have shown generous sympathy by actively aiding the efforts of the British settlers among them in promoting entertainments for objects of charity connected with the war. A notable instance is that shown : a photograph taken at a fête, held on the race-course

at Vina del Mar, Valparaiso, Chile, on behalf of the Red Cross Societies of England, France, Belgium, and Italy, by members of the colonies of those nationalities. Some 15,000 people attended, many of whom were Chilians, and some £2000 was collected. The boxing match was between Don Carlos Ward, a Chilian gentleman, and Joe Daly, the Chilian light-weight champion.

route severed, and their whole scheme of supply relegated to the Aleppo-Mosul route or that from Damascus—lines, however, which have the benefit of the railway. The British share in the victory must not be left out of consideration. Undoubtedly our advance towards Bagdad has had some effect in scattering the Ottoman forces and weakening their



A LINER'S WORK IN THE WAR: THE CUNARDER "AQUITANIA"
AS A RED CROSS SHIP.

The large passenger-liners are doing notable work in the war as Red Cross ships, for which their great dimensions, general roominess, and steadiness in rough weather at sea, render them eminently suitable. Probably the very biggest of all at sea is the Cunarder "Aquitania" (all Cunarders may be recognised by their names terminating in "ia") shown above in her hospital-ship guise.

Official Press Bureau Photograph, supplied by C.N.

power of resistance in Armenia; and the same can be said, though in a reflex way, of the fact that we happen to occupy Egypt. Both Egypt and Mesopotamia have drawn off Turkish troops, and though we benefit—by a weakening of the strength before us on the Tigris, and probably, as the future should show, by the quashing of the Egyptian invasion—yet the fact that these things were there to distract the enemy has helped not a little to the completeness of the Russian victory. This is as it should be. It is through the multiplicity of fronts from which the Allies can strike that we will stretch and distract the enemy forces into efforts to parry our every attack.

The fury of the German effort in the West was carried over into the early days of this week. The points of battle were, as ever, mainly local,

the Germans endeavouring to test the Allied front at certain specific sectors, mainly in Artois, in the Champagne, and in Alsace. In the Champagne the Germans declared that they had on Monday taken 750 yards of trench, together with 300 prisoners, near the Tahure-Somme-Py road; to French eyes this was no more than a foothold gained in the advance trenches—a foothold vigorously disputed. On the same day the enemy broke into 220 yards of trench at Sept in Alsace; but here also the French countered swiftly, and succeeded in regaining most of the ground. On their part, our Ally scored against the Germans at Dompierre, to the south of Frise, regaining trenches previously taken and capturing the remaining seventy men of a company they surrounded and shot down in their rush. By the 16th the French were already recapturing some of the works taken by the Germans near the Tahure-Somme-Py road, and the process of recapture continued through the week, the German effort gradually falling into inertia as the strenuous days



GUNS THAT ARE BATTERING THE WAY TO VICTORY IN THE WEST. FRENCH HEAVY ARTILLERY
EN ROUTE FOR THE FRONT.

These are guns of the heavy calibre which, as the French communiqués consistently report, are being used with telling effect against the German entrenched works all along the front. France, from all accounts, has now an unlimited supply of them available, and they are being freely used on all occasions.—[Photo. by Topical.]

went by. The same may be said for the attacks in Alsace, for though the enemy on the 18th made another thrust at the French works north of

[Continued overleaf.]



THE LAST-HOPE POSITION OF THE TURKS AT ERZERUM, STORMED IN THE FINAL ASSAULT: THE CITADEL AMIDST THE CITY.

The citadel of Erzerum, in the centre of the city, was the last-hope place-of-arms or the Turkish garrison, but its defenders were swept away in the final Russian attack. The citadel is the oldest part of Erzerum, and its fortifications offered a poor barrier compared with the modern outer forts, stormed by the Russians in a series of successive assaults: first, two, then seven together, then the rest in the

last main attack. The citadel dates from 415 A.D., when the Emperor Theodosius built it on the commanding plateau on which Erzerum stands to block the exits from the passes from the East, by which actually the main Russian attack was delivered. The town which grew up gradually outside the walls, the houses sheltering for protection, became the present city.—[Photo. by Underwood and Underwood.]

Largitzen, and succeeded in gaining the parapets, they were at once driven off, and with heavy gun-fire and counter-action the positions they had gained were rendered untenable.

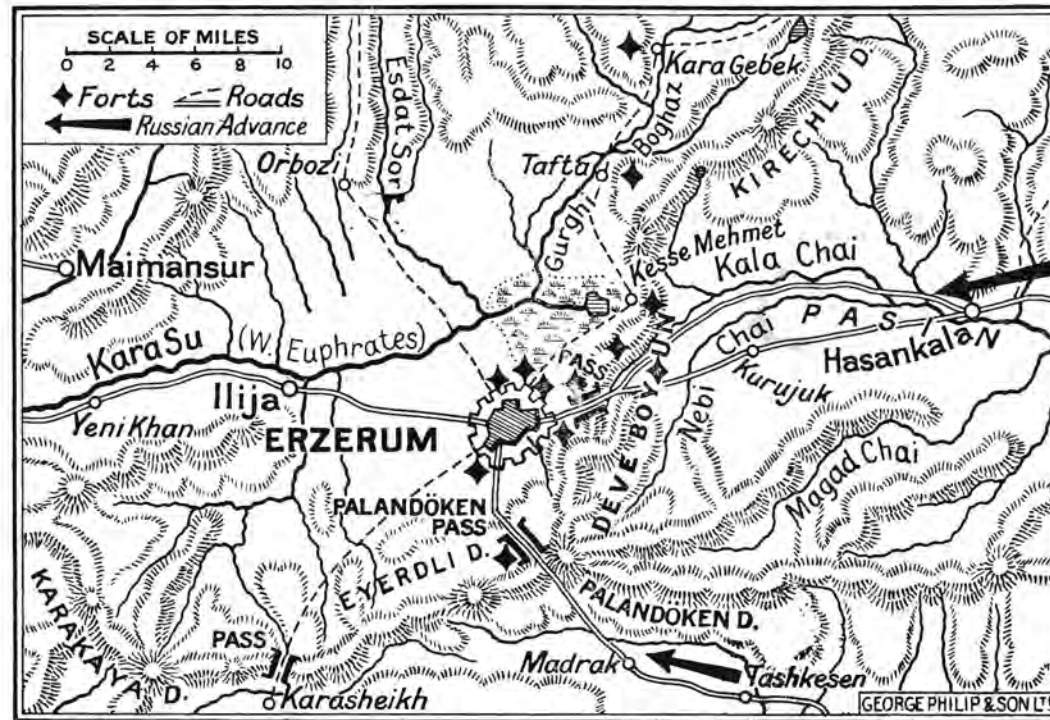
On Wednesday the Germans struck at the British front, at a point east of Ypres between the Ypres-Comines railway and the Ypres-Comines Canal. Here they exploded five mines under a work which had already changed hands so frequently that it was called the "International Trench." The rush that followed these explosions gave the Germans some 600 yards of the forward line, and, though the British have made efforts to regain the ground, they have not so far succeeded—indeed, the Germans make play on the sanguinary condition of our successive repulses. These minor battles and a great deal of gunnery work have been the total of the Western fighting. The Germans undoubtedly pushed their attempts with some vigour, but only, as the French official opinion points out, with the poorest results and the greatest amount of loss to themselves. Towards the end of the week nothing of big interest had developed out of the early and vigorous fighting.

Events at Salonika have suffered nothing new. The Allied force there is still vastly encircled by rumour. Yesterday all the Germans had gone off to Bessarabia or elsewhere, and the Bulgarians who remain are showing decided signs of passive resistance. To-day the Germans have mysteriously returned in the

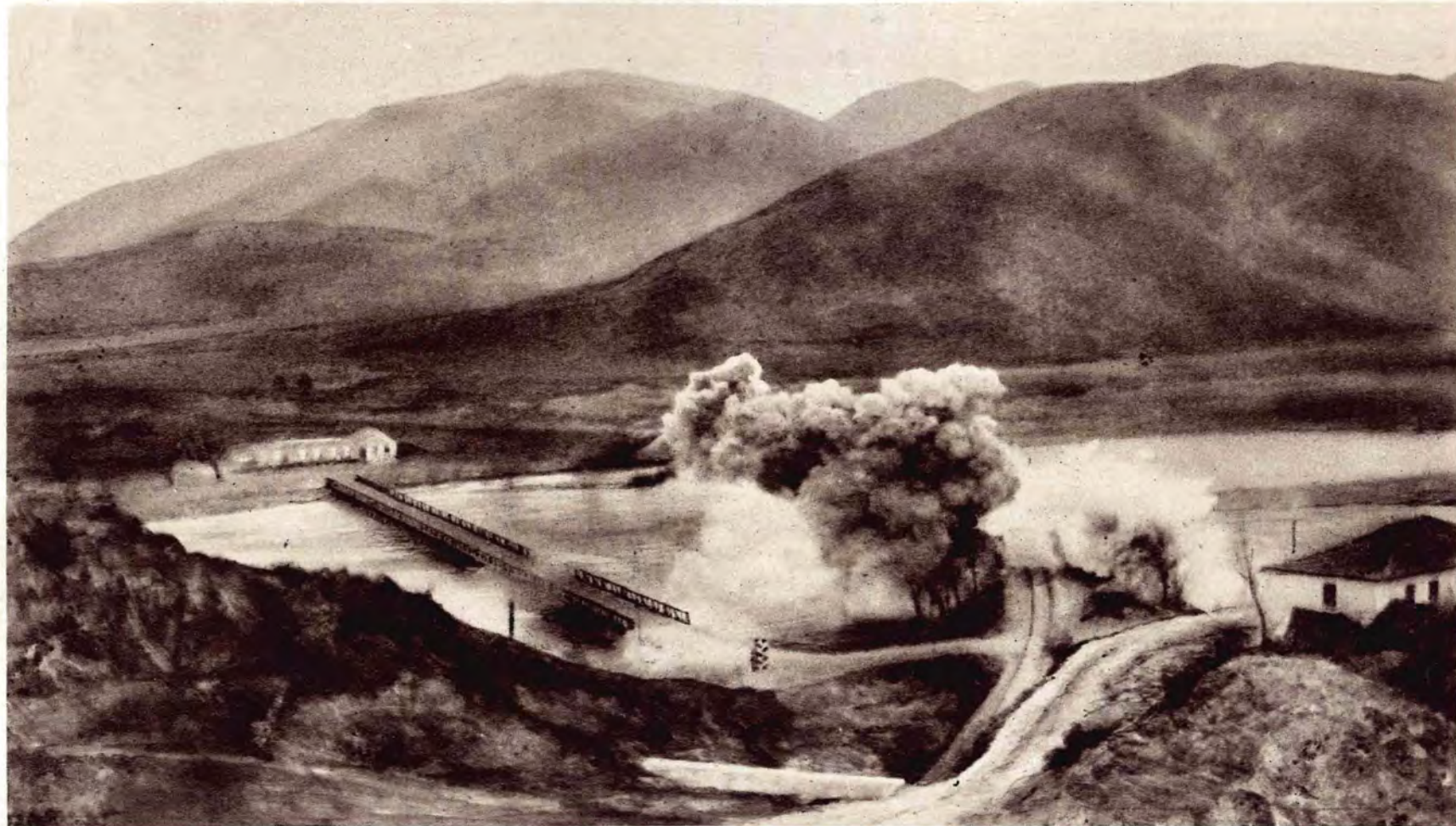
night, and to the extent of many hundreds of thousands are preparing to march at once. And there is also a gigantic air attack in the making. Meanwhile, the fact that the Central Powers have not attacked is, perhaps, a sign that they will not. He who hesitates loses the offensive chances.

