

THE ILLUSTRATED WAR NEWS



ON THE MARCH TO THE TRENCHES.

PRICE SIXPENCE; BY INLAND POST, SEVENPENCE.

PUBLISHING OFFICE: 172, STRAND, LONDON, W.C.

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

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The Illustrated War News.



THE BRITISH NAVY AT WORK OFF THE BELGIAN COAST: MARINES FIRING AT ENEMY MINES IN ORDER TO EXPLODE THEM.

Photograph by C. V.

THE GREAT WAR.

THE star of military interest has again favoured the East. There has been some movement in the West, notably in the Champagne, but the greatest activity has been apparent beyond the Adriatic, though the fields of action have ranged from Bessarabia to Mesopotamia, and from Montenegro to the crop of rumours inevitably blooming about Salonika. Of this activity, that concerning the fighting of the Kut relieving force is the most stimulating to ourselves, and that dealing with the Austrian capture of Mount Lovtchen and the subsequent fall of Cetinje is the most unpalatable to the Allies.

It was apparent on Wednesday that the Austrians were advancing against the main Montenegrin positions on Mount Lovtchen with great determination. Strong forces, well supplied with artillery, and backed by the fire of

the heavy guns of an Austrian fleet in the Bay of Cattaro, gave the attack major importance; by that day the enemy's forces were pressing round the south-west flank of the position at Kuk. The defenders appear to



BOULANGERIES DE CAMPAGNE: TRAVELLING FIELD-BAKERIES OF THE FRENCH ARMY AT WORK.

These field-bakeries are brought as near to the front as possible, and bread is distributed from them direct to the troops in the firing-line.—[Photo. by Topical.]



AT LAST GIVEN THE LONG-DEFERRED SIGNAL TO STEAM THROUGH TO CONSTANTINOPEL THE FIRST BERLIN-BALKAN TRAIN AT BERLIN.

The first Balkan train left Berlin at 7.20 a.m. on the 15th for Constantinople, via Dresden, Vienna, Belgrade, and Sofia. The King of Saxony travelled on it from Dresden to Tetschen, Bohemia. Another section from Munich was linked up at Vienna. Both were decorated.—[Photo. Continphot.]

have fought with great bravery, but after three terrible days of battling the heavier weight of the assaulting armies told, and Mount Lovtchen itself was captured, with a good deal of material that the Montenegrins found impossible to remove. Following this, the advance to the Cetinje valley and the fall of the capital itself was to be expected. Cetinje is no more than a few miles from Lovtchen, and the Austrians holding the heights had it at their mercy. In any case, its fall is of no paramount importance, for not only is it a small place not capable of defence, but its functions of chief city had already been taken from it in favour of a place more inaccessible to Austrians.

The fall of Lovtchen itself is of infinitely greater gravity. It was the curb to Austrian sea-power in the Adriatic. The Bay of Cattaro is a

[Continued overleaf.]



SAID TO HAVE BEEN WARNED FOR TALKING TOO MUCH OF LATE: DE WET ON THE DAY OF HIS RELEASE.

The ex-rebel leader in South Africa, De Wet, is seen here after his release from imprisonment in Johannesburg Fort (December 20) at a friend's house where he rested a few hours before proceeding to his home at Vrede, where he was to remain in retirement. He is the central figure of the three men standing in the background. A special condition of De Wet's liberation was his abstention, until

his sentence of six years' imprisonment (from last June) expired, from participation in politics and public meetings. Apparently, the undertaking has not been completely kept. He is said to have been expressing opinions to which strong exception has been taken, and this, it is reported, has resulted in an official letter of warning being sent to him.

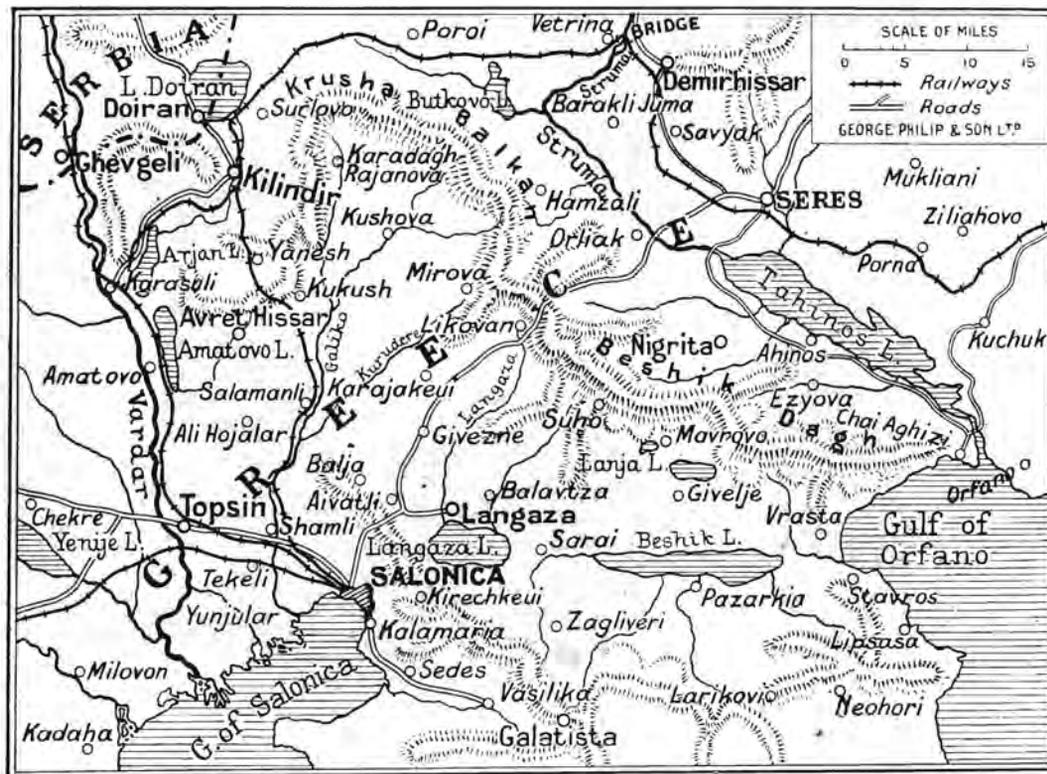
winding and deep inland sea, fitted by nature to be quite the best harbour and base on the Adriatic. Austria has always realised its extraordinary value, and has always planned her diplomacy to get the best use of it. The strip of Dalmatia which she seized along the coast was taken with the avowed ideal of securing Cattaro Bay. But though Cattaro Bay was thus grabbed, not even Austrian diplomacy could win her Mount Lovtchen. The Montenegrins, with the Italians backing them, refused to give up the height, for they realised its value, since, standing like a wall above the bay, it dominates Cattaro. The Austrians have been acknowledging this since the beginning of the war, for the Montenegrin guns have proved counter-irritants to Austrian use of the inlet as a naval base. While Italy was outside the war nothing could be done for fear of offending her, but since Italian participation the enemy has been able to move—an impulse that probably gained a greater strength by the transportation of Italian troops to the Balkan coast and Italy's determination to enter this sphere of action.

This gain of the enemy will give them greater freedom in their movements against the Allied transports and munition-ships using Antivari, Durazzo, and Valona. And it will do more than this—it will give the Austrians an unequivocal base from which to threaten the long Italian coast. Italy has always recognised this menace to her

badly harboured and ill-protected eastern shores, and has always contended that the Austrian possession of Dalmatia—apart from the fact that most of the coastal inhabitants are Italians, and speak nothing but Italian—gives her own position every aspect of insecurity. To Italy in particular the fall of Mount Lovtchen is an incident of singular gravity,

though undoubtedly it will harden her determination to go through with a war that she intends will result in the removal of every threat to her nationality. The landing of the Powers on the Greek island of Corfu for the purpose of assembling the remnants of the Serbian Army in security, adds complication to this zone of hostilities. The Greeks were bound to protest; but, since their protest will be directed against an act that their own treaties with Serbia should have rendered unnecessary, it is doubtful if it will call for sympathy outside Germany and Austria. The remaining points to be cleared up in the matter are the enemy's intentions towards Montenegro. Will they endeavour to sweep the country as they swept Serbia, or will they be content with the present vital gain? They are pressing forward in the north-east apparently, but

winter conditions may be against resolute advances, and there are also suggestions that, with Lovtchen in their hands, they are inclined to remain passive.



WHERE THE FRENCH AND BRITISH PREPARED FOR ATTACK: THE APPROACHES TO SALONIKA—SHOWING DOIRAN (WHERE GUN-FIRE WAS HEARD) AND THE DEMIR HISSAR BRIDGE (BLOWN UP BY THE FRENCH).

[Continued overleaf.]



RELIGION AND THE WAR: A PRIMITIVE, SAND-BAGGED CEMETERY-CHAPEL SET UP IN CHAMPAGNE.

Even in this great war in which lives are being sacrificed in tens of thousands, the consolations of religion are not lacking, and the Churches spare no effort to ensure that, where it is possible, the remains of the men who have gallantly given their lives for their country shall receive the last rites, "decently and in order." Our photograph shows a little sand-bagged chapel in Champagne, where the

fighting has been, and still is, so intense. The priest, clad in a sombre cloak and cassock and wearing a biretta, almost suggests a modern John the Baptist. It will be noticed that his companions are men of the Croix Rouge, the representatives of Religion and of Mercy fitly working side by side on the battlefields of France.—[Photo. by Topical.]

The position at Salonika is still afflicted with rumour, but certain facts are disentangling themselves. Report puts the enemy massed near Doiran and Ghevgeli at 200,000 strong, mainly Bulgarians, with some scratch divisions of Turks at Xanthi. These troops are said to be showing an inclination towards fluency. Some actuality is given to this rumour by the action of the Allies. They have blown up the iron railway bridge across the Struma at Demir Hissar, and also the railway bridge below Doiran at Kilindir. Demir Hissar is forty-five miles north-east of Salonika, and the destruction of the bridge, and forty miles of railway, cuts off the road from Bulgaria and Turkish Thrace, holding up the force including the Turkish contingents. The cutting of the railways was part of the scheme of defence, which is understood to be a very strong one. Indeed, the Allies have had time enough to elaborate a system of resistance which should prove beyond the powers of the attacking force should they ever advance against it.

Part of the slackness of the enemy's attack in Thrace is attributed to the absence of Germans on the Bessarabian front. This is quite possible. The Austro-German force has found it expedient to mass with great strength against the Russians at Czernowitz, but though they have done this they have not gained appreciable success. Their heaviest counter-measures have been repulsed with loss. These attacks expending themselves, the Russians have again set their front in motion, and have forced their opponents back from

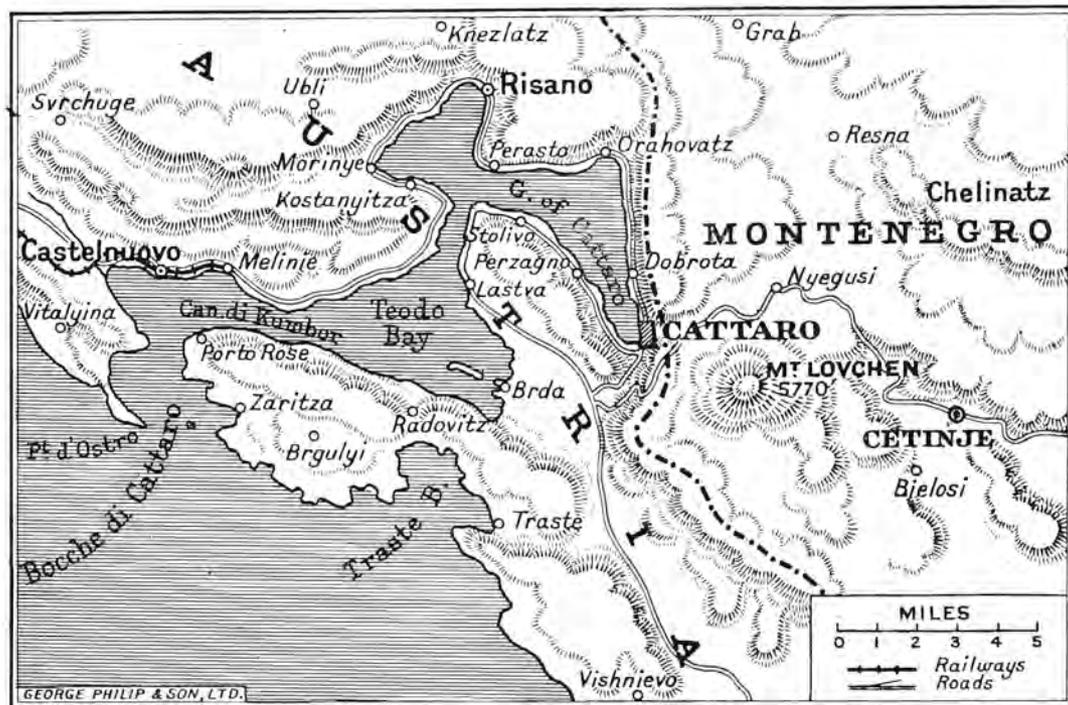
their trenches north-east of the town. The rest of the front has been quiet. There has been a little fighting on the Middle Strypa of defensive nature, but the snow appears to be making matters difficult, and may, indeed, muffle this front for a time. Meanwhile, our Ally seems to have the best of the exchanges so far.

The news from Mesopotamia, which is excellent, concerns the force

pressing up the Tigris to the aid of General Townshend's troops holding Kut. On Jan. 6 this relieving column came in touch with the Turkish force that had worked round to the east of Kut, and were trying to break the communications at Sheikh-Saad, twenty-five miles below Kut. Having obtained contact, the enemy were held until the main force came up on the 7th, when a general attack was ordered. The enemy, to a strength of three divisions, resisted; but the right wing (General Kemball) quickly carried the trenches before them and made good. The main attack—under General Aylmer—on the left bank of the river, was held by a flank movement; but, in spite of the fatigue of the troops, the Turks were dislodged by the 9th and forced to retreat. Bad weather

hampered pursuit, but 700 Turks were taken in the fight, as well as a couple of guns, and the capture of Sheikh-Saad was assured. This victory was followed by another at Orah, when, on Jan. 13 and 14, General Aylmer's force again broke through the enemy trying to bar the way to Kut. Good progress should be made from this excellent beginning. In

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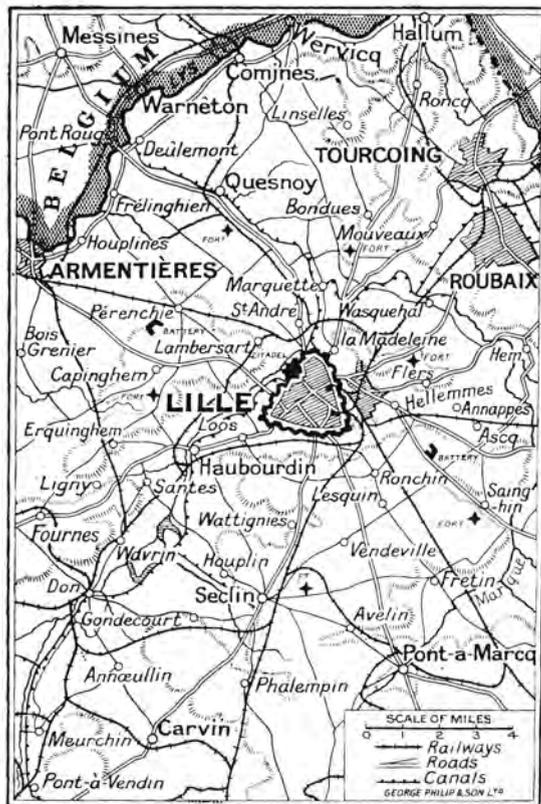
WHERE THE AUSTRIANS HAVE INVADDED MONTENEGRO, AND LOST A CRUISER THE SCENE OF THE ENEMY'S ADVANCE FROM CATTARO TO THE CAPTURE OF MOUNT LOVTCHEN AND CETINJE.



BRITISH SAILORS WHO PASSED THROUGH A NERVE-SHAKING EXPERIENCE: SURVIVORS OF THE "NATAL," THE CRUISER BLOWN UP IN HARBOUR.

The disaster to the armoured-cruiser "Natal," it may be recalled, was known to the public on New Year's Day, though it took place two days before. The Admiralty announcement, issued on December 31, stated: "His Majesty's ship 'Natal' (Captain Eric P. Back, R.N.) sank yesterday afternoon while in harbour as the result of an internal explosion. About 400 survivors are reported, and their names are

being communicated to the Press as soon as possible." The full ship's company was reported to have been 704, and the loss of life was unfortunately very serious, amounting, it was generally understood, to about 300 officers and men. The survivors who are shown in the above photograph had each been provided with a new kit, and were about to go on leave after their terrible experience.—[Photo. by C.N.]



LONG AN OBJECTIVE OF THE ALLIES, AND THE SCENE OF A RECENT DESTRUCTIVE EXPLOSION: LILLE AND ITS NEIGHBOURHOOD.

on a long front between St. Hilaire-le-Grand and Ville-sur-Tourbe, the Germans launched a series of powerful assaults on Sunday and Sunday night at the French line about Tahure, near the Somme-Py-Tahure road. This was the main gain of the French in the September advance, and the hold has always been of danger to the enemy. Thus their attempts to break into the front were savage, followed by a prolonged and gaseous bombardment, and were made with no less than three divisions of troops. In the main the four lines of advance broke before the excellent and

the Persian sphere of these activities news has come that the Turks have moved across the Russian line westward, and have arrived at Kermanshah, between our Ally and the Mesopotamian border. Here they have joined up with those rebels and the Germans driven back from Hamadan. For a time the Russians have not been able to advance from the last-named place, but they have now become active once more, and, pressing towards Kermanshah, have occupied the town of Kangavar. Of their fighting towards Ispahan we have learnt nothing fresh.

The chief news from the West is of the heavy German attack in the Champagne, and its failure. Developing activity

spirited resistance of the defenders. Even where they gained a hold near Mont Tetu, surprisingly rapid counter-offensives flung them out at once, and for all their effort and loss only a precarious footing west of Maisons de Champagne remained to them. Along the British line there has been gunnery activity, and a small and successful trench raid north-east of Armentières, in which a German machine-gun emplacement was destroyed.

The item of naval news is good, because it shows that, though the Austrians have now Cattaro without fear of land attack, it does not mean they have the supremacy of the Adriatic. On Friday the French submarine *Foucault*, attached to the Italian fleets, torpedoed and sank an Austrian scout-cruiser of the *Novara* type near Cattaro. The *Novara* class are 3000-ton vessels of 27 knotage, and the torpedoing of a scout with this sea-gait will not increase Austrian nautical easiness.

LONDON: JAN. 17, 1916.

W. DOUGLAS NEWTON.



RECENTLY BLOWN UP BY THE FRENCH: THE DEMIR HISSAR RAILWAY BRIDGE—SHOWING THE KING OF GREECE.

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." Part of the former, which is 200 yards long, was blown up in July 1913 by the Bulgarians, then in retreat before the Greeks. It crosses the River Struma.—[Photo. Newspaper Illus.]



WHERE THE GERMANS ALLEGED MISUSE OF RED CROSS FLAGS: FRENCH TROOPS AT SOISSONS QUARRIES—THE READING OF A REPORT.

The vicinity of Soissons has come into notice again at the moment from the fact that the French have had occasion to deny a malicious German charge regarding the use of Red Cross flags. A Berlin *communiqué* of the 12th stated: "The Red Cross flags which were taken away some time ago from the neighbourhood of the railway station at Soissons were hoisted again yesterday, on the occasion of

our renewed bombardment of the railway establishments." The French Government had already denied explicitly that any such flags were hoisted near the station at Soissons. The photograph shows French soldiers, outside the entrance to one of the quarries near Soissons, listening to a report of operations. The appearance of the new helmets worn in bulk is well seen.—[Photo. by Rol.]



FRENCH INFANTRY ATTACKING: THE FIRST WAVE OF A RECENT OFFENSIVE LEAVING THEIR POSITION TO ASSAULT THE GERMAN TRENCHES.

The authorised description of this photograph does not state where it was taken, but it is of dramatic interest as showing men of the gallant French Army advancing to an attack on German trenches—men about to meet death face to face. The French have been active recently both in the Vosges, around the Hartmannsweilerkopf, where they took 1668 prisoners, and in Champagne, where they recently

repelled a heavy German onslaught, and made successful counter-advances. A Paris *communiqué* of the 11th said: "Fresh intelligence from Champagne confirms that our artillery-fire, the trench-defence, and the counter-attacks rendered completely abortive an important enemy attack in which at least three German divisions took part."—[Photo. by Alfieri.]



WITH SCALING-LADDERS FOR STORMING TRENCHES: FRENCH INFANTRY OF GENERAL DUBAIL'S ARMY ADVANCING TO ATTACK THE GERMAN LINES.

Often a photograph brings out some detail of military equipment or method used in the war which escapes notice in written accounts. We do not remember having seen any mention of scaling-ladders employed in trench-warfare, although we have had occasion to illustrate the use of planking for temporary gangways over the top of hostile trenches. It may be pointed out that one of the French soldiers

seen in our photograph (just to the right of the shadow in the centre) is carrying what looks like a pair of barbed-wire cutters. These troops are described as belonging to General Dubail's Army. A recent official photograph issued by the French Army showed General Dubail watching a batch of German prisoners captured at the Hartmannswellerkopf, being marched to the rear.—[Photo. by Alfieri.]



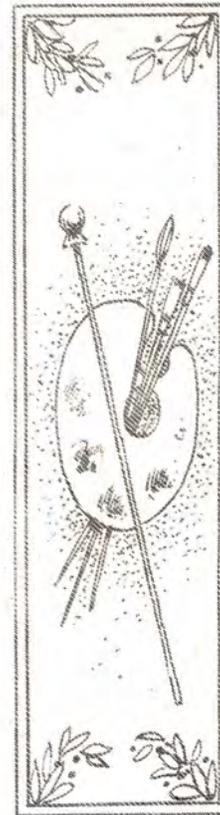
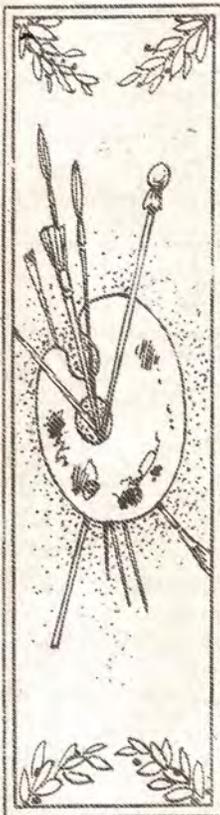
FROM THE ARTISTS' RIFLES' O.T.C. EXHIBITION: "PUBLICITY," BY LCE-CORPL. THORPE.