In smaller matters this week, the loss of the light-cruiser *Arcturion* must be recorded. On Tuesday she struck a mine in the North Sea,

and it is feared that she will become a total wreck. Ten of the crew were killed, but the rest escaped. This loss is balanced by the gain in the Cameroons. On Friday General Dobell reported that the French under General Aymerich had closed the frontier up to the Ngoa and east of that point. The Germans were thus forced into Spanish territory, and the ex-Governor Ebermaier telegraphed to Berlin that the Cameroons had been evacuated of all German forces. At that moment, at Mora, a handful of Germans and natives were holding out on the heights in the north-west, but immediately on the retirement of the south-western troops over the Spanish border this garrison capitulated, and the Cameroons, with its 292,000 miles of territory, came into Allied hands. German East Africa is the only possession outside Germany remaining. Here, under General Smuts, brisk work is about to begin. There has been some successful skirmishing; while to the south of German territory there have been lively and successful naval engagements on the lakes. W. DOUGLAS NEWTON.



WHERE THE RUSSIANS HAVE DEALT A BLOW WHICH ENDANGERS THE TURKO-GERMAN ALLIANCE AND MUST BE OF VITAL IMPORTANCE TO THE ENEMY'S PLANS FOR THE BAGDAD AND EGYPTIAN CAMPAIGNS. ERZERUM, WITH ITS BELT OF FORTS.



BLOWN UP FOR THE SECOND TIME WITHIN THREE YEARS: THE DESTRUCTION OF THE DEMIR HISSAR RAILWAY BRIDGE, NEAR SALONIKA.

A Paris communiqué of January 13 stated: "The necessities of our plan of defence [i.e., at Salonika] compelled us to blow up the railway bridges at Demir Hissar and Kilindir." Communications were thus cut between Bulgaria and Turkish Thrace. The former was an iron railway bridge 200 yards long over the River Struma, about 45 miles north-east of Salonika, at a point where a projected line from

Sofia was to meet the existing line from Salonika through southern Bulgaria to Constantinople. The bridge was destroyed by Bulgarians during the Balkan War, in July 1913. The explosion here illustrated took place at noon on January 12. "The Demir Hissar bridge," wrote Mr. G. J. Stevens on that date, "is now a complete wreck, the work of destruction being thorough."



WHERE GENERAL GALLIENI CONDUCTS THE AFFAIRS OF THE FRENCH ARMY: THE MINISTRY OF WAR IN PARIS—OFFICIAL PHOTOGRAPHS.

It may be recalled that General Gallieni, who at the beginning of the war was Military Governor of Paris, succeeded M. Millerand as Minister of War a few months ago. The offices of the French Ministry of War are near the Chamber of Deputies, on the right of the Boulevard St. Germain going along it from the Quai d'Orsay. Part of the building, which was erected by Aubry in 1714 and rebuilt by

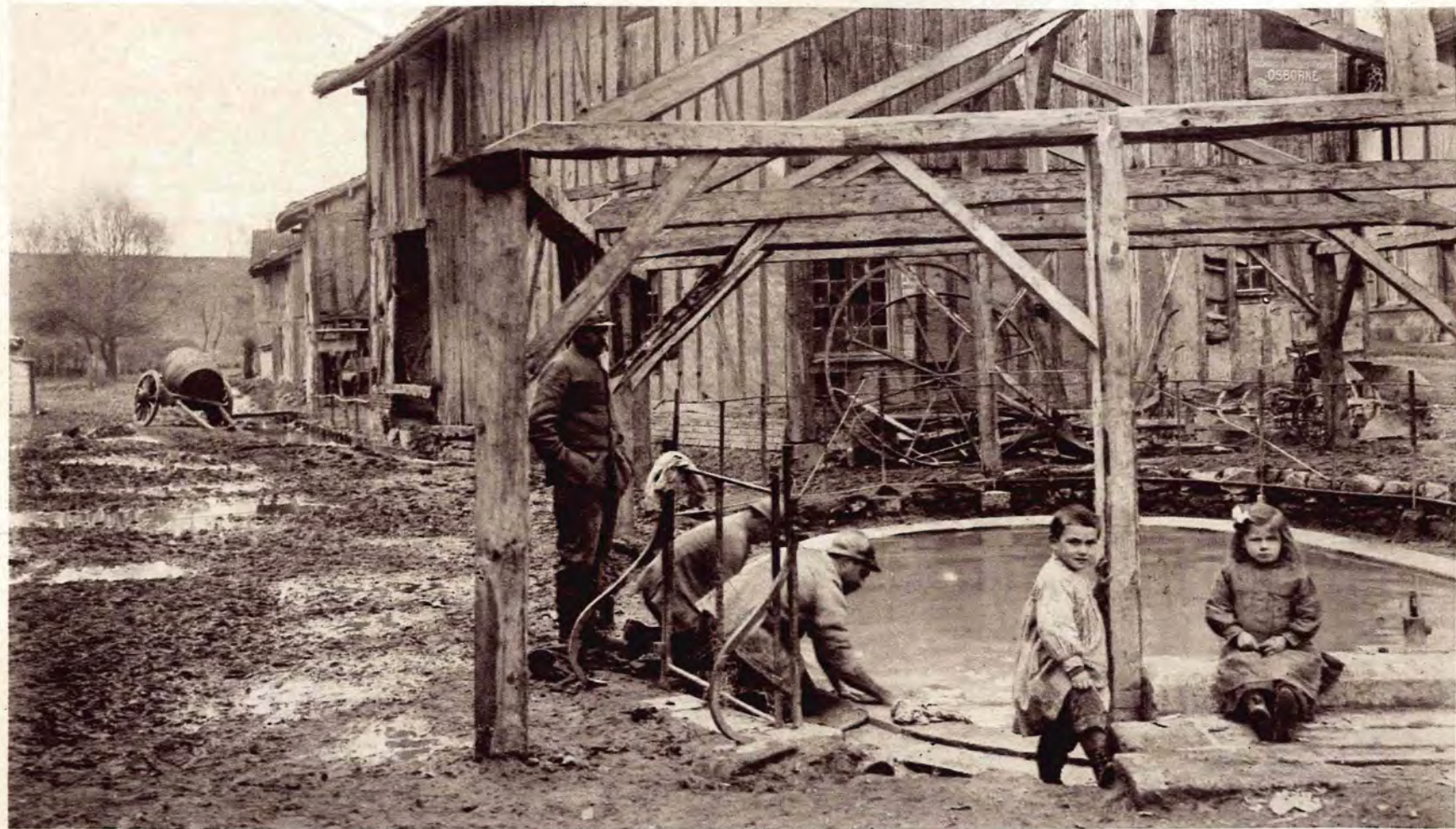
Bouchot in 1877, was formerly the residence of President Duret. In 1765 it was occupied by Marshal Richelieu and later, in Napoleonic times, by Lucien Bonaparte, brother of the Emperor. The photographs reproduced on this page show: (1) and (2) Bedrooms; (3) The Reception Room; and (4) The Dining Room.—[Official Photographs issued by the French War Office; supplied by Newspaper Illustrations.]



WHERE BOTH SIDES ARE CARRYING ON INCESSANT TRENCH-FIGHTING: ON ONE OF THE FRENCH BATTLEFIELDS IN CHAMPAGNE.

Blank and bare as appears the flat stretch of treeless ground seen in the illustration, all over the wide area the country is actually crammed as full of men as a warren of rabbits. Concealed just below surface level in the long rows of trenches that scar the distant background as far as may be seen, are soldiers by the hundred. The locale of the illustration is one of the districts of Champagne, where the country

expands in a plain of chalky subsoil, barren of woodland. There the French and Germans are continually in conflict. The communication-trench in the foreground beside which a French soldier is seated, leads to a line of fire-trenches from which the enemy were driven, which is now held by the French.—[Photo. by C.N.]



WASHING-DAY ON ACTIVE SERVICE: FRENCH SOLDIERS USING A POND FOR LAUNDRY OPERATIONS IN THE MARNE DISTRICT.

Little stone or concrete ponds for washing clothes, constructed by the roadside, or in the course of a streamlet, are a common feature of country life in France. Villagers conduct their laundry operations there, instead of in the limited accommodation of their own abodes, much to the general advantage. This little scene, with two French soldiers washing some of their belongings, and the children evidently

interested in the process, is typical of French rural life, and of the domesticated character of the *poilu* which he carries with him on active service. As we have pointed out, the sanitary arrangements of the French Army are very efficient, and the habits of personal cleanliness they promote maintain at a high level the health and spirit of the troops.—[French Official Photograph, supplied by Newspaper Illustrations.]



'BUS'ING TO THE TRENCHES: A FRENCH RELIEF DETACHMENT STARTING OUT BY MOTOR-'BUS TO THE FIRING-LINE.

To 'bus to the trenches is quite a normal experience at the front in many places, both with the French and British, and the quick and comfortable method of getting over what otherwise would be a long and trying tramp is heartily appreciated by all. The part the motor-'bus and French taxi have played since the military requisitioned their services should make a romantic chapter when later on the story of

their doings is written. Between them, indeed, they saved France and changed the fortune of the war for the Allies by their never-to-be-forgotten adventure on that September night of 1914 when the whole garrison of Paris was rushed *en masse* to the front by their means to stop the German march on Paris and bring about the victory of the Marne.—[Official French Photo., per Newspaper Illustrations.]