The Artists' Rifles' Officers' Training Corps numbers in its ranks several well-known painters, who, in joining the colours, have not all abandoned those other colours with which they were wont to serve. Many attractive examples of their work with the brush are included in an exhibition which it was arranged to open on January 15, at the Leicester Galleries, to remain open for three weeks. The

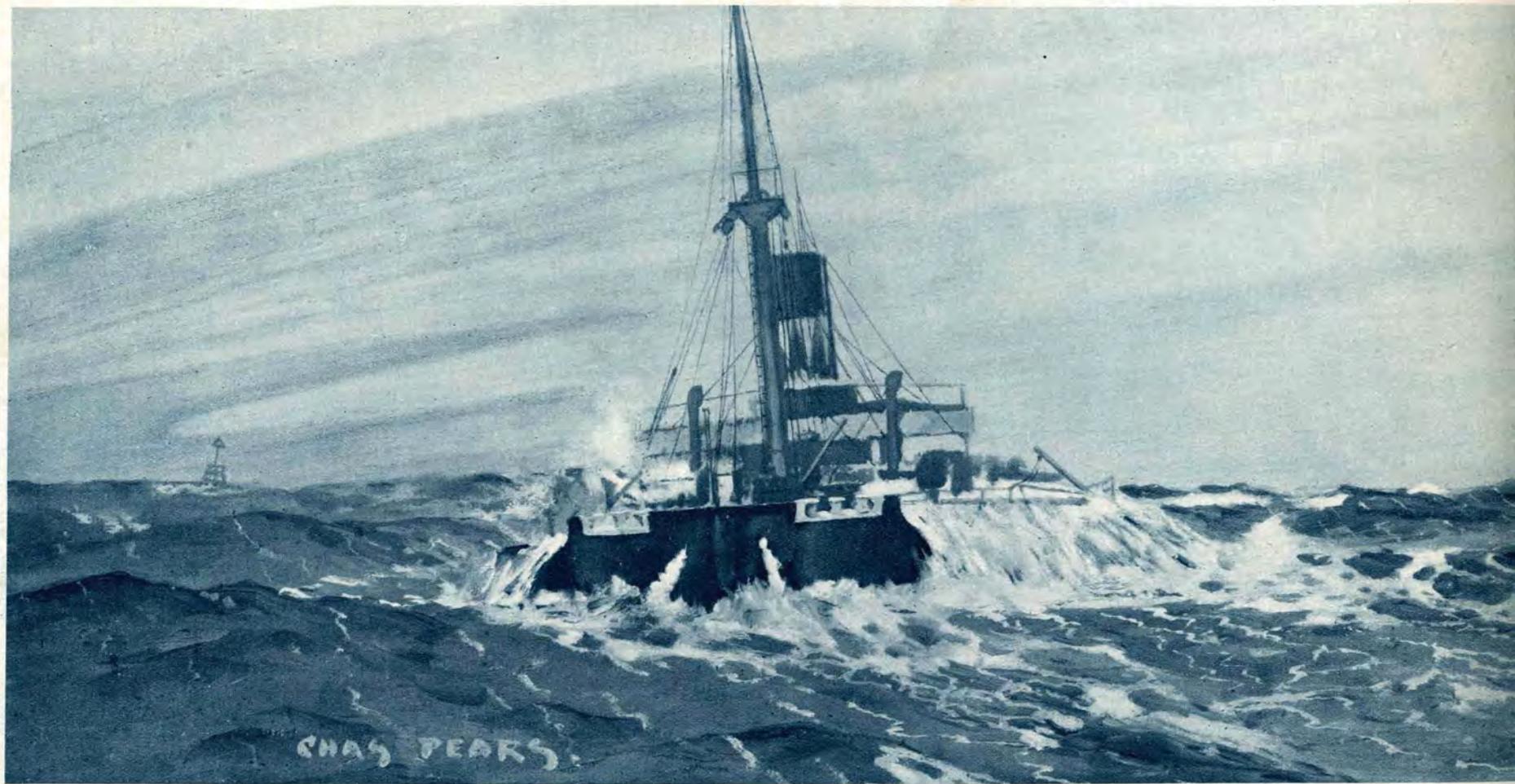
BY COLONEL WALTER HORSLEY: "THE DISCIPLE," MOSQUE OF ALMAS, CAIRO.

pictures here reproduced are among them, and indicate that the genial art of caricature finds place there, as well as that of landscape and more serious figure-work. The title of Lance-Corporal Thorpe's caricature (on the left of the page above) is given as "Publicity" (Sergeant Cudworth). For further elucidation thereof we can only refer our readers to the cartoon itself. Adjoining it above is a

[Continued opposite.]



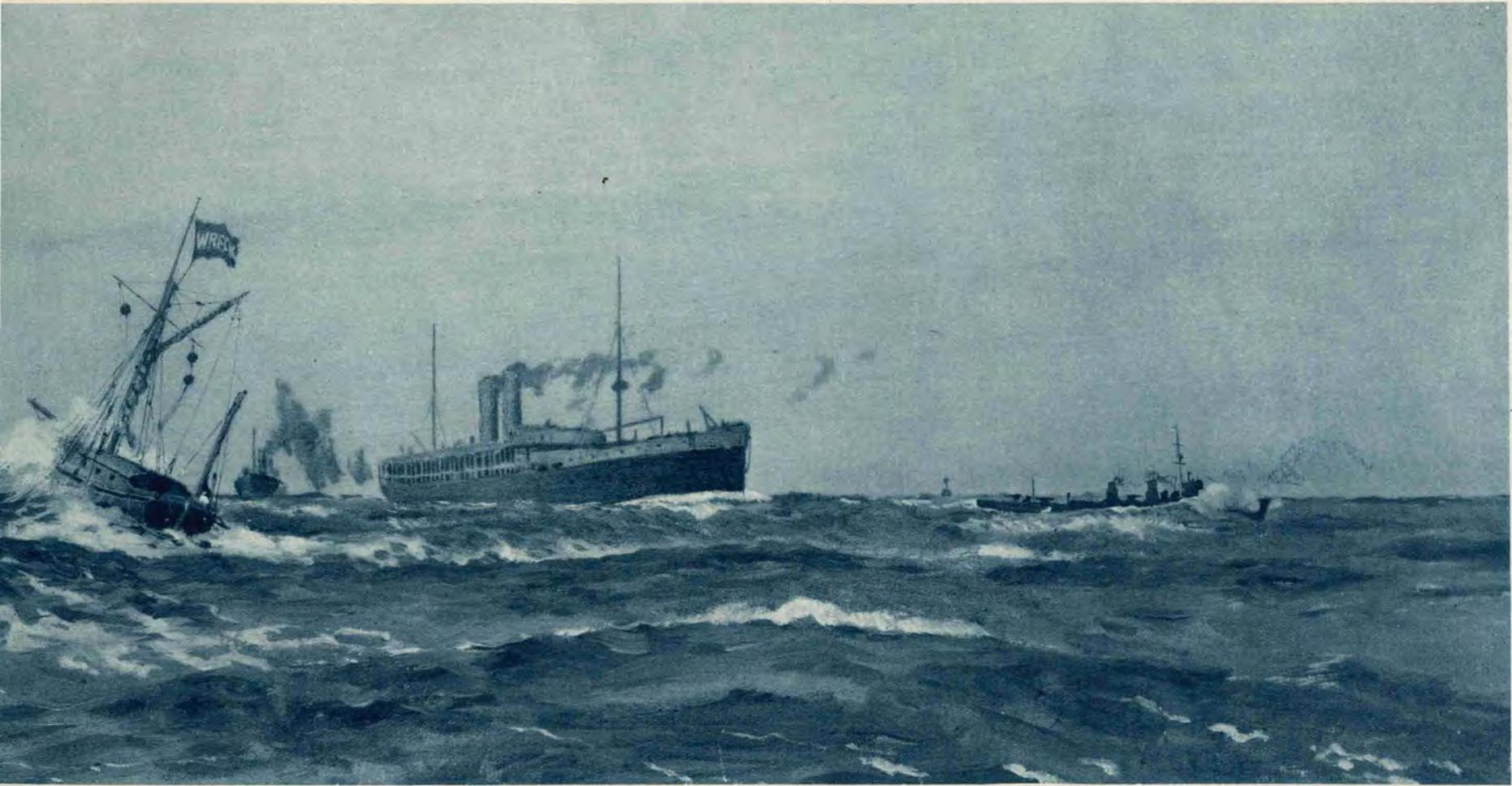
Continued. **BY A BRITISH OFFICER; AND AMONG WATER-COLOURS DESTROYED BY GERMAN ANGLOPHOBES: "THE ARTISTS' BILLETS, BAILLEUL."** charming study of an Egyptian scene in a Cairo mosque—a young student sitting at the feet of a venerable teacher—painted by Colonel Walter Horsley, of the 104th (Provisional) Battalion. The canvas reproduced on the right-hand page, "The 'Artists' Billets, Bailleul," is the work of 2nd Lieut. W. Lee-Hankey. This officer-artist had the interesting experience of being represented, by an example of his work, in a collection of British water-colours somewhere in Germany, and of learning that the collection had been destroyed by its enemy possessors in one of their more virulent fits of Anglophobia. Several exhibitors at the Leicester Galleries have seen service in France, where their artistic skill has been put to use in observing, ground-reading, and illustrating instruction.—[Photos. by C.N.]



FOR THE SAFETY OF SHIPPING ENTERING OR LEAVING DOCKYARD PORTS BY DAY OR NIGHT: HOW T

In the illustration above the scene is the fairway, or main channel, at the entrance to one of the dockyard ports, the passage for shipping being shown in the familiar way. Two of the delimiting buoys are seen; one away on the extreme left of the drawing, the other towards the right, on the horizon line further off, between the big two-funnelled liner transport and the escorting torpedo-boat destroyer a little ahead of her.