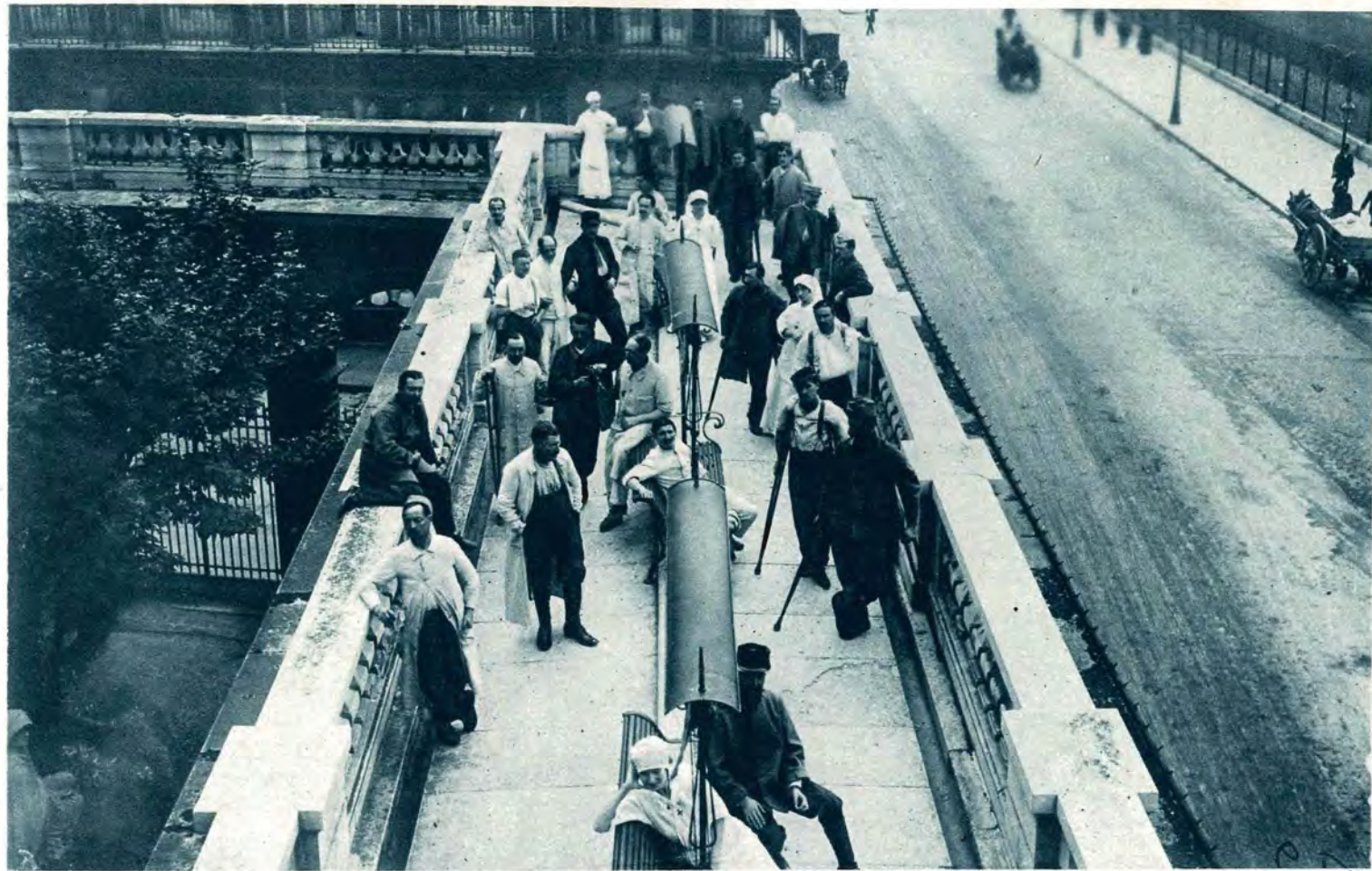
VICTIM OF A GERMAN SHELL: THE REMAINS OF AN OAK TREE.

For years to come, the ravages of war will be apparent in the woodlands of Northern France and Flanders, in maimed and shattered tree-trunks, scarred with gashes or standing half-lopped to the ground. The above illustration of an oak tree mangled out of recognition adds another to many illustrations of the kind given in previous issues and in the "Illustrated London News."—[Photo. by Touyéras.]



FEEDING THE FIRING-LINE: SUPPLYING "75's" ALONG A COMMUNICATION-TRENCH.

Everything—reinforcements, ammunition, rations—has to reach the firing-line under cover along the communication-trenches, narrow, deep-dug approaches, well below ground-level so as to screen those using it from observation, and zig-zagged to prevent enemy bullets enfilading more than a short length at a time. French gunners bringing up shells to a "75" battery are seen above.—[Photo. Touyéras.]



HOW THE FRENCH WOUNDED SOLDIERS ARE LOOKED AFTER: THE TERRACE PROMENADE AT ONE OF THE GREAT HOSPITALS.

"Aux braves hommes la Patrie reconnaissante" is the legend carved above the gateway of one of the famous historical State buildings of France. Never were the words better applicable than at present, as descriptive of the efforts the French are making on behalf of those wounded in the country's battles. Every health resort inland and by the sea, from the Normandy coast and the sands of Biarritz to the

pleasure cities of the Riviera, has become a sanatorium where wounded French soldiers, European and African alike, receive the most careful attention. In the illustration part of one of the French public hospitals is seen, a terrace where convalescent wounded may sun themselves and look on at everyday life outside.—[Official French War Office Photo., per Newspaper Illustrations.]

Little Lives of Great Men.

LVIII.—GENERAL SMUTS.

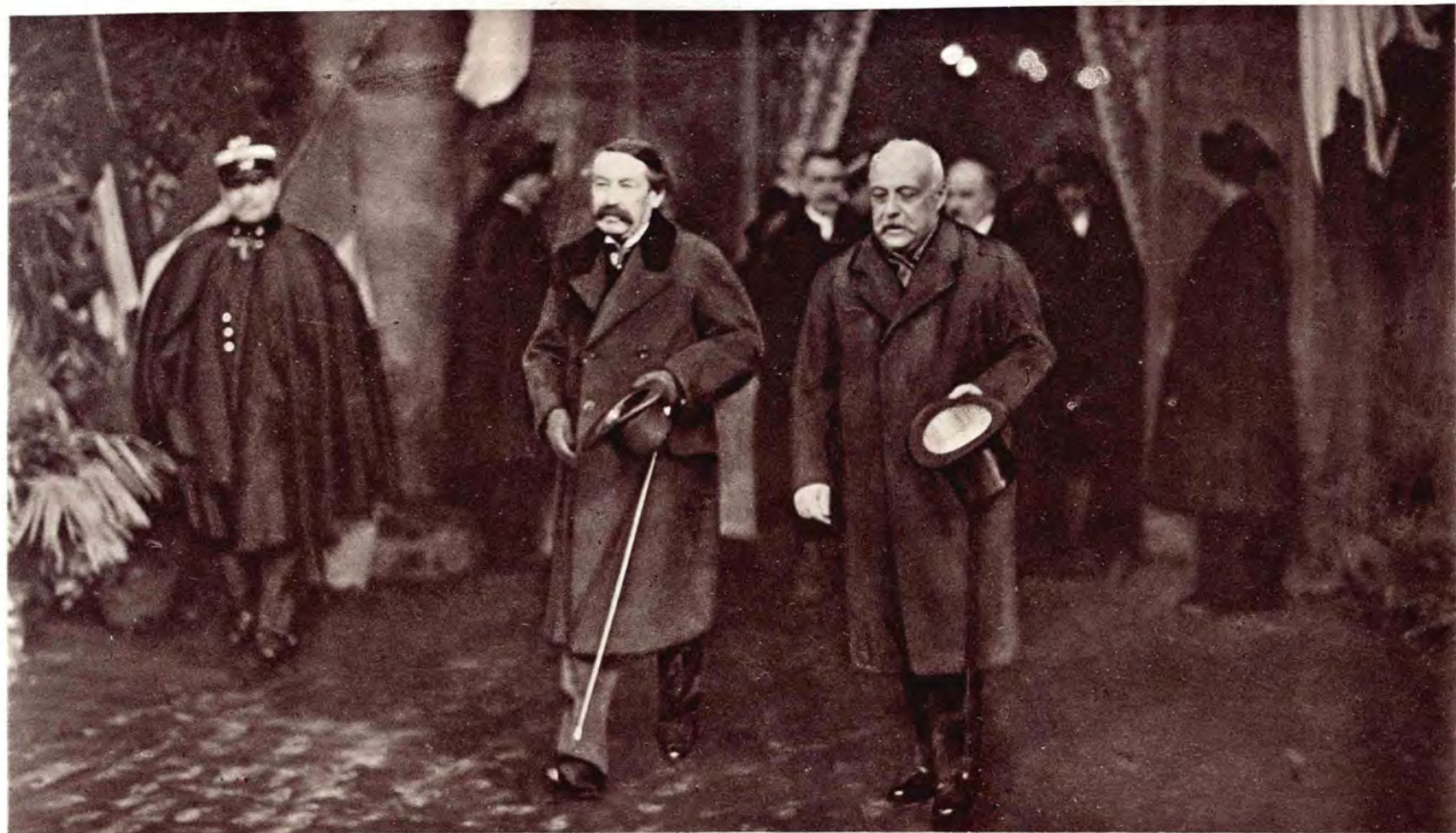
GENERAL Jan Christian Smuts, who has just been appointed Commander of the British forces operating in East Africa, is the son of J. F. Smuts, formerly a member of the Cape Legislative Assembly. He was born in 1870 near Cape Town, and was educated at the Victoria College, Stellenbosch, where he graduated with honours. Thence he proceeded to Christ's College, Cambridge. At Cambridge he had a very distinguished career, taking a first class in Law, and he is now an honorary fellow of Christ's. He returned to South Africa and became a member of the Cape Bar, subsequently removing to Pretoria, where he added politics to law, and became State Attorney General under Kruger. At the outbreak of the South African War Smuts fought first as a private burgher, but very soon rose to a high command, and was given the rank of General. Next to De Wet he was the wildest and most resourceful of the Boer leaders, and gave the British troops endless trouble. At the peace, however, Smuts threw in his lot with Great Britain, and has proved a most loyal subject of the Crown. After the Union he became General Botha's right-hand man, and he had much to do with the firm action on the part of the South African Government which prevented the most sinister developments of the labour trouble. Then came the present war, and General Smuts, now Defence Minister, again showed his soldierly qualities. These are beyond all praise, and have been proved to the hilt by the brilliant support he gave to General Botha



GENERAL JAN CHRISTIAN SMUTS: COMMANDER OF THE BRITISH FORCES IN EAST AFRICA.

After a Photograph by "Stage and Cinema," South Africa.

in putting down the rebellion and overcoming the German forces. The masterly dispositions and co-ordination of forces which led to the success of the great "round up" are known to have been managed by General Smuts. He held the threads of vast movements, and effected the most wonderful junctions of apparently isolated columns. Units which considered themselves beyond the ken of their leader would suddenly be hailed by a messenger in a motor, who would give the most precise and detailed orders for the next stage of the march; all stores and supplies across the veldt followed with unfailing regularity, and at length the troops realised that they were a cog in a huge machine moving to crush some distant rebel commando. And at the appointed time the blow fell. Such was General Smuts's strategy in the operations of April last year. He has great intellectual powers, industry, and an almost uncanny insight into the essentials of any problem he has to tackle. He and Botha are complementary to each other in genius and qualities. Since the rebellion was crushed, General Smuts has held a most successful recruiting campaign in the Union to raise forces for service in East Africa. Last November the Government offered him the supreme command of these forces, but he did not at the moment see his way to accept it. Now, however, as General Smith-Dorrien has been compelled, owing to ill-health, to relinquish the East African leadership, General Smuts has accepted the renewed offer and assumes command, with the temporary rank of Lieutenant-General. No doubt he will speedily reduce the enemy's last stronghold in Africa.



CO-ORDINATING ALLIED POLICY: THE FRENCH PREMIER, M. BRIAND (LEFT), WELCOMED BY THE ITALIAN PREMIER, SIGNOR SALANDRA.

M. Briand, Premier of France, and his colleagues, arrived in Rome on February 10, and were met by Signor Salandra (Premier of Italy), Baron Sonnino (Italian Foreign Minister), and other high officials. Our photograph shows M. Briand and Signor Salandra leaving the station. The French Mission was acclaimed by the people of Rome with great enthusiasm. At a luncheon given by Signor Salandra

M. Briand, replying to his host, said: "The Italy of to-day, heiress of a long past of glory in arms and arts alike, is proving that she is worthy of her great ancestors." M. Briand subsequently visited King Victor at the Italian front, and returned to France well pleased with the results of his mission, one of which has been the arranging of an Allied Conference in Paris, to open on the 27th.—[Photo. by C.N.]

IN connection with this German drawing of a "U" boat in harbour, it is interesting to recall the fact that there have been reports recently of a new and more powerful type of German submarine being employed. Mr. Archibald Hurd, writing in the "Daily Telegraph" a few days ago, said: "Among the new vessels built in Germany are what may best be described as submarine-monitors. They have already been seen at sea, and there is no doubt as to their existence, for they are the talk of neutrals who move about the Baltic on business. They are fairly big vessels. Above the more or less cylindrical hull is built a long battery, well protected by armour, which can be made completely watertight. It extends for a considerable distance along the hull, and in the centre is the commander's tower, from which orders are issued. Within this watertight battery are mounted guns; their calibre is unknown, but they are certainly more powerful weapons than anything the Germans have hitherto had. Such vessels as these, which are, no doubt, of high speed—much swifter than the vessels hitherto employed—will prove formidable. Like the smaller vessels, of which the Germans have lost so many, they possess the facility of becoming sub-

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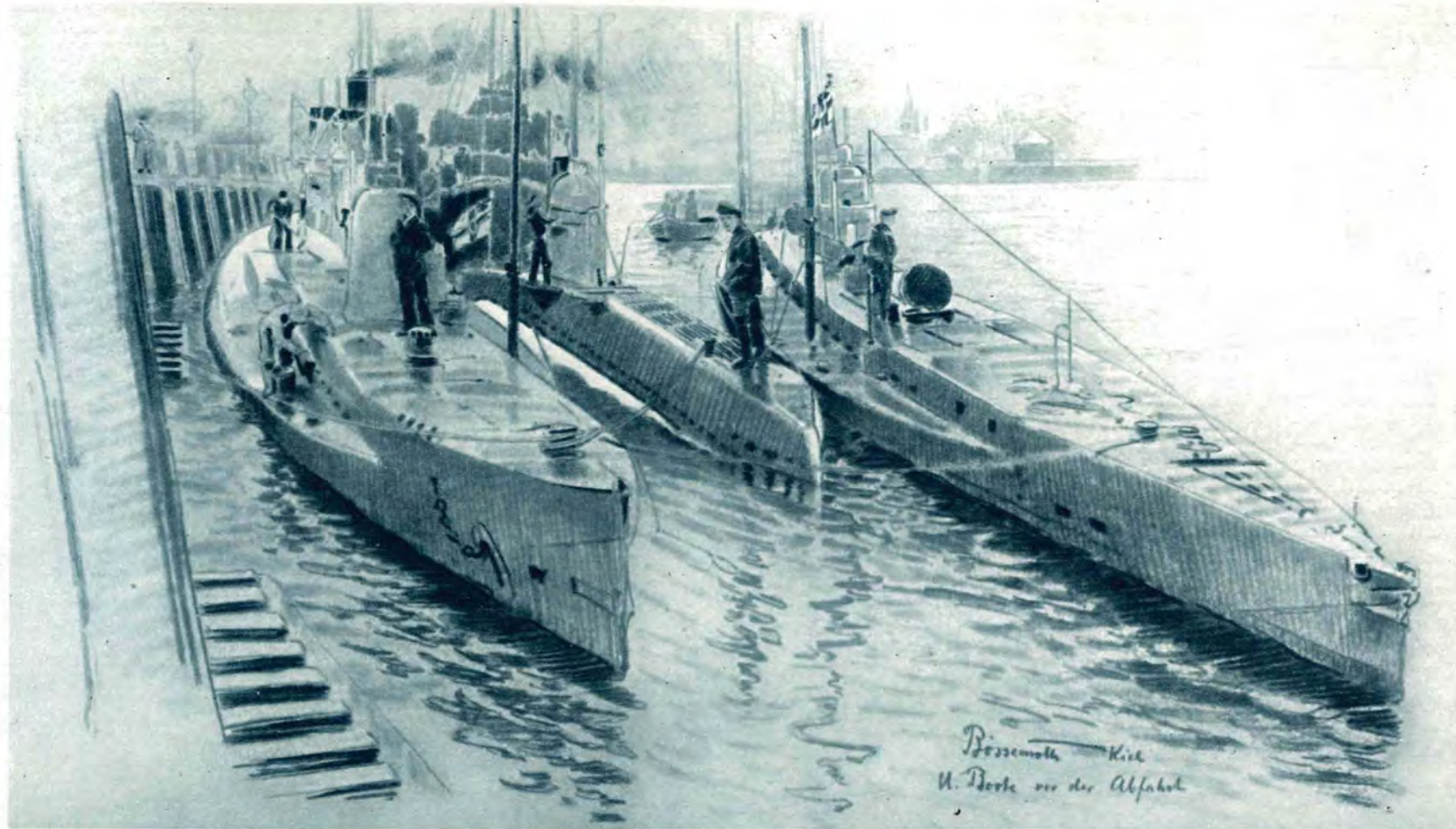


Continued.] merged. That is of value, offensively and defensively. It enables such a submarine monitor—or cruiser—to approach her unsuspecting prey—a merchantman. She can bring the armoured battery just above the water, leaving the hull of the submarine, which would otherwise be riddled with shot, still submerged. In this awash condition she may be immune from the very light artillery of a merchant ship—the submarine's guns, as well as the crews serving them, being out of harm's way behind the steel walls. Should a British man-of-war come on the scene, it will be easy to close the battery and dip down beneath the surface. Such vessels, I imagine, will be used in the new campaign—ships which have the qualities of the original American monitors, and, in addition, the offensive and defensive power of submergence. What will neutrals—particularly the United States—say to the claim that these men-of-war can be sent out on the seas to sink at sight anything—liner or cargo-boat, which has a gun on board as a poor means of defence against the new piracy? . . . There was no thought a few years ago that submarines as big as cruisers would roam about the seas, pursuing a policy of piracy." Fortunately, we can counteract all new craft.

ONE OF THE INSTRUMENTS OF GERMANY'S FUTILE SUBMARINE "FRIGHTFULNESS": A "U" BOAT IN HARBOUR—FROM A GERMAN DRAWING.

Submarines, and an occasional disguised raider, are practically the only vessels of Germany's fleet which have been able to keep the sea since the destruction of her cruiser squadrons off the Falklands. Her subsequent naval operations have been essentially of the surreptitious order—underhand strokes by mine and torpedo—often against passenger and trading ships—rather than above-board actions against ships

of war. Apart from its cruelty to non-combatants, her submarine policy has been hitherto singularly futile, as a large number of "U" boats have been destroyed. But it appears that the war on liners is to continue. The above drawing from a German paper is described merely as "In the U-boat harbour." Apparently a high-angle anti-aircraft gun near the conning-tower is being fired.



AWAITING ORDERS TO PUT TO SEA AND CARRY OUT GERMANY'S NEW SUBMARINE POLICY? "U BOATS BEFORE THEIR DEPARTURE."

Like that given on the opposite page, this is a drawing by a German marine painter, who adds the word "Kiel" to his signature thereon. Whether this means that the drawings were made at Kiel, or merely that he resides there, it is impossible to say. It is of interest to recall the Memorandum regarding armed merchantmen issued by the "innocent" German Government. After quoting what it alleges to

be secret directions issued by the British Admiralty and stated to have been found on captured British steamers, it concludes: "In view of the aforesaid circumstances, enemy merchantmen carrying guns are not entitled to be regarded as peaceful merchantmen. The German naval forces, therefore, after a short interval in the interests of neutrals, will receive an order to treat such vessels as belligerents."

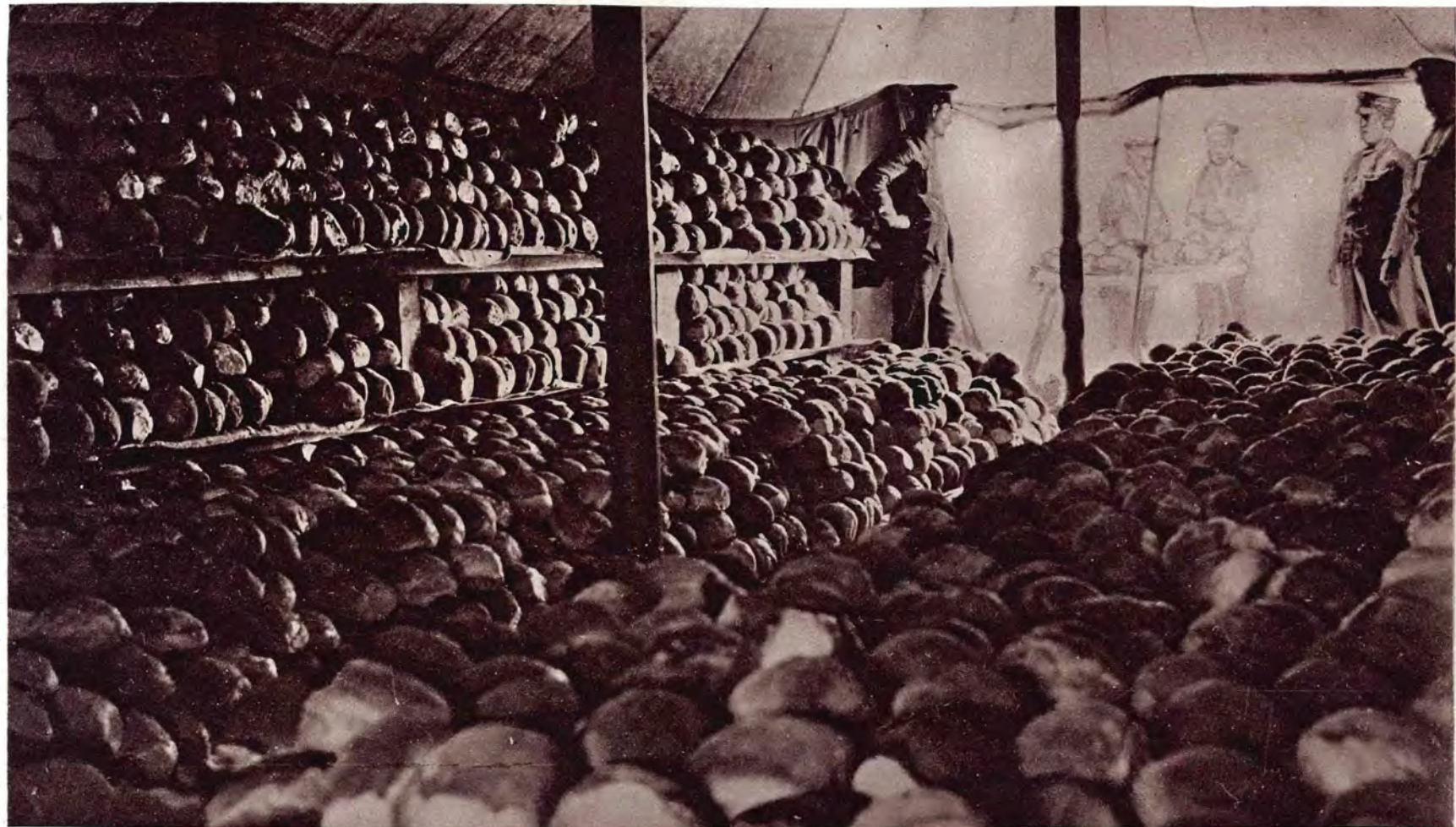


IN A BRITISH CAMP AT SALONIKA: ARMY BAKERS DURING THE PREPARATION OF THE BREAD RATION IN THE FIELD-OVENS.