One of the war-tragedies of the sea has taken place thereabouts. A steamer has been mined, or torpedoed, a little way out at sea and, after struggling to gain the port, has failed and sunk in a position well in the middle of the fairway, where the wreck remains as a danger to all vessels passing up and down. In case of such wrecks, or of any sunken craft, provision for the safety of other vessels is made by the following



PLACE WHERE ANY SUNKEN VESSEL LYING IN THE FAIRWAY, OR A DANGER TO NAVIGATION, IS INDICATED.

general regulation: "Should a vessel sink or become a wreck in any part of the dockyard ports so that an obstruction in a navigable fairway is caused which, in the opinion of the King's Harbour-Master, it is necessary to mark, such vessel or wreck will be indicated by the following marks or lights, exhibited from the wreck itself, or from a wreck-marking craft: By Day—Three balls on a yard 20 feet above the sea;

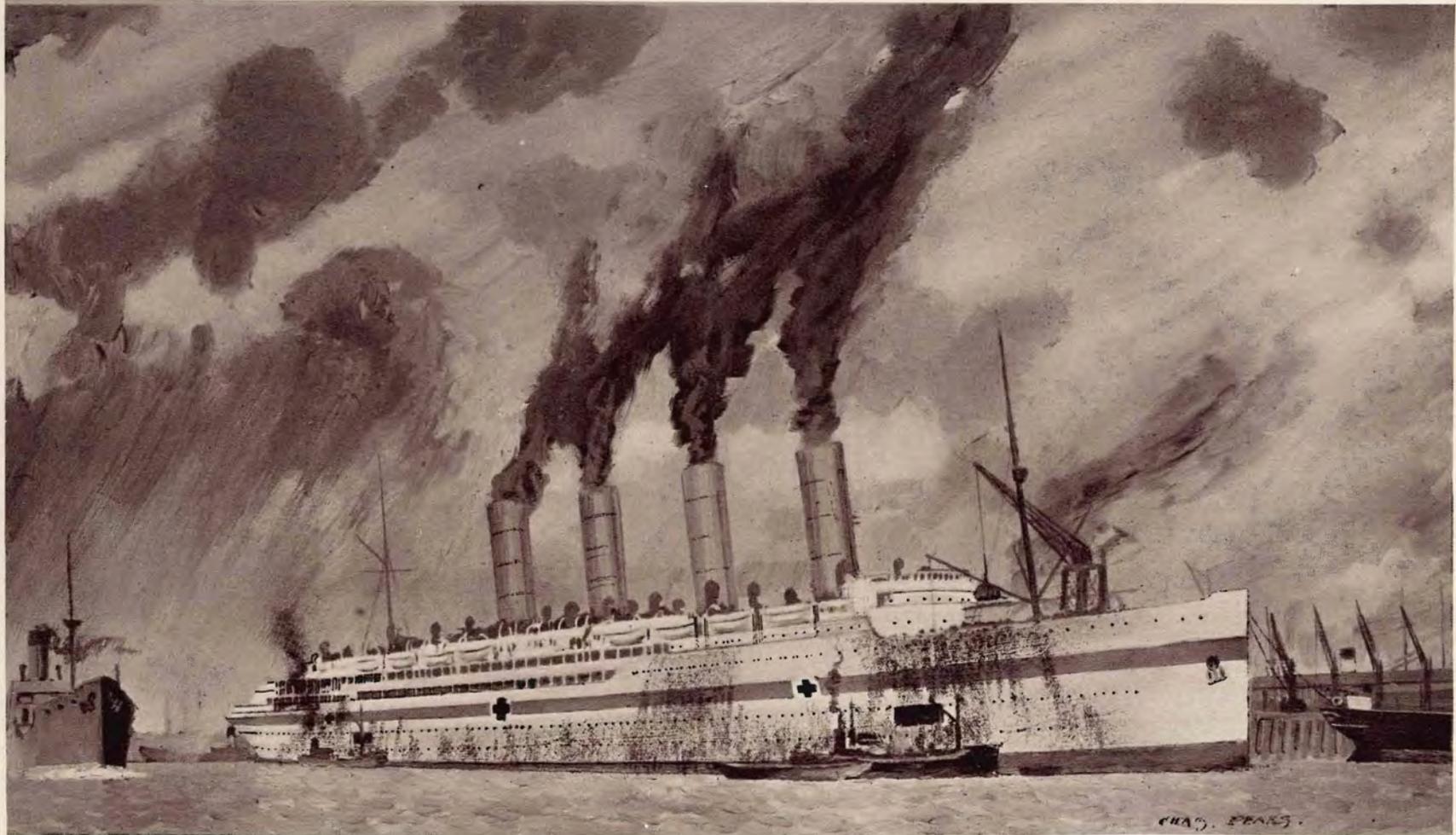
two placed vertically at one end and one at the other, the single ball being on the side nearer the wreck. By Night—Three white fixed lights, similarly arranged, but not the ordinary riding light." The promptitude with which the naval authorities act in such cases is, incidentally, another testimony to the business-like way in which our naval affairs are managed.—[Drawn by Charles Pears.]



HOW OUR FORMER-DAY PLEASURE-CRAFT ARE TAKING THEIR PART IN THE WAR: A CONVERTED STEAM-YACHT DESTROYING A MINE.

Steam-yachts, transfigured in "Navy-grey" and equipped with guns, have rendered much valuable service as auxiliary vessels of the Fleet on many occasions and in many capacities during the past eighteen months. Although no details are available as to the classes of craft comprising the eighty vessels stated in Vice-Admiral Bacon's recent despatch to have served under his orders in the operations

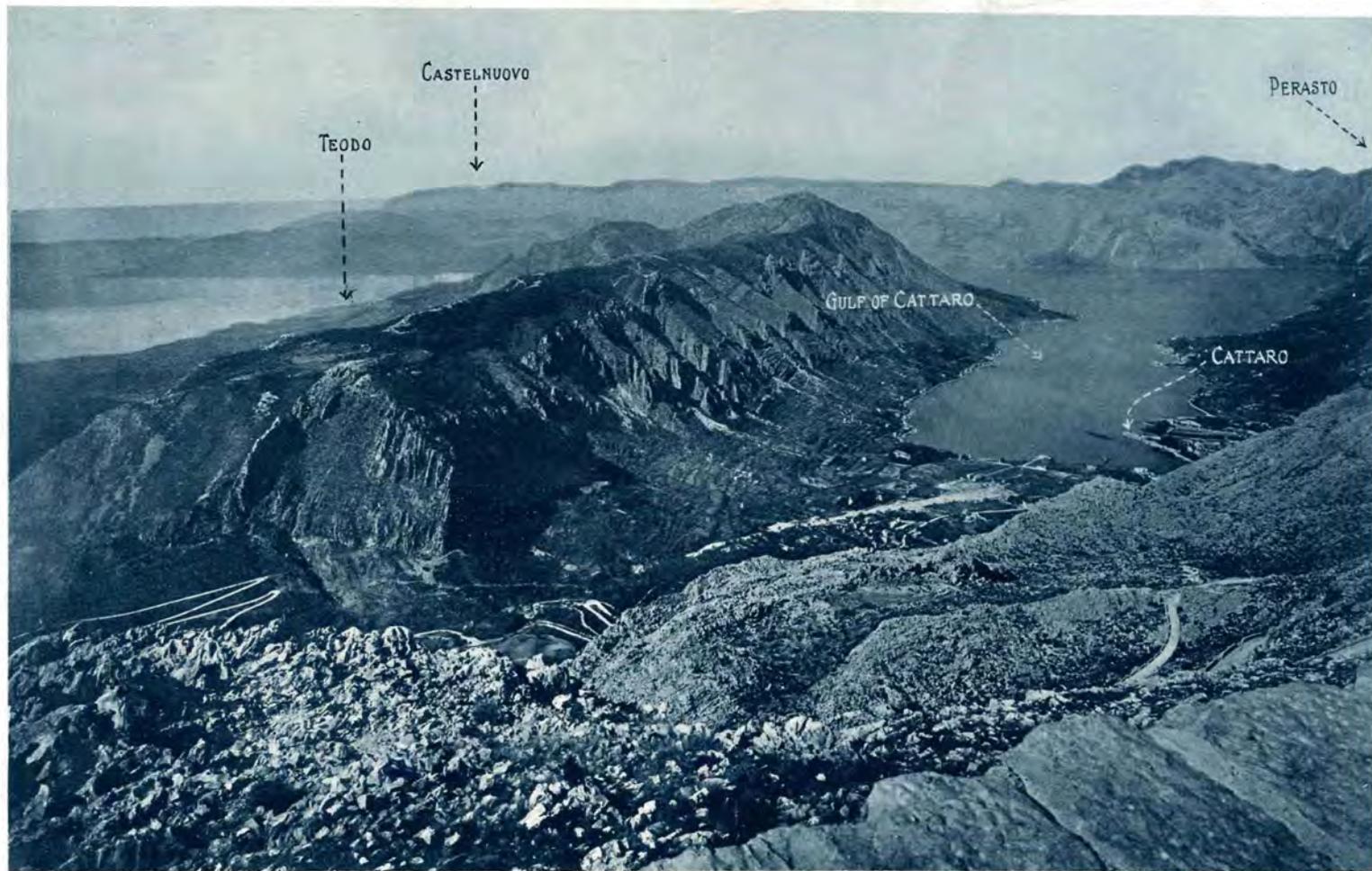
off the Belgian coast and against the German shore fortifications, some of the converted steam-yachts certainly did their part among them. The vessel seen here is engaged in work on which the auxiliary craft of the Navy are continually employed, the searching for and destruction of mines which are adrift and floating on the surface. Two vessels of Sir Reginald Bacon's command were sunk by mines.



PREPARING TO SAIL ON HER REGULAR DUTY OF BRINGING HOME WOUNDED: THE "MAURETANIA"—SISTER OF THE "LUSITANIA"—COALING.

The "Mauretania," the famous giant Cunard liner, a sister vessel to the hapless "Lusitania," has been employed on special service as a hospital-ship for a considerable time past, and the immense accommodation for passengers that the vast size of the ship provides has rendered her services in bringing home wounded, in the most comfortable conditions possible, invaluable. In consequence of a threat of

submarine attacks on her on the fictitious enemy plea that the "Mauretania" was being used to carry munitions of war, an official public statement was made as to her character as a hospital-ship, absolutely and explicitly declaring that her sole employment is as such. She is seen here in hospital-ship garb while coaling to proceed on one of her errands of mercy.—[Drawn by Charles Pears.]



A HARBOUR WHICH POSSESSION OF MOUNT LOVTCHEN WOULD ENABLE AUSTRIA TO MAKE A NAVAL BASE: CATTARO AND ITS GULF.

According to a report from the German main headquarters, issued on the 12th, an Austrian official *communiqué* had just stated: "In Montenegro the town of Lovtchen has been captured. After three days of hard fighting, our infantry, in co-operation with our artillery and the Marines, conquered the enemy forces and the Karst Mountains, which rise to a height of 1700 metres (over 5000 feet).

Twenty-six cannon, four mortars, quantities of ammunition and materials were captured. Berane and the heights to the south-west thereof are in our possession." Later on the same day (the 12th) it was reported in a message from Rome that the Montenegrin Consulate there had announced that it had been found impossible to continue any longer the defence of Mount Lovtchen. The Montenegrins, it was

[Continued opposite.]



REPORTED CAPTURED BY AUSTRIANS: MOUNT LOVTCHEN, WHICH COMMANDS CATTARO AND CETTINJE, THE MONTENEGRIN CAPITAL.

Continued.
said, destroyed some of their heavy artillery, but saved some. Fighting continued, according to this report, in the neighbourhood of Cettinje, the capital of Montenegro, from which the archives had been removed. It has been pointed out that the capture of Mount Lovtchen by the Austrians would place in their hands a very important position. The mountain is situated just at the back of the Austrian

port of Cattaro, between it and Cettinje. Hitherto the Montenegrin guns on Mount Lovtchen have prevented the Austrians from making Cattaro a first-class naval base, for which the harbour is admirably suited. In the right-hand photograph above, the zig-zag road up the mountain is well shown. The summit so dominates Cattaro that a stone could be rolled down on to the town from it.



OUR ALLIES IN FRANCE WELL SUPPLIED WITH MUNITIONS: A BATTERY IN ACTION IN CHAMPAGNE, V

There is now no shortage of munitions along the battle-fronts of the Allies, whether Eastern or Western. Shot and shell for guns and howitzers of every calibre are forthcoming in sufficiency, as official statements record, alike from Paris and Petrograd. The smashing defeat that the French in Champagne inflicted on the enemy in the battle of January 9, when three German divisions, some sixty thousand men, attacking on

a front of five miles, attempted to break the French line, was brought about by artillery amply furnished with munitions. Describes a correspondent: "Thanks to the workmen in the factories, as many shells as were required were served to the gunners, who made splendid practice. Except in isolated instances, cur of fire prevented the enemy from leaving their trenches, and at other points gaps were made in the onco



ON JANUARY 9, THREE GERMAN DIVISIONS WERE SHATTERED IN A MASSED EFFORT TO BREAK THE FRENCH LINE.