Field-ovens, as part of the Field-Bakery establishment of the Army, have formed a regulation portion of the Service equipment taken out in charge of the Commissariat Department of all British oversea expeditions on campaign for very many years past, in order to ensure the troops in the field having a regular and satisfactory supply of fresh bread, whenever halted for more than a few hours, or in

stationary camps. For troops on detached duty or temporarily engaged in mobile operations away from camp, where rations of bread cannot be taken conveniently, rations of Army biscuit are served out in lieu. In the illustration above is seen a range of field-ovens at a camp bakery at Salonika, showing loaves of bread in process of being baked, and also members of the working staff of the section. Before

[Continued opposite]



Continued

IN A BRITISH CAMP AT SALONIKA: PART OF ONE DAY'S

the war, the men were civilian bakers. They were enlisted for their knowledge of their special calling—an instance, by the way, of the care taken by the authorities to do the best for the well-being and general comfort of our armies. The illustration on the right-hand page will help one to realise something of the daily task set a large camp bakery establishment to cope with, and also give an idea of the extensive

BREAD-RATION SUPPLY READY IN A COMMISSARIAT TENT.

supply of bread that our soldiers regularly require. The loaves are seen stacked in one of the Commissariat Department store-tents, where they are kept ready for issue at the ration-hour. They form only a portion of one day's "bake." In this care for the rations question our authorities are following the lead of Napoleon.—[Official Press Bureau Photograph, supplied by Central Press.]



SPORT ON ACTIVE SERVICE : A RACE-MEETING AT SALONIKA—THE PIPERS OF A SCOTTISH BATTALION MARCHING DOWN THE "COURSE."

The British love of racing and sport showed itself recently among the troops at Salonika, when a half-holiday given to a Scottish battalion in the front lines was devoted to a race-meeting outside the trenches. Before the races took place a band of pipers marched down the "course." The events, including a mule-race, were watched with the keenest enthusiasm. Describing the occasion, Mr. G. Ward

Price wrote from Salonika on February 2 : "From the plain north of the town, where a gymkhana was held this afternoon, one could look back and see the Bank of Salonika's warehouse still pouring up smoke from its smouldering embers. 'What a sample of British frightfulness for any Boche who flew over now,' said a Frenchman clinging to one of the wagons that served as a grand-stand—the

(Continued opposite.)



"DERBY DAY" FOR THE TROOPS AT SALONIKA: A KHAKI CROWD WATCHING A MULE-RACE IN FRONT OF THE TRENCHES.

Continued.
English heartlessly amusing themselves with sport while Salonika burns! The broken night which many had had did not interfere with the success of this first little race-meeting, which was a welcome relief to the monotony of waiting for the enemy. There was a real 'bookie,' who is a squadron-sergeant-major, displaying the inevitable sign of 'The Old Firm' under alien skies. The course was

thickly lined with a khaki crowd, mounted and afoot. Several French officers had entered for the jumping competition." It may be recalled that some ten days later, some French cavalry crossed the Vardar to the right bank in order to reconnoitre daily for any enemy approaching from the direction of Monastir.—[Official Photographs issued by the Press Bureau; supplied by Central Press.]



RUSSIA'S SPLENDID VICTORY IN THE CAUCASUS: THE TAKING OF ERZERUM, THE CHIEF TURKISH

The capture of Erzerum by the Russians is a splendid achievement which augurs well for the Allies at the outset of this momentous year. Erzerum is the chief city of Armenia, and, as the strongest fortress in Asiatic Turkey, has been called the key to the Sultan's dominions in Asia. The news of its fall was thus communicated to the Tsar by Grand Duke Nicholas, Viceroy of the Caucasus, on February 16: "God has granted the brave troops of the Army of the Caucasus such great help that Erzerum has been taken after



RTRESS IN ASIA—STORMING THE FORTS AT THE POINT OF THE BAYONET.—DRAWN BY FRÉDÉRIC DE HAENEN.

days of unprecedented assault. I am inexpressibly happy to announce this victory to your Imperial Majesty." The triumph was not won entirely by artillery, but largely by the valour of the Russian soldiers, fighting under the severest conditions of terrain and weather, in a temperature sometimes 56 degrees below freezing-point. Most of the forts were stormed at the point of the bayonet. The fall of Erzerum will make a profound impression in the Near East, and will doubtless assist the British campaign in Mesopotamia.



RATS' TAILS WORTH A PENNY A-PIECE IN FRENCH TRENCHES! A SOLDIER RAT-HUNTER DELIVERING HIS TROPHIES TO AN N.C.O.

Among the minor ills of trench-warfare are the hordes of rats which have made their appearance on the Western front, and infest both the French and the British trenches. Rat-hunting has become a popular sport with the troops, and hundreds of ferrets have been sent over to the British lines in Flanders during the past few months. The French hunt the rats in their trenches with terriers, and

men have been appointed as official rat-catchers. They are paid a penny, it is said, for each rat's tail they bring in. A British officer wrote recently in a letter from the Western front: "Going along the frozen Flanders roads from the battery to the wagon-line in the dark hours, I often encounter water-rats, who scuffle off the paths into the shelter of ditch or hedge. They scuffle slowly, for they are

[Continued opposite.]



THE PLAGUE OF RATS IN THE FRENCH TRENCHES: AN OFFICIAL RAT-CATCHER, WITH HIS DOG, AND THEIR "BAG."

Continued. What of the harvest has not been garnered gives them great stores of roots and grain—unexpected bounty of man, for which they have to thank a war in which man is rapidly achieving his own ruin. The temptation to strike at a rat and kill it is natural. But I am restrained by a feeling that there is so much work of necessary slaughter to be done that pity must have a refuge somewhere.

It is a relief to feel able to spare. Until the 'grey rats'—as the Belgians used to call the invaders—are finally cleared away from these ravaged fields, let the water-rat have his feast of the abandoned harvests." In the midst of the unending chronicle of death and destruction, such an expression as this possesses a very real value as well as interest.—[Photos. by C.N.]



BACK TO THE DIVINING-ROD IN WAR: FRENCH OFFICERS IN CHAMPAGNE EXPERIMENTING TO FIND AN UNDERGROUND SPRING.

The wide area of the Champagne district in Northern France—"la Champagne poudreuse"—dusty or barren Champagne, as it is often called—is waterless over large tracts, owing to the chalky subsoil of the table-land and bare downs which traverse the department. Thus, in spite of winter rains, the question of a sufficient water-supply for the large camps where masses of men are kept concentrated

in support of the first-line troops in the trenches at the extreme front, is a pressing one. Efforts are continually being made to render fresh sources of supply available and find underground streams that may be tapped. One such attempt by means of the ancient and often-derided method with the divining-rod is seen above being experimented with by French officers.—[Photo. by Topical.]



HOW THE FRENCH KEEP THE MAIN RAILWAYS CLEAR FOR TROOP MOVEMENTS: A LIGHT RAILWAY FOR BRINGING UP MUNITIONS.

Well furnished with a network of railways forming a strategic system of the utmost value, as is practically the whole of Northern France over miles of country immediately in rear of where the armies confront the enemy, recourse is had to supplemental light railways which are used mainly for purposes of army supply. These have been laid down primarily to ensure the regular railway lines

being at all times kept clear for transporting reinforcing troops between localities from which suspicious activity of the Germans has been reported or from which the enemy may unexpectedly threaten a dangerous thrust forward in force. One of these light railways on which horse traction is used is shown being worked for bringing truck-loads of high-explosive shells and stores.—[Photo. by Topical.]

HOW IT WORKS: LVII.—VISUAL SIGNALLING BY DAY AND NIGHT.

ALTHOUGH the use of wireless telegraphy has to a very great extent superseded the older forms of signalling in war, there are still occasions when some of these can be and are employed to advantage. Visual signalling may be effected in a number of ways, the selection depending on the circumstances of each particular case.

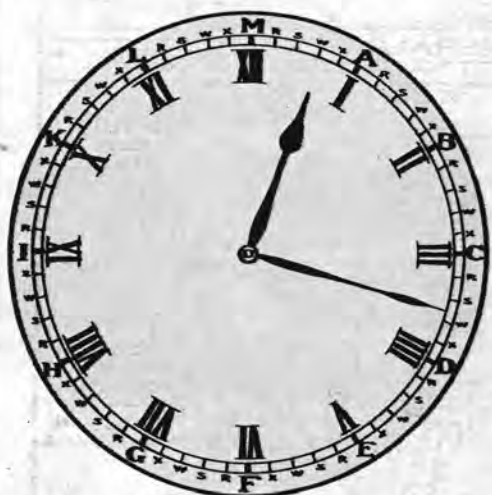


FIG. 5.—CLOCK WITH THE FACE LETTERED FOR SIGNALLING CODE TIME.

Messages can be transmitted by flag-signals (semaphore or Morse code) when the sender and receiver are sufficiently near together for the latter to distinguish the flag-motions made by the former. A man holding a flag in each hand can denote any letter of the alphabet, any numerals, or other necessary signs by holding the two flags in certain regulation positions (Fig. 1). The time of day can also be signalled by two flags, the hours and minutes on the clock-face being represented by letters (Fig. 5), which are signalled as such. According to this method, one o'clock becomes *A*, two o'clock *B*, three o'clock *C*, and so on, the minutes between each hour-letter being denoted by the letters *R*, *S*, *W*, *X* in each case. Thus 2.18 in the afternoon becomes *B*, *C*, *W*; *P.M.*;—5.12 in the morning *E*, *B*, *S*; *A.M.* Noon and midnight are always signalled as one minute past the hour; thus midnight is *M*, *R*; *A.M.*; and noon is *M*, *R*; *P.M.*

The Morse code can be used in any situation where sounds or flashes can be transmitted from the sender to the person receiving the message. Flashes of sunlight transmitted by a heliograph (five-inch mirror) can be read at a distance of seventy miles under good climatic conditions. This instrument (Fig. 2) consists of a mirror, or combination of mirrors, which can be adjusted to any angle so as to reflect the rays of the sun in any desired direction and make them fall on the receiving station to which the message is to be transmitted. The observer at the receiving station sees

the flash of sunlight on the mirror at the sending station when the mirror at the sending station is so adjusted as to project the ray exactly on to his position.

When the position of the sun is between the sender and the receiver, this can be effected with one mirror only. When the sun lies behind the sending station, duplex mirrors are required, the sunlight being reflected from a mirror facing the sun to one facing the receiving station. The interposition of a second mirror causes a certain loss of light, and, in consequence, the signals sent in this manner are not visible at such long distances as are those flashed with a single mirror. It should be noted that the continual movement of the earth, and its consequently varying position with reference to the sun, involves continual alteration in the angular positions of these mirrors in order that the ray of sunlight may always be directed exactly on the receiving station.

Morse code signals can also be transmitted by means of acetylene flashes from a specially designed lamp or projector (Figs. 3 and 4), of which the Zeiss (Figs. 4 and 6) is a good example. In this case the acetylene and oxygen are consumed at a jet placed at the focus of a large concave glass mirror, a small interrupting disc or shutter being provided between the source of light and the mirror, by the operation of which the length of the flashes and the intervals between them are controlled (Fig. 4).

The instrument, which resembles a searchlight-projector, is mounted on a tripod (Fig. 6). A cylinder of oxygen is suspended below the lamps, while a generator, producing acetylene gas by the action of water on calcium carbide, stands on the ground.

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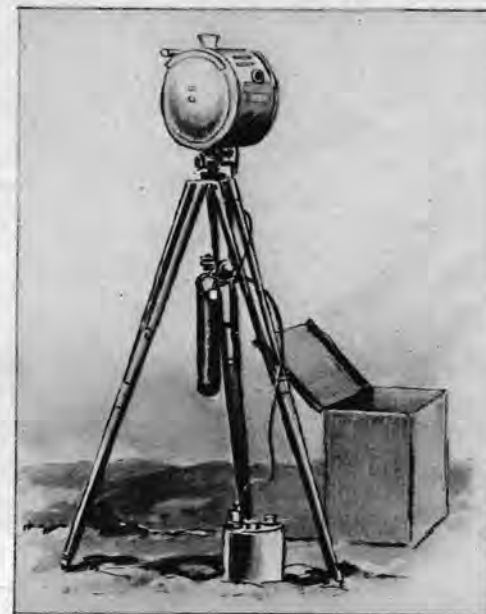
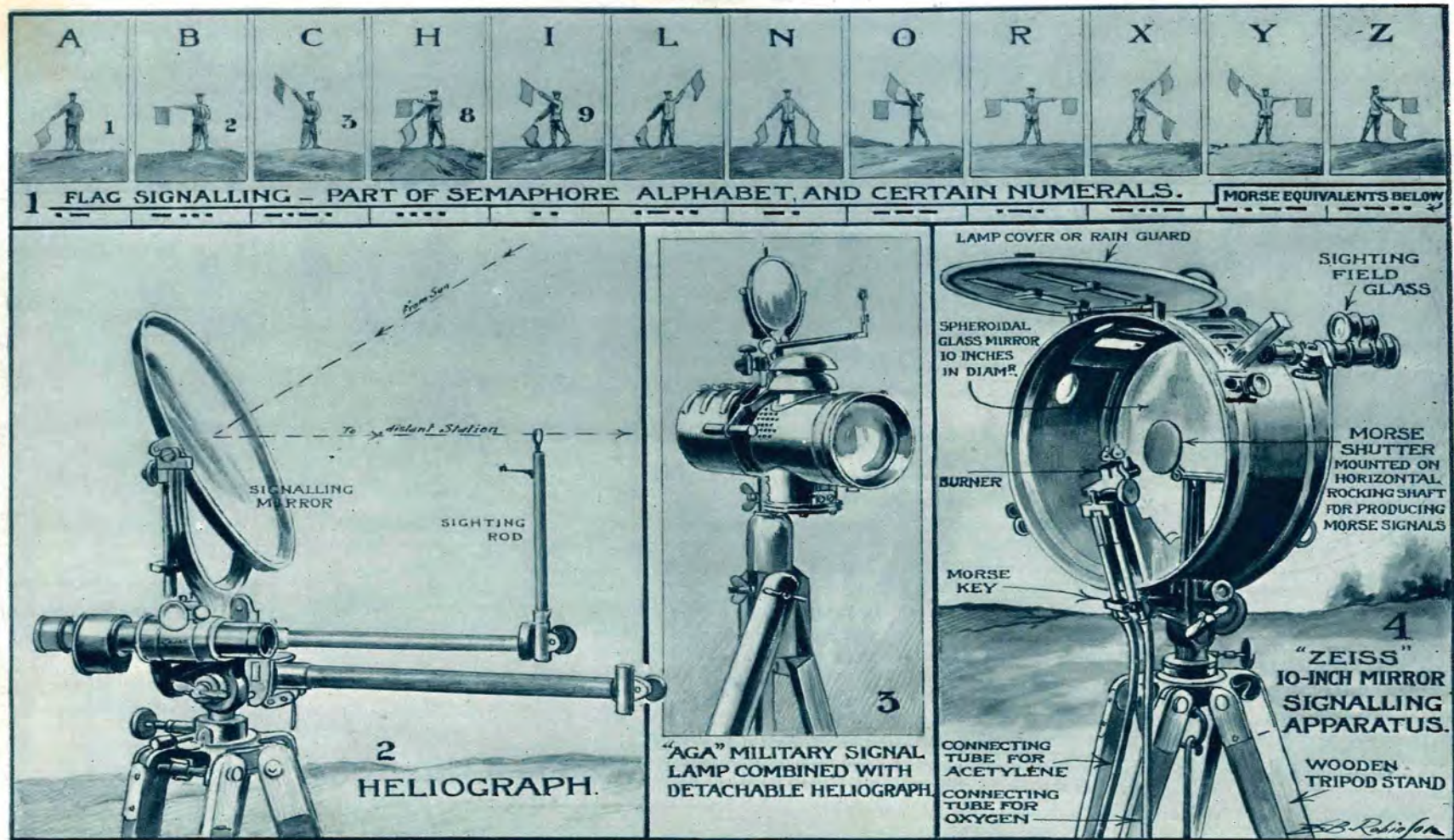


FIG. 6.—10-INCH ZEISS MIRROR MOUNTED ON TRIPOD STAND FOR SERVICE.



HOW IT WORKS: LVII.—VISUAL SIGNALLING: HAND; HELIOGRAPH; LAMP.

Continued.

Attached to the lamp is a field-glass by means of which the sender locates the receiving-station and brings his lamp-ray to bear on it. This field-glass is employed for the signalling-apparatus in the same way that the telescope-sight is for the field-gun. A 10-inch mirror will transmit the flash from a high-power burner to a distance of 15½ miles in daylight, and to 46 miles at night. Morse signals can, in

addition, be transmitted at night by means of specially designed lamps, or even by the manipulation of ordinary searchlights. In the case of these, however, the use of some secret code is necessary, as, of course, the flashes are visible to everyone within a wide area on all sides who sees the beam of light.—[Fig. 3, the "Aga" Lamp, is reproduced by Courtesy of the Gas Accumulator Co.]



BOXING—THE MOST POPULAR OF ARMY PASTIMES: "BOMBARDIER" WELLS, OF THE WELSH REGIMENT, TRAINING FOR MONDAY'S MATCH IN LONDON. Sturdiest and manliest of pastimes, boxing appeals essentially to the natural instincts of the British soldier and sailor. No pastime, as a fact, is more popular at the Front. We illustrated in a previous Number, for one instance, a boxing match in a camp at Gallipoli, noting, as mentioned by our correspondent, how almost every afternoon such contests took place among men off duty. An exceptionally interesting set-to in the ring between soldier-boxers took place on Monday at the "Khaki Tournament" at Golder's Green, between "Bombardier" (now Sergt.-Instructor) Wells, of a Service battalion of the Welsh Regiment, and Sergeant "Dick" Smith, another boxer who has answered the country's call. Wells is seen here in training at a gymnasium at Cardiff.—[Photo. by Illustrations Bureau.]



BRINGING IN A LOST "TIN FISH": THE FINDERS OF A DERELICT TORPEDO TOWING THEIR SALVAGE.

The recovery of torpedoes which have missed their mark in action or during target-practice and remain floating at the close of their run is one of the odd jobs that come on occasion in the work of patrol vessels and of fishing-craft. The finders receive a reward of £5 per torpedo on handing it over to the nearest coastguard officer, or to the naval authorities anywhere. The finders are advised by the

Admiralty instructions how best to deal with derelict torpedoes with safety and as to the most convenient way of bringing them in, by taking them in tow tail first with a rope passed over the screw-propellers and fins and fastened round the small part of the tail. The work of salving is risky, and well worth the reward that is paid by the Admiralty authorities.—[Drawn by Charles Pears.]



STILL IN THE MIDST OF DANGER: YPRES CATHEDRAL, FACING WEST—SHATTERED MASONRY; AND A SHELL-HOLE "POND."

The present condition of the interior of what was once one of the noblest of the historic buildings of West Flanders, Ypres Cathedral, dedicated to the soldier saint of Old Gaul, St. Martin, is shown above, a mass of shattered and crumbling stone and brickwork with some of the arches and portions of the exterior walls still left standing in a more or less tottering state. The choir, nave, and aisles date from

the thirteenth century, with later additions of transepts and chapels; practically all now reduced to shapeless masses of ruined masonry. Only a short time before the war the restoration of the fabric had been taken in hand. In the foreground of the photograph is seen a huge hole in the ground made by a German shell and filled with rain water.—[Official Photograph, supplied by C.N.]



THE FIGHTING LONDON 'BUS: CONVERTED "GENERALS" DOING DUTY AT THE FRONT AS ANTI-AIRCRAFT GUN-MOUNTS.

In the days before the war the vehicles seen here, each mounting an anti-aircraft gun, were London motor-buses, belonging to the General Omnibus Company, among the number that daily traversed the chief thoroughfares of the Metropolis. Only the chassis, the supporting frame and wheels, and the motor-engine mechanism remain of the original structures. The body of each 'bus was removed on