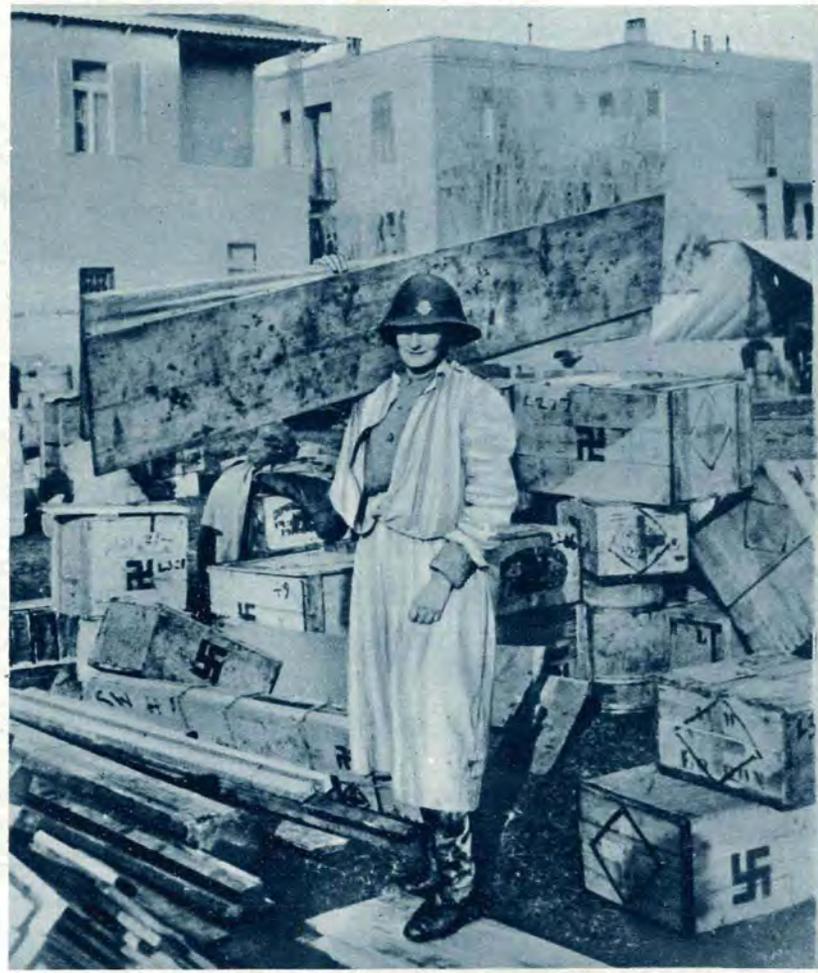
ranks quicker than they could be filled. The artillery stopped what would have been a severe set-back to the French, and turned the tide to a magnificent victory." Our illustration shows a reserve shell-supply stacked ready behind screening bushes in rear of a French "mixed" battery of heavy and light guns, at a position in Champagne, while firing at long range over intervening high ground. The battery's locality must

not, of course, be divulged, but the identical guns seen may have had their part in beating back the enemy. The sufficiency of munitions is, in like manner, proving a principal cause of General Ivanoff's success in the new Bukovina campaign by enabling the Russian artillery to overbear the Austrian resistance by sheer weight of metal.—[Photo. by Alfieri; and Official, by the Photographic Section of the French Army.]



AT HER TENT IN SALONIKA: A BRITISH RED CROSS NURSE.

By no means daunted by their hardships in the Serbian retreat, members of British Red Cross ambulance staffs are remaining in the Near East, holding themselves ready for further service. Some of the ambulance parties accompanied the refugees into Albania and Montenegro, and are at work among them, and with the Serbian troops there. Others crossed the Greek frontier together with numbers of Serbian



CARRYING TIMBER FOR CAMP-BUILDING: A NURSE AT SALONIKA.

peasant-fugitives, and are at Salonika. In the left-hand illustration, a British nurse is seen outside one of the tents pitched for her Red Cross party by men of the British contingent. In the right-hand illustration another nurse, wearing the campaign-garb with helmet and rubber boots, is shown while helping to carry planks for building the Salonika Red Cross camp.—[Photos. by Topical.]



PROTECTED BY SAND-BAG BARRICADES, IN CASE OF ATTACK: A DRESSING-STATION FOR WOUNDED BEHIND THE FRENCH LINES.

The conditions under which the wounded are cared for behind the French lines may be gathered from the strong sand-bag protection shown in the photograph, and also, perhaps, from the presence of a man cleaning his rifle—indications that the position is subject to shell-fire and might even have to be defended against infantry attack. The medical services of the French Army are very efficient. They were

reorganised last year by M. Godart, and in the stress following the offensive in Champagne they worked well. Accommodation for wounded in a hilly section of the French lines is mentioned by Rudyard Kipling in his "France at War": "There was unlimited labour. It had made neat double-length dug-outs where the wounded could be laid in during their passage down the mountain side."—[Photo. by C.N.]



LEAVING RED STAINS IN THE SNOW AS THEY PLODDED WEARILY THROUGH THE DESOLATE MOUNTAINS

Those gallant soldiers of the Serbian Army who escaped after the heroic last stand near Prizrend endured terrible hardships and privations during their retreat through the snow-clad Albanian mountains. The country is wild and desolate, with few inhabitants, and those were often hostile. There was little or no shelter, and food was very scanty. It was not safe to delay in order to light fires, for fear of death from starvation, and the men trudged on, eventually reaching Scutari thirteen days after they had left Prizrend with supplies of bread sufficient only for three



OF ALBANIA: MEN OF THE SERBIAN ARMY NEAR ROUGOVO DURING THE GREAT RETREAT.

Their boots were cut by the sharp stones of the mountain-paths, and many had to discard them, trudging along barefoot, and leaving red stains of blood in the snow. When the men fell from exhaustion, they were killed and eaten. Some of the earlier contingents brought horses through to Scutari, worn out and starving; but later no horses arrived, as all were used for food. Only men of iron endurance like the Serbians, accustomed always to hard conditions, could have survived such a march.—[Photograph by Samson Tchernoff.]



SUGGESTING A VERESTCHAGIN PICTURE OF NAPOLEON'S RETREAT FROM MOSCOW: THE RETREAT OF THE SERBIANS

Since the return of Napoleon's Grand Army from Moscow, there has been no winter march so terrible as the retreat of the Serbians out of their own country through the mountain snows of Albania. A harrowing account of their sufferings has been given by an American correspondent who witnessed the retreat, Mr. L. E. Browne, of the "Chicago Daily News." "The last stand of the Serbian Army," he says, "was

made at Prizrend. . . . After five days of bloody battle, the Serbians, having fired their last shell, spiked their guns and then broke and fled in disorder through a narrow path where the River Drin cuts into the Albanian mountains. More than 80,000 Serbians were engaged at Prizrend, of whom about half were taken as prisoners. In the fastnesses of the snow-clad, barren, uninhabited Albanian mountains there exist la-

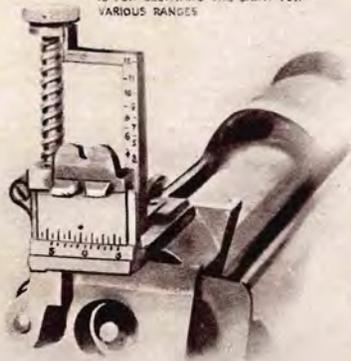


AN ARMY THROUGH ALBANIA—ON THE SUMMIT OF THE TCHAKOR COL, BEFORE THE DESCENT TO ANDRIEVITSA.

of Serbians fighting a glorious guerrilla warfare. . . . Five days after the defeat at Prizrend, 35,000 entered the pass. . . . Those who escaped began at Lumkulus a struggle for life worse than the escape from the Bulgar shells. Napoleon's retreat from Moscow must have been like the flight of the Serbians. Here the first contingents were composed mainly of men with infected wounds and feet

covered with blisters. Daring starvation, they arrived at Scutari thirteen days after leaving Prizrend. They had gone through a veritable hell. . . . On the route were only a few scattered Albanian one-room houses . . . there was absolutely no shelter against the zero weather. For a considerable part of the journey the snow was a yard deep."—[Photo. by Samson Tchernoff.]

THE CANADIAN REAR SIGHT. - SCREW IS FOR ELEVATING THE SIGHT FOR VARIOUS RANGES



VIEW SHOWING THE RELATIVE POSITION OF THE CANADIAN REAR SIGHT



SIGHT ADOPTED BY THE BRITISH FOR TRENCH SNIPING THIS IS A LENS GIVING 3 MAGNIFICATION AND IS THE FORE SIGHT THE REAR SIGHT IS A PEEP WITH A SMALL CLEARING LENS THE EFFECT IS OF A TELESCOPE



THE REAR SIGHT ON THE RECEIVER GIVES LONG DISTANCE BETWEEN FRONT AND REAR SIGHTS, BESIDES THE ADVANTAGES OF THE PEEP.



THE PEEP SIGHT ON THE AMERICAN SPRINGFIELD IS TOO FAR FROM THE EYE, AND THE SIGHT, STANDING VERTICALLY, IS LIABLE TO DAMAGE, FOR "BATTLE RANGE", AND IN CARRYING THE RIFLE, THE SIGHT LIES FLAT.



THE AMERICAN SPORTING REAR SIGHT IS USUALLY ON THE GRIP OF THE RIFLE, CLOSE TO THE EYE. THE BRITISH WERE NOT SLOW IN PICKING UP THE IDEA.



REAR SIGHT OF ENGLISH MAUSER SPORTING RIFLE. USED TO SOME EXTENT IN THE TRENCHES. IT CONSISTS OF A ROW OF LEAVES, EACH ONE FOR A DIFFERENT RANGE. NORMALLY THEY LIE FLAT ON THE BARREL.



FORMS OF THE LONG-RANGE SIGHTS THAT ARE USED IN ARMY RIFLES: SEVERAL TYPES IN GENERAL EMPLOYMENT.

An interesting article on the sighting arrangements of military rifles, in the "Scientific American," from which the above illustration is reproduced by courtesy of the proprietors of the journal in question, credits the British service rifle as having the most serviceable form of sight. The Canadian Ross rifle is considered specially well sighted. It has a back-sight closer to the eye, made as a "peep-sight."

The marksman looks through a small hole in the slide when inclined above the bed in which the sight ordinarily lies flat. The British sight is an "open" sight, and is merely a bar with a notch in it. In the Mauser sight the hinged sight "leaf" slides up an inclined plate on the barrel, marked with the ranges. It is peculiarly satisfactory to learn these facts upon such excellent authority.



THE NEW HOME SECRETARY: THE RIGHT HON. HERBERT SAMUEL, P.C., M.A.

The successor of Sir John Simon is the Right Hon. Herbert Louis Samuel, P.C. Mr. Samuel began his career at the Home Office in 1905, entered the Cabinet as Chancellor of the Duchy of Lancaster in 1909, and in 1910 became Postmaster-General. In 1914 he was transferred to the Local Government Board, but in the Coalition Government took up his old office of Postmaster-General.—[Photo. Elliott and Fry.]

THE NEW BRITISH COMMANDER IN MESOPOTAMIA: GENERAL SIR PERCY LAKE.

General Sir John Nixon, being compelled by ill-health to relinquish his command, has been succeeded by General Sir Percy Lake. Sir Percy has a fine record of service in Afghanistan, South Africa, and India. When the present war broke out, he was Chief of the Staff, Indian Army, and organised and despatched three armies, and reorganised troops for internal defence.—[Photo. by Elliott and Fry.]