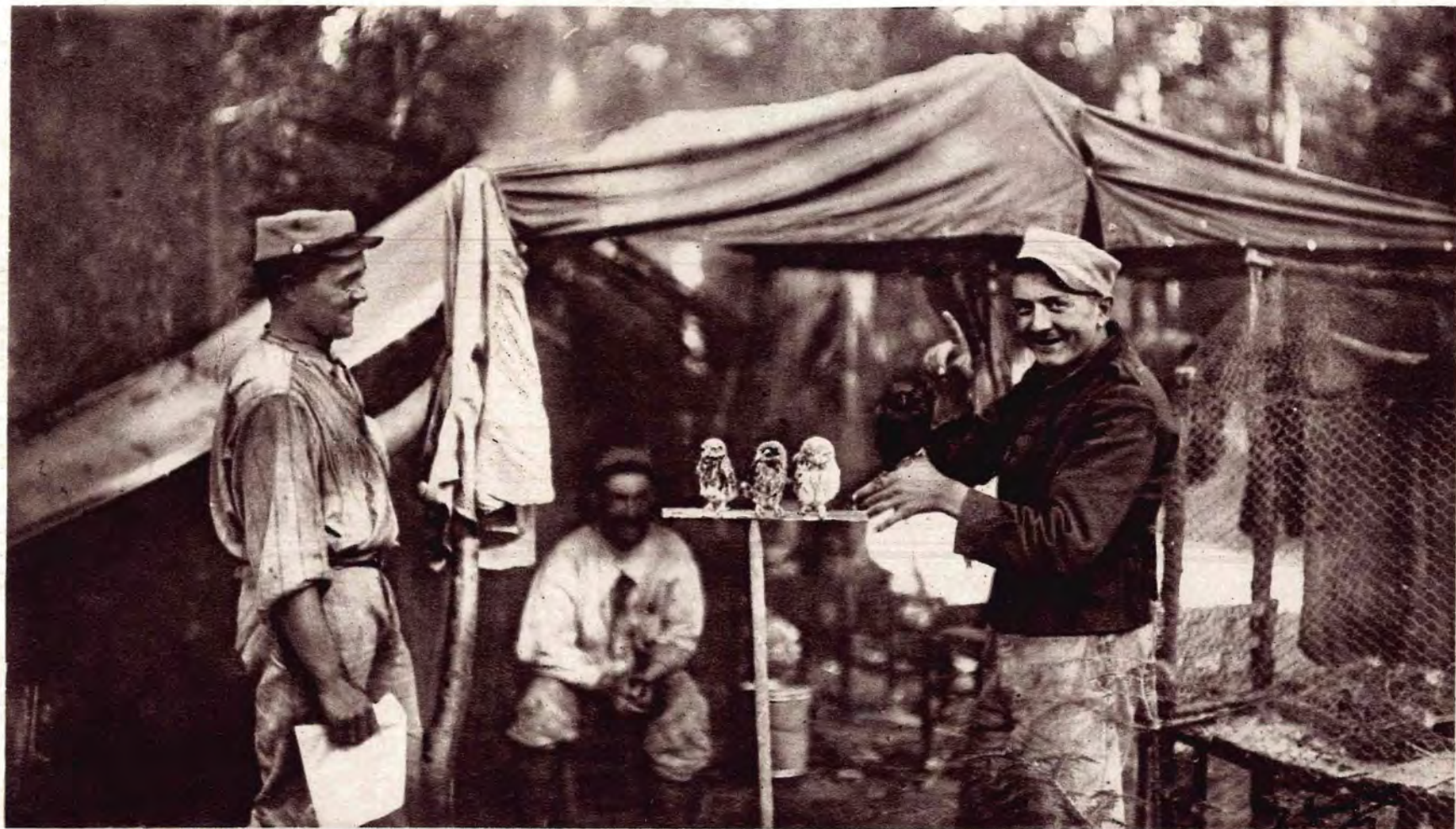
the vehicle being taken over for service purposes by the War Office, the entire upper part for accommodating passengers being disconnected and hauled off. The process was illustrated in one of our earlier issues, which showed men engaged in converting a number of London 'buses for work at the front. Motor-'bus chassis make convenient and roomy gun-platforms.—[Photo. by Alfieri.]



THE EMPEROR OF RUSSIA'S PERSONAL ENVOY TO THE EMPEROR OF JAPAN: THE GRAND DUKE GEORGE MIKHAILOVITCH IN TOKYO.

The Grand Duke received a splendid welcome on his arrival in Japan on January 12 to convey the Tsar's congratulations to the Emperor on his enthronement. The Emperor Yoshihito himself met him at the station. The popular welcome was most enthusiastic. Crowds lined the route as the Grand Duke drove to the Kasumigaseki Palace, where he stayed, and the streets were decorated as at the

Enthronement. Our photographs show: (1) The Grand Duke (the left-hand figure) in the carriage with Prince Kan-in leaving the station; (2) School-girls lining the route; (3) The Grand Duke in St. Nicolai Cathedral at Surugadai, Tokyo, on January 14, and Japanese girls from the school attached to the Cathedral; (4) The Grand Duke in the Imperial motor-car visiting Embassies.—[Photos. by Meiji Seihanjo.]



OWLETS AND A CROW AS MASCOTS AT THE FRONT: FRENCH ARTILLERYMEN AND THEIR BIRD FRIENDS.

Partly from superstition, but more from sheer fun, the popularity of mascots with the troops at the front is universal. The jewelled mascot, or the purely romantic or unaffectedly comic charm, in some quarters, gives place to animals; and dogs, goats, and birds are not infrequently among the camp-followers at the front. Our illustration shows a popular development of the idea, in the form of a

little aviary of owllets and a crow. "Chouette," the owl, used as an ejaculatory adjective, is the equivalent of our "capital!" "excellent!" And it is certainly a joke of the first order to see these little birds sitting as solemnly and placidly as judges on the bench, within sound of the guns. The crow is also a popular feature, but the owllets are the great draw.—[Photo. by Touvéras.]



HAND-GRENADE DRILL AS PART OF THE UP-TO-DATE SOLDIER'S BATTLE-TRAINING: FRENCH LINESMEN, UNDER INST

The reintroduction of the hand-grenade and its modern adoption as a regular projectile used in trench-fighting have brought into existence in all the armies specially organised schools of instruction, for the training of soldiers in the handling of the missiles in action. Both in France and in England (to take two of the nations only for present purposes), a thorough course of tuition has to be undergone by infantry

recruits in order to supply squads of bombers for every battalion at the front. The tuition in certain of the system follows on the lines of old-time methods employed by the early grenadiers, who formed part of every French and English regiment of the Line in the times of Louis XIV. and Charles I. and were retained on the establishment for many years afterwards. As to the modern military



IN A TRENCH AT A BASE CAMP, PRACTISING HOW TO FLING GRENADES AND PROTECT THEMSELVES FROM SPLINTERS.

system followed in England in the handling of hand-grenades, we have in previous issues given a number of illustrations, in the "New Army" battalion series of photographs designated "Fighters for the Freedom of Europe." How realistic the practice of the men is made and how it is carried out with "live" bombs, exactly in the conditions of active service at the front, was there shown. In the illustration above is seen

a squad of French soldiers under instruction in hand-grenade work at one of the training establishments near a base camp in rear of the fighting lines. It will be noticed how the men are taught to bend their heads and shoulders downwards and assume a crouching attitude, keeping well under cover of the crest and front wall of the trench, as protection when a bomb explodes in their near neighbourhood.—[Photo. by C.N.]



RECENTLY VISITED BY LORD CURZON AND SIR DOUGLAS HAIG: KING ALBERT (WEARING A STEEL HELMET) REVIEWING BELGIAN TROOPS.

This interesting photograph shows King Albert, in the centre, reviewing cavalry on a wide stretch of sand by the sea. In the group on the left are the Queen of the Belgians and her elder son, Prince Leopold, Duke of Brabant. The figure between them is described in the French as "le Prince de Teck," and we cannot distinguish whether it is the Duke of Teck or Prince Alexander of Teck. King Albert

and his son are wearing the new steel helmet. It was announced on February 5 that "Lord Curzon of Kedleston, Lord Privy Seal, and General Sir Douglas Haig, Commander-in-Chief of the British Expeditionary Force, have been deputed by his Majesty's Government to proceed on a special Mission to the King of the Belgians. Lord Curzon has left England for the purpose."



THROUGH THE PROMPT ACTION OF THE UNITED STATES GOVERNMENT: PASSENGERS LANDING FROM THE "APPAM" AT NORFOLK, VA., U.S.A.

In the above photograph, a number of the passengers on board the "Appam" are seen about to be landed at Norfolk, Virginia, in the United States, by the American tug-boat "Alice," of the Chesapeake and Ohio service, which put them ashore from the "Appam." Most of the passengers reached England from New York by a Dutch mail steamer on February 17, the Washington authorities firmly insisting

on their unconditional release from captivity in spite of the German Ambassador's original demand for their detention or internment as prisoners of war on the plea that the "Appam" entered American waters with the character of a war-vessel. The "Appam" brought in not only her own passengers but also the crews of the seven British ships sunk by her captor.—[Topical.]



"APPAM,"

LUNCHEON

CONSUMME VERMICELLI PUREE SPLIT PEA

CURRIED RABBIT, BOMBAY DUCK

LOIN OF VEAL FARCI AND LEMON SAUCE

BAKED POTATOES

COLD BUFFET.

HERRINGS IN TOMATO SAUCE BORDEAUX SARDINES

SIRLOIN OF BEEF HAUNCH OF MUTTON

PRESSED BEEF OXFORD BRAWN

SALAD

PRUNES AND CUSTARD

ASSORTED PASTRY

LEMON WATER ICE

FRUIT CHEESE

COFFEE

Monday, January 3, 1916

THE BRITISH  AND AFRICAN
STEAM NAVIGATION CO. LTD.

ELDER, DEMPSTER AND CO. LIMITED,
MANAGERS.

DINNER
LUNCHEON

"APPAM."

MACARONI

BREAD AND BUTTER

TEA

Thursday, January 20, 1916

PASSENGER MEALS ON BOARD THE "APPAM": A NORMAL LUNCHEON MENU.

The "Appam" when captured had on board provisions to feed the 301 people in the ship, passengers and crew, the crews of vessels sunk by the German raider, and the German prize crew, for six days, and the supply ran short while crossing the Atlantic on the devious route adopted to avoid British cruisers. In consequence, everybody was put on short commons. We give above two specimen luncheon-

PASSENGER MEALS ON BOARD THE "APPAM": A GERMAN LUNCHEON

menus in contrast. On the left is the "Appam's" usual passenger menu: on the right, a Lieut. Berg's régime. The "Appam's" normal breakfast menu of twenty-seven items was cut down to three: "Grilled Bacon: Bread: Coffee." The dinner menu of sixteen items, *hors d'œuvre*, fish, *entrées*, etc., was cut down to five: "Pea Soup; Roast Beef; Boiled Potatoes; Carrots;



COMMANDER OF THE "APPAM" UNDER THE GERMAN NAVAL FLAG: LIEUT. BERG.

As far as is at present known, Lieut. Berg, who brought the "Appam" as a prize into American waters, is an officer on the Auxiliary List of the German Navy. He is said to be thirty-nine years of age, and a Schleswig-Holsteiner by birth, and to have joined the German Navy as an A.B. in 1914, being promoted to Lieutenant six months ago.—[Photo. by Topical.]



THE "MOEWE" MYSTERY: A GERMAN SAILOR ON BOARD THE "APPAM."

The German sailors who boarded and took charge of the "Appam" on her capture are stated to have been wearing cap-ribbons with, on them, the names of various German ships. Most of the ribbons showed the name "Moewe," which is understood to be the name the German raider bore, although no "Moewe" is named in any recent German "Navy List."—[Photo. by Topical.]



FRANCE'S ARMY OF MUNITION-MAKERS: A FACTORY DINING-HALL

"All Gaul," says Caesar, "is divided into three parts." The classic quotation from the opening sentence of the Commentaries might be read as exactly prophetic of affairs in the Gaul of these times. The France of 1916 knows only three divisions throughout the whole nation. Fighters: War-workers: War Helpers. Almost as numerous an army of men, women, and youths, indeed, as the soldier-army has

AT LYONS WITH SEATING ACCOMMODATION FOR 2300 WORKERS.