ONE OF THE WAYS IN WHICH THE TIGRIS HAS BEEN A BOON TO THE BRITISH MESOPOTAMIAN EXPEDITION! SOLDIERS BATHING.

The Tigris has proved in many ways a good and useful friend to the British Mesopotamian Expedition. By its means, as a waterway of practicable depth, the troops, with their artillery, stores, and commissariat-supplies, have been transported without a hitch to Kut-el-Amara, within 100 miles of Bagdad. It has supplied water for all purposes to both men and horses, and has enabled the latter to be kept fit by

constant watering when camps were pitched. Another useful service, and one much appreciated, which the Tigris has rendered is shown in the photograph above of soldiers having a bathe in its waters. As a navigable stream for transport purposes, the Tigris is deep enough to allow vessels drawing four feet of water to come up to Bagdad and pass some miles beyond.



WHERE NO LANDING-STAGE WAS AVAILABLE: TRANSHIPPING HORSES FROM A TRANSPORT INTO A LIGHTER, AT MUDROS.

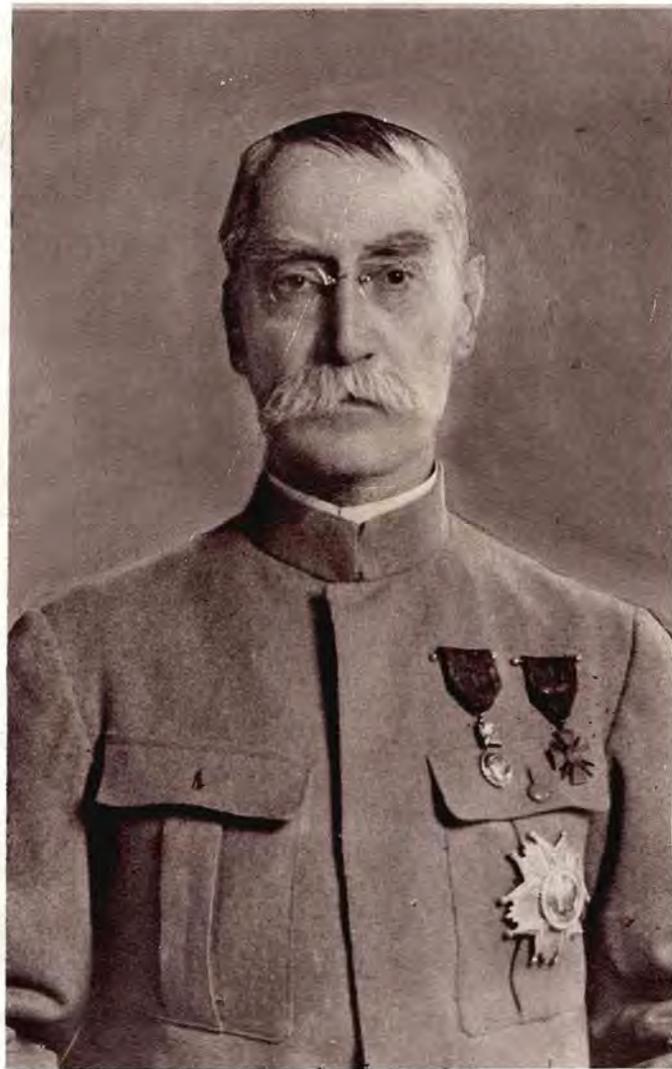
The management of horse-transport by sea and the disembarkation of the animals at ports where ordinary landing-facilities alongside a quay are wanting, are operations British officers well understand owing to past experience acquired in oversea expeditions. So capably is the work of transshipping horses managed where the ships have to anchor off shore, and the horses must be landed in lighters (as shown in the

above photograph, taken at Mudros, where the Dardanelles Expedition had its base) that accidents are practically unknown. As seen, each horse, firmly secured in a carefully fitted cradle, is hoisted up from the transport's deck, slung over the side, and lowered into the vessel alongside, the work being done often at a rate of from forty to sixty horses an hour per set of lowering-gear.

Little Lives of Great Men.

LIII.—GENERAL GALLIENI.

GENERAL JOSEPH GALLIENI, whose name will be for ever associated with the deliverance of Paris in September 1914, was born at St. Beat, in the Haute Garonne, on April 24, 1849. He was educated at the Military School of St. Cyr, and during the war of 1870 he served as a Lieutenant. On the completion of his military studies, which were interrupted by active service, Gallieni had a long spell of colonial experience, and later held many important commands abroad. He served in the Soudan and Tonkin and Madagascar. From 1896 to 1905 he was Governor-General of Madagascar. On his return home he held the command of the 14th Army Corps, and was Military Governor of Lyons. He is Minister of War, and during the War was appointed General of Division, Military Governor of Paris, and Commander-in-Chief of the Army of Paris. In these offices he has given magnificent proof of his talents, which found their greatest opportunity when the Germans seemed to have Paris almost within their grasp. It was General Gallieni who held in reserve behind the capital those unsuspected armies which completed the victory of the Marne. The Governor commandeered every available motor-vehicle in and around Paris, and sent his fresh troops forward to harry the German rear. General Gallieni is not only a scientific soldier, but a man of science in a wider sense. As a traveller he is particularly distinguished, and is a member of many geographical and scientific societies. The Geographical



GENERAL JOSEPH GALLIENI, MINISTER OF WAR
IN THE NEW FRENCH CABINET.

Society has awarded him its gold medal, and he has received many other medals from kindred societies and from Chambers of Commerce. He is a corresponding member of the Academy of Sciences. His military decorations include the Grand Cross of the Legion of Honour and the Military Medal. General Gallieni is as skilful with the pen as with the sword, and his writings prove him not only an observant traveller and a trained geographer, but an expert in the problems of colonisation. All his works have been the outcome of his foreign service, as soldier and as administrator. His first book was "A Journey in the French Soudan, 1880-81." This was followed by "Two Campaigns in the French Soudan, 1886-88." The dates are those of the General's residences abroad, and his books are consequently almost a complete record of his official life. His next book related to his administration in Tonkin, 1894-95; and this was followed by his memorable series of writings on Madagascar, where he spent the nine years from 1896 to 1905. He wrote a Report of his first three years' service, a guide to the immigrant, and another Report, his historical record of the pacification, administration, and organisation of the island during the whole period of his Governorship there. In 1908 he followed this with a volume of lighter reminiscences, "Nine Years in Madagascar." He also formed a colonial museum. General Gallieni is the picture of a colonial veteran—lean, grizzled, and with shrewdness and decision written on every feature. He opposed the suggested evacuation of the capital in the historic phrase—"Paris can defend herself." And he proved his case.



GENERAL CASTELNAU AT SALONIKA: THE FRENCH CHIEF OF STAFF, WHO DECLARED THE ALLIED POSITIONS "SECURE AND IMPREGNABLE."

Possibly, by the time this appears, the enemy's attack on Salonika may have taken place. General Castelnau, the French Chief of Staff, arrived at Salonika, to inspect the Allied positions, on December 20. Thence he went to Athens, arriving on December 26, and had an hour's audience of King Constantine, who, he said, gave him "a charming reception." Speaking afterwards of the military situation, General

Castelnau said: "I am thoroughly satisfied with what I have seen in Salonika, and with the dispositions taken by General Sarrail. . . . I was very much struck with the splendid equipment and appearance of the British force at Salonika . . . and, above all, the marvellous mule-transport service. . . . I consider our position at Salonika to be absolutely secure and impregnable."—[Photo. by Manuel.]



BURNING EVERYTHING THAT MIGHT BE USEFUL TO THE ENEMY: THE RETREAT OF THE THIRD SERBIAN ARMY—EVACUATING A VILLAGE.

The Serbians, in retreating from their country, left nothing behind in a condition to be of service to the enemy. An official Serbian announcement regarding the retreat stated: "The Austrian and Bulgarian *communiqués* recounting an enormous quantity of prisoners and war-booty contain exaggerations, to which the Press of Europe is already accustomed. Their improbability passes all bounds, however, in

respect of the quantity of guns, rifles, and munitions. The Serbian Army did not leave a single intact gun behind it. Everything that could not be saved was completely destroyed." The photograph shows the last column of the Third Serbian Army leaving the village of Rajagne, after setting on fire anything that the enemy might have found useful.—[Photo. by R. Marianovitch; supplied by Topical.]



THE GERMAN ADVANCE IN SERBIA: A COLUMN CROSSING A BRIDGE OVER A RIVER—SHOWING THE STATE OF THE ROADS.

That the enemy were preparing an attack on the Franco-British positions at Salonika was indicated by reports on January 11 of gun-fire near Doiran. On the 13th a Paris *communiqué* stated that "the necessities of our plan of defence compelled us to blow up the railway bridges at Demir Hissar and Kilindir." According to an unofficial message from Milan, the enemy's forces between Doiran and

Ghevgeli numbered 200,000, the majority being Bulgarians. The Germans, it was said, had few troops there, but great quantities of artillery, and many men of a German Division in the Monastir district had been transferred to the north. A previous report stated that the Germans were repairing the Vardar bridges destroyed by the Allies in their retreat, and had constructed a new aerodrome at Uskub.—[Photo. by E.N.A.]

IN a recent issue of the "Scientific American," Mr. Neal A. Truslow gives the following remarkably interesting account of the subject here illustrated, which we are enabled to quote *in extenso* by the courtesy of that paper: "Military authorities await the development of the new French invisible aeroplane with great interest. The French Government is, naturally, very secretive about this invention, which bids fair to revolutionise aerial warfare, and information is difficult to obtain, but it is rumoured that one of these machines recently attacked and destroyed a German Aviatik without a battle. The enemy craft had no intimation of the attack until under fire from the mitrailleuse of the French machine. In type this new marvel is similar to the 'Voisin.' The body and framework are constructed, as in ordinary machines, of aluminium braced with wire. Over the frame-work, instead of canvas, is stretched a transparent material which looks like a cross between mica and celluloid. It is called 'cellon,' and is a chemical combination of cellulose and acetic acid. Of almost the same transparency as glass, it does not crack or splinter and has the toughness and pliability of rubber. It is neither inflammable nor soluble, and is impervious to the effects of gasoline. Experiments

[Continued opposite.]



[Continued.] with cellon have also been made extensively by the Germans, and for the same purpose, but without success, because of a tendency to warp, which they were unable to overcome. The French success lies in having eliminated that tendency. And in doing so they have completed a practically invincible, as well as invisible, machine. At a height of 3000 feet it becomes an indistinct blur. At 6000 feet it is absolutely lost to sight. This means a great increase in scouting possibilities and less danger to operators. Since the aeroplane can be detected only by the noise of its engines, it is no longer a target for hostile guns. The European war might well be called a War of Aircraft; and the opinion is growing that its issue will be decided by the bird-men. Almost every day sees new inventions or methods introduced to still further increase speed or power or efficiency. Last week it was the massive new German aeroplane, said to be propelled by four motors of 80 horse-power each, so heavy and unwieldy that the steering gear is of necessity operated by machinery, and able to carry 14 passengers at a speed hitherto unheard of. This week has brought the still greater wonder—a machine that is invisible. In the hands of the daring French aviators great results may be expected."

A MACHINE THAT AT 3000 FEET BECOMES A BLUR; AT 6000 FEET, INVISIBLE: THE FRENCH TRANSPARENT AEROPLANE—ACCORDING TO AMERICA.

By Courtesy of the "Scientific American"



READY TO START ON GETTING THE ORDER BY TELEPHONE: FRENCH AIRSHIPS' MEN IN THEIR QUARTERS IN THE AIRSHIP-SHED.

In a recent issue of "The Illustrated War News," we gave a photograph of French aviation officers in their staff tent, working out in detail the plans of a projected raid on the enemy's lines. Here we have a complementary illustration showing part of a French airship-shed, where the crew are quartered. Some of the next-for-duty men are seen, for the moment not wanted and variously occupied. They

have practically only to slip on their outer garments and accoutrements, work of a few seconds, and run to their stations, where they assist in getting their airship into the open and then clamber on board in readiness for the start. At all airship-sheds the crews are kept fully prepared to set off on receipt of a telephone-message.—[Photo. by C.N.]



IN A COUNTRY WHERE THE ENEMY HAVE RECENTLY SUFFERED "ENORMOUS LOSSES": WOUNDED GERMANS BEHIND THEIR FRONT IN RUSSIA.

The Austro-German casualties due to the recent Russian offensive are said to have been very great. A Petrograd *communiqué* of January 10 said: "In Galicia and east of Czernowitz the enemy, having suffered enormous losses as the result of our rapid and fierce blow, and being disorganised by the desperate, though fruitless, counter-attacks to recapture his lost positions, yesterday no longer showed

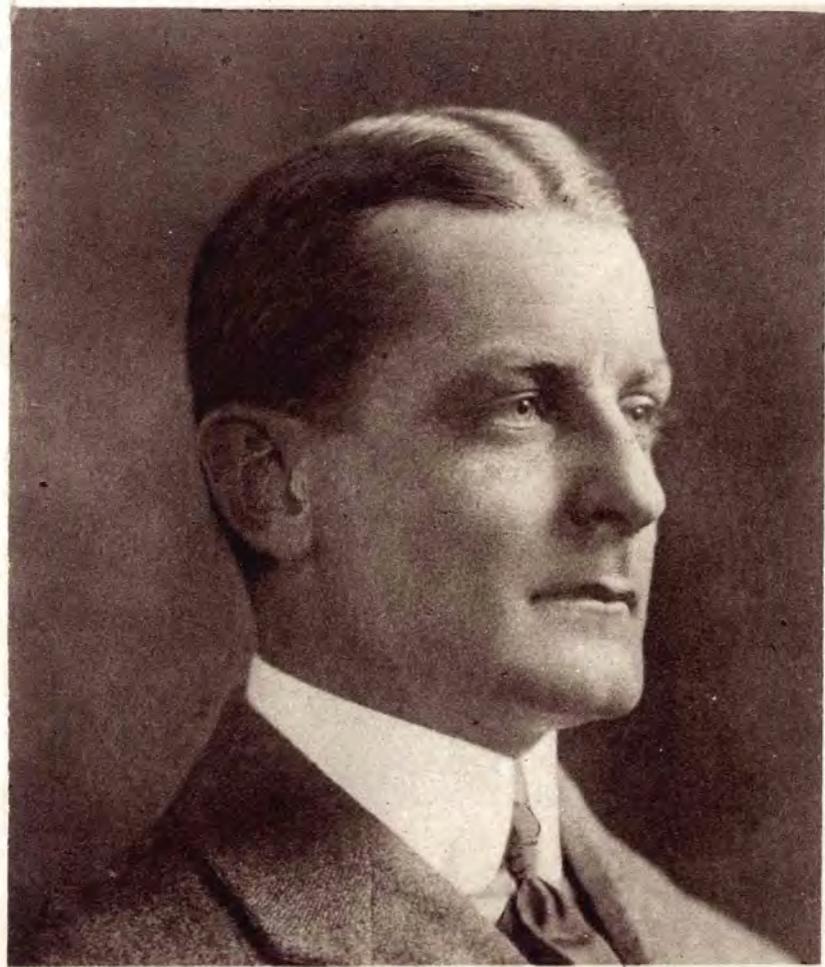
any activity." Unofficial reports stated that the number of prisoners taken by the Russians was much greater than was supposed, 2200 having reached Kieff, and a further 10,000 being behind the Russian line in Galicia. It was also reported that the enemy were abandoning their wounded wholesale, to avoid causing depression by the appearance of such large numbers.—[Photo. by Continphot.]



THE CHRISTMAS DAY DINNER AT A BRITISH CAMP AT SALONIKA: CARVING THE TURKEY IN AN OFFICERS' MESS.

This photograph of a Christmas Day dinner-table scene in an officers' mess at Salonika has just come to hand, but the intermediate delay in consequence of the war conditions in the Near East is, of course, readily explicable. Whatever may have been the war surroundings, our soldiers, wherever they are serving, officers and men, have managed, it may be taken for granted, to commemorate the Christmas

season by some form of festivity or another. For that, thanks are largely due to the friends in England who did their best to send out Christmas gifts in the shape of creature comforts. The rough-and-ready table service details as seen above offer a sufficient contrast to the comfortable arrangements of an officers' mess at home in times of peace.—[Official Photo. from G.H.Q., per C.N.]



A NEW NAVAL D.S.O. : FLAG-CAPTAIN HUMPHREY WYKEHAM BOWRING, R.N.

The Distinguished Service Order has been conferred upon Flag-Captain H. W. Bowring, Dover Control. Vice-Admiral Bacon says in his despatch, Captain H. W. Bowring acted most ably as Chief of Staff in Belgian coast operations, and, in recommending him : "Flag-Captain H. W. Bowring acted as Chief of my Staff during all the operations, and afforded me most valuable assistance."—[Photo. by Central Press.]

"THE OLDEST NAVAL OFFICER AFLOAT" : THE LATE LIEUT.-COMMANDER GARTSIDE-TIPPING.

Vice-Admiral Sir Reginald H. S. Bacon says in his despatch : "It is with regret that among others I have to report the death of Lieut.-Commander H. T. Gartside-Tipping, R.N., of the Armed Yacht 'Sanda,' who was the oldest naval officer afloat. In spite of his advanced age (67) he rejoined, and with undemonstrative patriotism served at sea as a Lieut.-Commander."—[Photo. by Central Press.]



"THOROUGH AND EXCELLENT WORK" BY THE BRITISH TROOPS AT SALONIKA: STABLE DUG-OUTS AT THE FOOT OF "MOUNT ARROWROOT."

in the defences of Salonika the French hold the western flank and the British the eastern. "The English sector," writes Mr. G. Ward Price, "follows the chain of lakes right across the head of the Chalcidice Peninsula and reaches the sea at the Gulf of Orfani on the other side." General Castelnau, the French Chief of Staff, after his visit of inspection to Salonika, said to the British Minister at Athens: "Without

any compliments I can tell you that I was very much struck with the splendid equipment and appearance of the British force at Salonika, with the thorough and excellent work it has accomplished in the direction of rendering Salonika impregnable, and, above all, the marvellous mule-transport system it has organised, which will be invaluable when the time for an offensive comes."—[Photo. by C.N.]



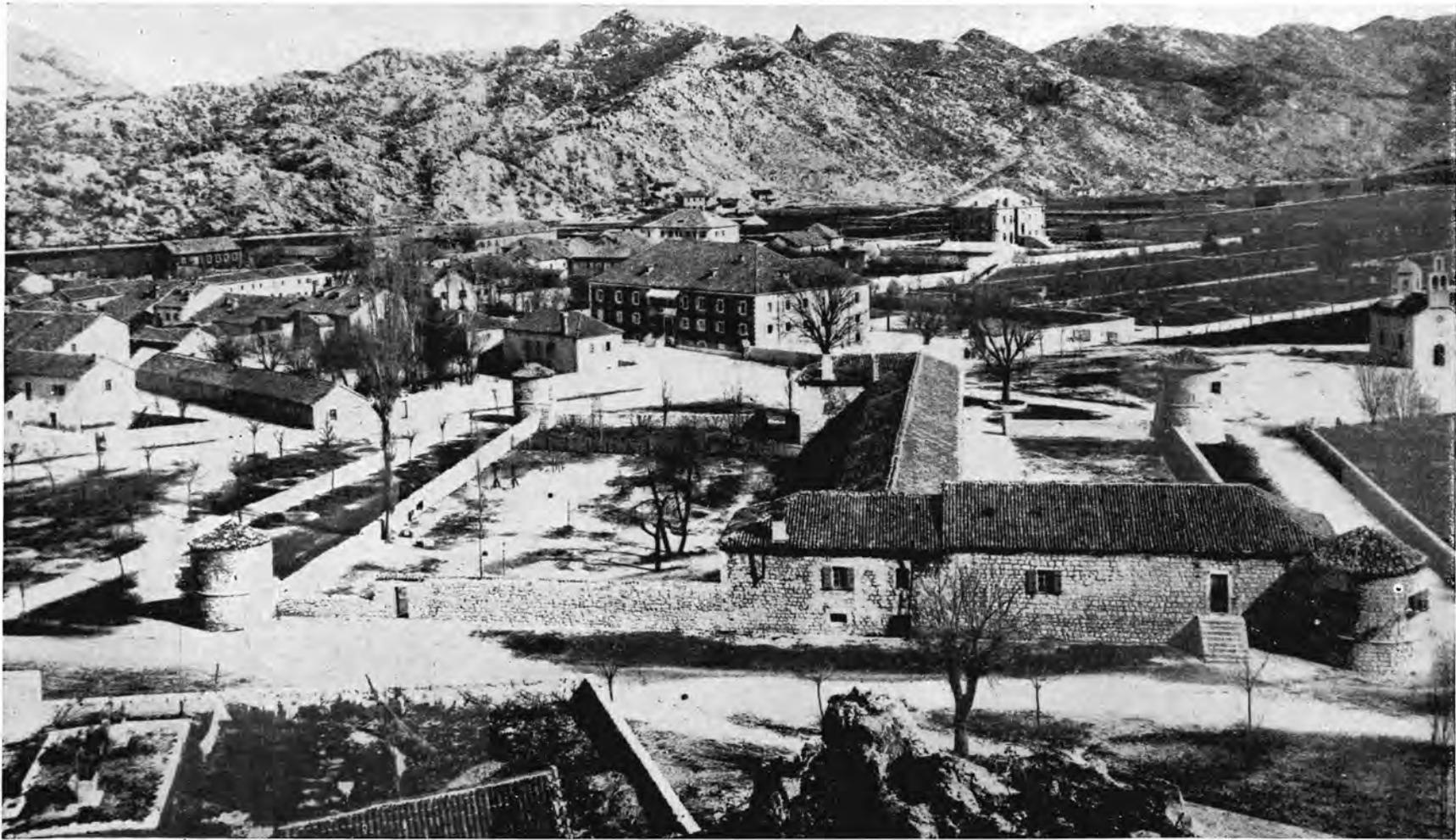
A TRENCH "FIND" IN SALONIKA: AN ANCIENT GREEK MEMORIAL VASE.

The British Army in Salonika has made many discoveries of interest to archaeologists during trench-digging, and our photograph shows an ancient Greek vase, for containing human ashes, found eight feet below the surface on a hill-top. The disposing of the dead by burning is still the exception here, but it has commended itself to many, especially in the East, for centuries.—[Official Photo. Supplied by C.N.]



A GREAT SOLDIER-KING: H.M. NICHOLAS I., KING OF MONTENEGRO.