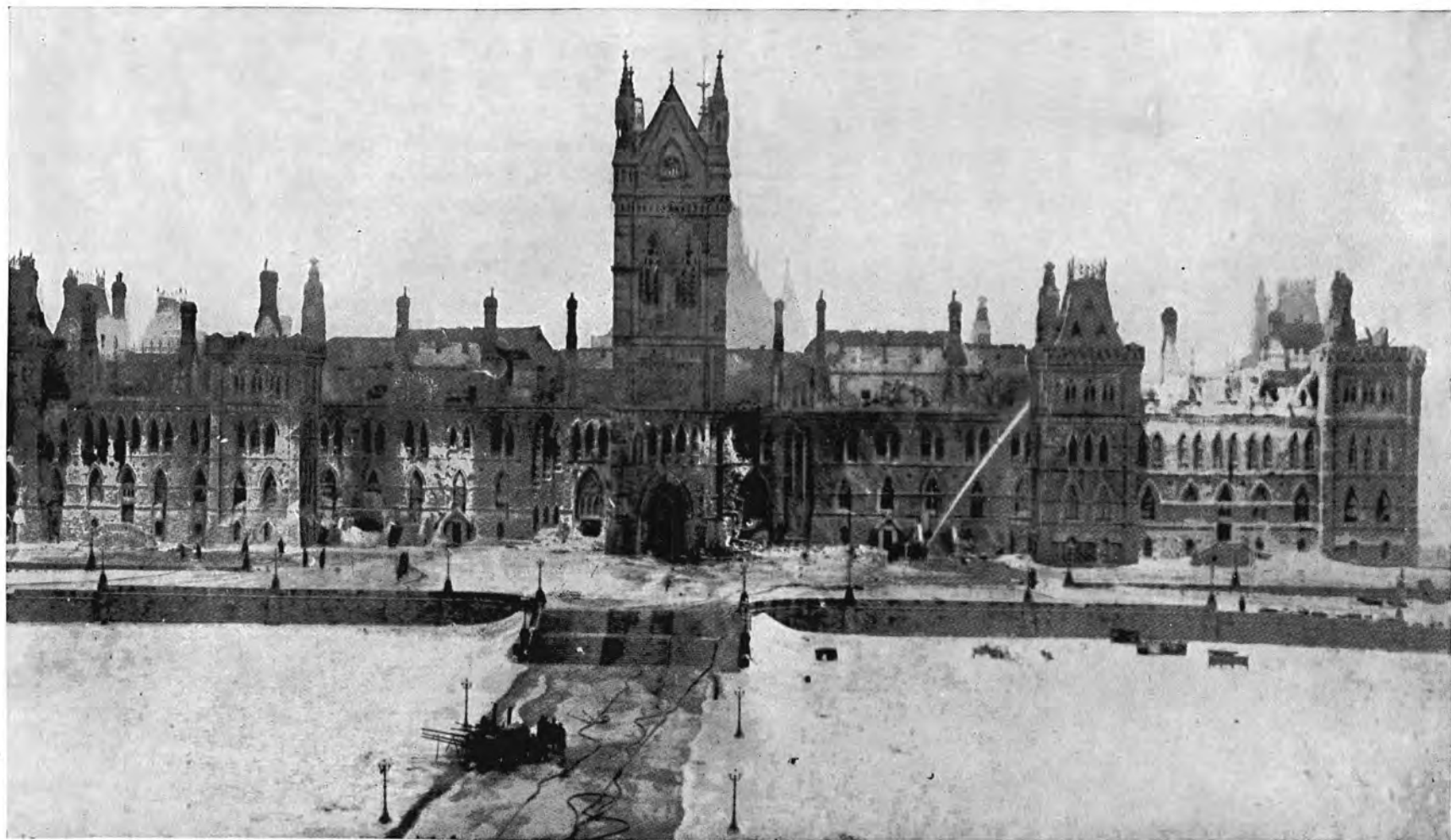
been enrolled for work day and night on munition-making. Munition-works abound all over France, some of them establishments on the immense scale suggested in the above photograph. It shows the dining-hall of one of the Lyons munition-making factories where 2300 workers are catered for, with seating accommodation at 144 tables.—[French Official Photograph, supplied by Newspaper Illustrations.]



COMRADES OF THE GALLANT TROOPS WHO STORMED ERZERUM: RUSSIAN SOLDIERS, RELIEVED FROM THE TRENCHES, SERVED WITH HOT TEA.

By taking Erzerum, whose forts were mostly carried by assault, the Russians gained for the Allies the first great victory of the year. In our photograph some Russian soldiers, fresh from the trenches, are receiving hot tea outside a building which, as the notice-board states, is an "Ambulance Station of the Red Cross." A high tribute to the valour of the Russians was paid by Lord Kitchener. "Notwithstanding,"

he said, "the heavy blows and consequent losses which Russia suffered during the summer of 1915, and which would probably have overwhelmed any less tenacious and courageous people, her Army has been thoroughly reorganised and re-equipped, her armaments have been increased, and the spirit which pervades her forces is as high as at the outset of the campaign."—[Photo. by Illustrations Bureau.]



ACCIDENT OR ARSON? THE BURNING OF THE SUPERB CANADIAN PARLIAMENT BUILDINGS, OTTAWA—AFTER THE FIRE WAS IN HAND.

The disastrous fire which recently destroyed the magnificent Parliament Buildings at Ottawa remains at present an unsolved mystery, so far as its origin is concerned. The theory of accident and the theory of enemy plotting each receives a certain amount of endorsement by the Canadian people, and the final verdict is anticipated with the keenest interest. The damage done, whatsoever its source, remains of

the gravest, both in kind and in extent, for, apart from the fact that the catastrophe involved the loss of several lives, the destruction of the fine buildings themselves was nothing less than a national disaster. Standing upon an eminence, Parliament Hill, a hundred and fifty feet above the Ottawa, the great pile not only impressed all who saw it for the first time by its magnitude, but also by the beauty of its

[Continued opposite.]

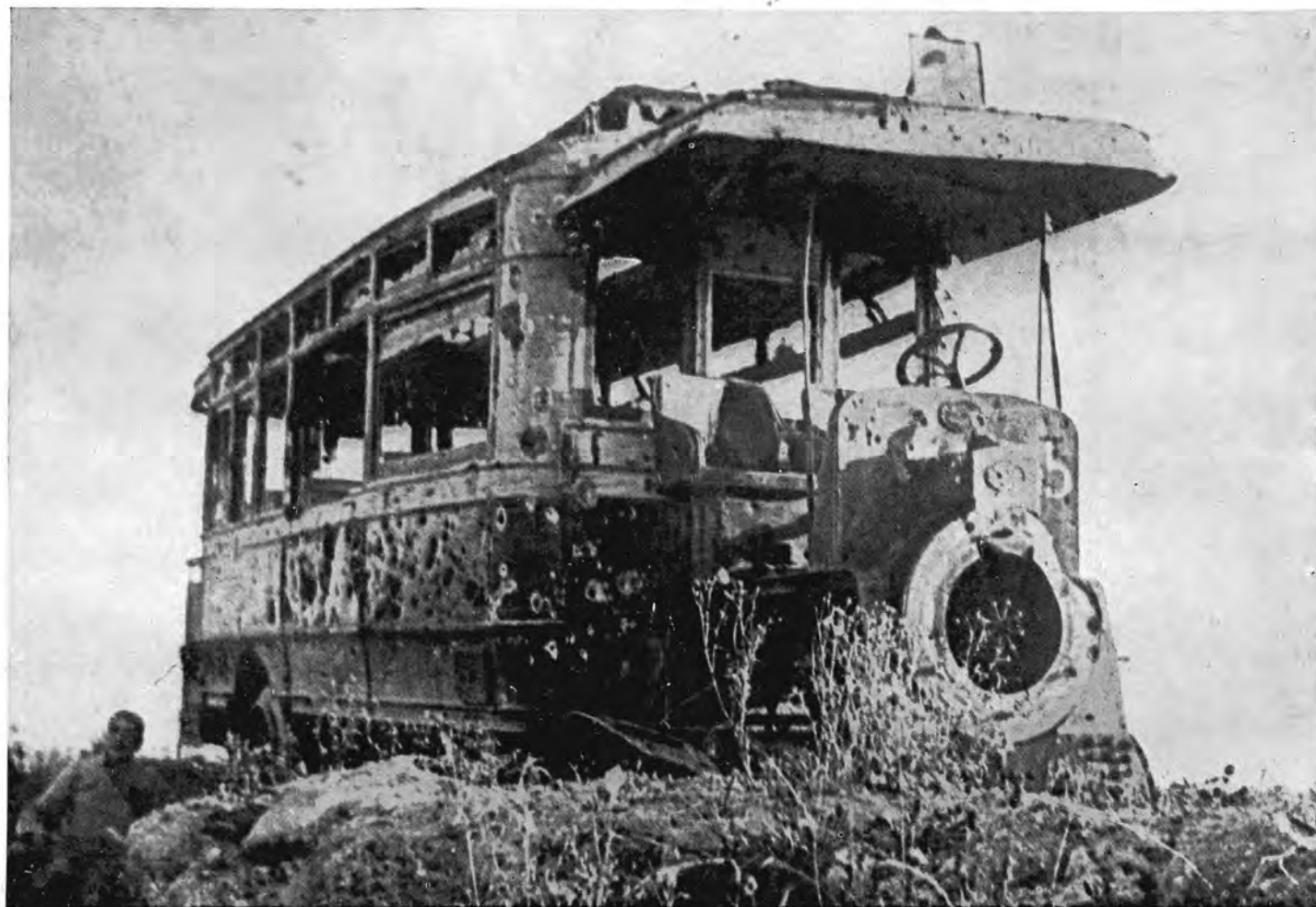


WITH A SEARCH-PARTY IN THE FOREGROUND : SMOULDERING RUINS OF THE CANADIAN PARLIAMENT BUILDINGS.

Continued.

architectural features. King Edward VII., when he visited Canada and the United States, as Prince of Wales, in 1860, laid the corner stone, and the buildings, which were completed in 1865, involved an outlay of £1,000,000. When Anthony Trollope visited Canada, he was much impressed by the pile, and recorded his admiration in glowing terms, declaring : "I know no such a set of buildings so happy

as regards both beauty and grandeur." Among the victims of the fire were two ladies who were dining with Mme. Sevigny, wife of the Hon. Arthur Sevigny, Speaker of the House ; Mr. B. B. Law, M.P. ; and Mr. Laplante, Assistant Clerk of the House. The work of restoration will no doubt be proceeded with in the energetic fashion characteristic of Canadian effort in any direction.—[Photos. by C.N.]



LIKE SOME OF ITS LONDON COMPEERS, CARRYING HONOURABLE SCARS OF WAR: A PARIS MOTOR-'BUS PERMANENTLY *HORS DE COMBAT*.

This motor-'bus will never again pursue its peaceful journeys through the streets of Paris. Like the taxi-cabs which whirled the Paris garrison into the battle of the Marne that saved the capital, the battered vehicle has, doubtless, done good service. Earlier in the war about one hundred London motor-'buses were sent out. One of the drivers, recounting his experiences, said: "I've been over the

wickedest roads a motor-engine was ever asked to take—over hedges, across ploughed fields, into ditches sideways, and full-tilt into newly made shell-holes. Driving to Hampstead Heath is like driving along velvet now. My old 'bus has carried thousands of men up to the outer defence lines, and tons of ammunition, fodder, and clothing. Antwerp was the hottest corner."—[Photo. by Wyndham.]

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