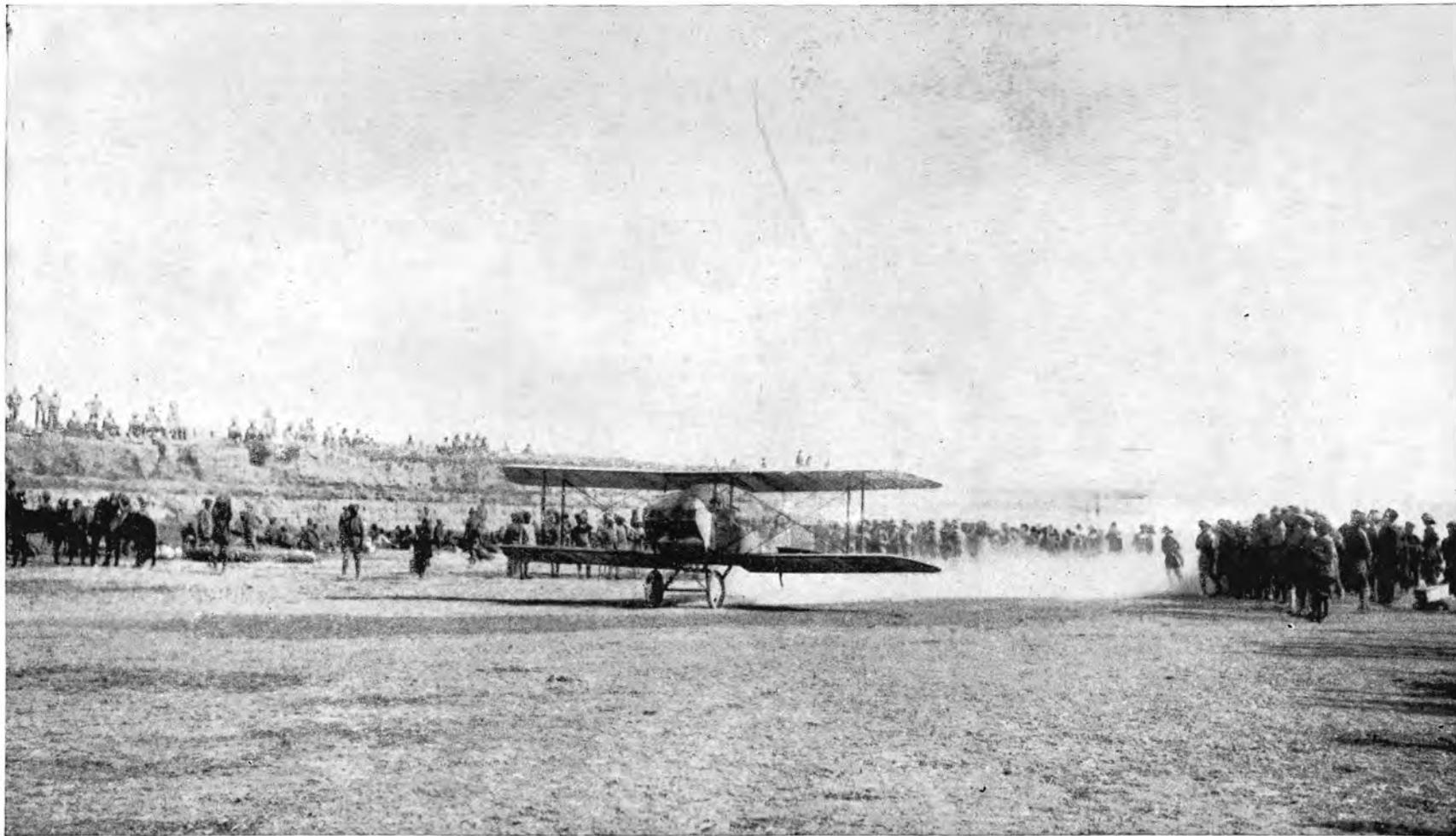
The drama of the war has focussed the attention of the world upon many Sovereigns, of whom few are of more interest than the septuagenarian King Nicholas of Montenegro. His Majesty's daughter, Princess Helen, is Queen of Italy; and two other daughters, the Princesses Militza and Anastasia, are, respectively, Grand Duchess Peter and Grand Duchess Nicholas of Russia.—[Photo. by L.E.A.]



THE FOURTH EUROPEAN CAPITAL FALLEN TO THE ENEMY: CETINJE, THE CHIEF TOWN OF MONTENEGRO, CAPTURED BY THE AUSTRIANS.

An Austrian *communiqué* of the 14th stated: "The capital of Montenegro is in our hands. Our troops . . . yesterday afternoon entered Cetinje. The residence of the King of Montenegro and the town are undamaged." A later Austrian *communiqué* said: "At Cetinje we took 154 guns, 10,000 rifles, 10 machine-guns, and much ammunition and war material." Cetinje is a small, red-roofed

town lying in a narrow plateau beneath the Black Mountain. The King's palace is the building in the centre of the photograph. Opposite it, among some trees, is the British Minister's house, and to the right, standing by itself, that of the Crown Prince Danilo. The only other buildings of any size are the old palace, now a military school, the barracks, a girls' school, an hotel, and a monastery.—[Photo. Topical.]



THE UNIVERSAL ACTIVITIES OF THE AEROPLANE: A BRITISH BIPLANE WITH THE MESOPOTAMIA TROOPS STARTING ON A FLIGHT.

There is no quarter of the world where fighting is, or has been, going on, whether on sea or land, in which the aeroplane has not been actively at work in scouting, or artillery "spotting," or in direct offensive action such as aerial duels and bomb-dropping raids. In the Balkan Campaign recently, at the Dardanelles, beyond the Suez Canal, in the German South-West Africa Campaign, in East Africa

(where airmen enabled the gunners of the British monitors to locate the hidden "Koenigsberg"), in the North Sea and off Heligoland, among other places, aeroplanes have performed no less useful service than in the incessant activities of the main operations in the Western and Eastern war-areas. Our photograph shows an aeroplane in yet another war-theatre—in the Tigris campaign in Mesopotamia.



PREPARING TO DEFEND EGYPT AGAINST ANY TURKO-GERMAN ATTACK: THE MOBILISATION OF THE NATIONAL CAMEL SUPPLY.

Camels have, to a large extent, taken the place of cavalry in the Egyptian Army for desert service ever since Lord Wolseley's Nile campaigns of thirty years ago against the Mahdi, when a camel corps was first organised as a mounted-infantry unit and proved of great utility. Should the enemy threats against Egypt in the present war materialise, the Egyptian camel-mounted troops may be trusted to

render a good account of themselves. The upper illustration shows part of a great camel camp in Egypt, where an immense number of camels, for various army purposes, are assembled as purchased from natives all over the country. In the lower illustration camel-saddles, supplied by native contractors, are seen stacked ready for inspection and serving out.—[Photos. by Topical.]



THE ENEMY OCCUPATION OF SERBIA: BULGARIAN AND GERMAN GARRISON INCIDENTS AND SCENES AT NISH AND ELSEWHERE.

From the above illustrations we may gain an idea of the completeness, for the present, of the enemy's occupation of Serbia. Photograph No. 1 is a scene in the market-place of Nish. Bulgarian soldiers on duty are seen mingling with people of the place who still remain and peasant market-folk of the neighbourhood. In No. 2 we have a market-place scene at Lescovatz, a small Serbian town, some twenty-four

miles from Nish to the south-east, garrisoned by the Bulgarians. A regimental band is seen giving an open-air performance. Some of the German military police at Nish appear in the third photograph. Photograph No. 4, also taken at Nish, shows a Bulgarian officer giving out verbal instructions to soldiers in the street.



ARRANGED, AND MANNED, WITH BEAUTIFUL REGULARITY, GERMAN TRENCHES—IN BERLIN.

This photograph, taken at Berlin, shows how the German soldier is trained during the war for work at the front. The conditions are realistic enough as regards the construction of the trenches, but the general air of clock-work regularity, the spick-and-span uniforms and helmets, and the immaculate officer, betray the fact that this is a home-training scene, and not the real thing.—[Photo. by E.N.A.]



A MASCOT IN THE CAMEROONS: A MONKEY AT THE WHEEL

Our men serving in distant parts of the world, where the fauna are more strange and varied, have a wider choice in the matter of mascots than those at home, who usually content themselves with a dog, cat, or goat. The monkey seen here, in uniform, is the pet of a British vessel engaged in the Cameroons operations.—[Photo. by C.N.]



AN INDISPENSABLE PRECAUTION AGAINST SURPRISE ATTACKS: A FRENCH LISTENING-POST IN AN ADVANCED TRENCH NEAR SOUCHEZ.

Listening-posts are a military device which trench-warfare has made indispensable everywhere; in particular, where opposing bodies of troops are so close to each other that surprise-attacks, or sudden rushes under cover of darkness, may be expected. Where there is wider space than usual of "No Man's Land"—as the ground intervening between the hostile lines is commonly called—small parties of picked

men steal forward at night and lie out in the open as near the enemy as possible, to send instant word of any suspicious sounds they hear. Where the trenches are quite close, the listening parties station themselves, as seen here, in an advanced spur of the outermost trench close to the barbed-wire entanglement and listen there for suspicious sounds in front, or below ground.—[Photo. by Alfieri.]

THE Illustrated London News

of JANUARY 15 contained:—

MOUNT LOVTCHEN, REPORTED CAPTURED BY
THE AUSTRIANS.

THE FINAL EVACUATION OF GALLIPOLI: AT
CAPE HELLES.

THE KAISER'S ACHILLEION PALACE TO HOUSE
WOUNDED SERBIANS.

MARSHAL PUTNIK, COMMANDER-IN-CHIEF OF THE
SERBIAN ARMY, CARRIED IN A SEDAN-CHAIR
DURING THE RETREAT.

THE MESOPOTAMIA VICTORY.

HORSES AT SEA: HOW THEY ARE LANDED.

A BRITISH TRANSPORT'S FALSE "SPEED."

A SECOND "RETREAT FROM MOSCOW": THE
SERBIAN RETIREMENT; INCLUDING REMARK-
ABLE PHOTOGRAPHS OF KING PETER ON FOOT
IN ALBANIA, THE RETREAT ACROSS THE PLAIN
OF KOSOVO, THE SERBIAN GENERAL STAFF
RETIRING OVER THE WHITE DRIN, SERBIAN
CAVALRY FORDING THE DRIN.

"RUSSIA": BY DR. E. J. DILLON.

REMARKABLE SALONIKA PHOTOGRAPHS.

SCENES NEAR THE DESPERATE FIGHTING AT THE
HARTMANNSWEILERKOPF, ETC., ETC.

The next issue of "The Illustrated London News" will be of equal interest.

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1-, 2-, 5- Tins, of all Chemists & Stores.

For more than seven years Glaxo has been continuously purchased by Infant Milk Depots under the administration of

Municipal Health Departments. These Authorities have as their object the reduction of infantile mortality. If Glaxo, either in conjunction with mother's milk, or as a sole food from birth, did not rear bonnie, healthy, happy babies, these Authorities would long since have discontinued its use, instead of which the use of Glaxo by such Authorities steadily increases year by year—the Corporation of Sheffield alone having purchased over 100,000 lbs. of Glaxo. Does not this convince you that Glaxo does serve a useful purpose wherever breast milk is either deficient in quantity or quality, or lacking?

Ask your Doctor!

If you have not a copy of the Glaxo Baby Book, we should like to send one to you free of cost. It does not matter how your baby is being fed, the Glaxo Baby Book will help you. It not only tells you about Glaxo, but everything else you should know to successfully rear a healthy, bonnie, happy baby. Just drop a postcard to—

GLAXO, 47R, King's Road, St. Pancras, N.W.