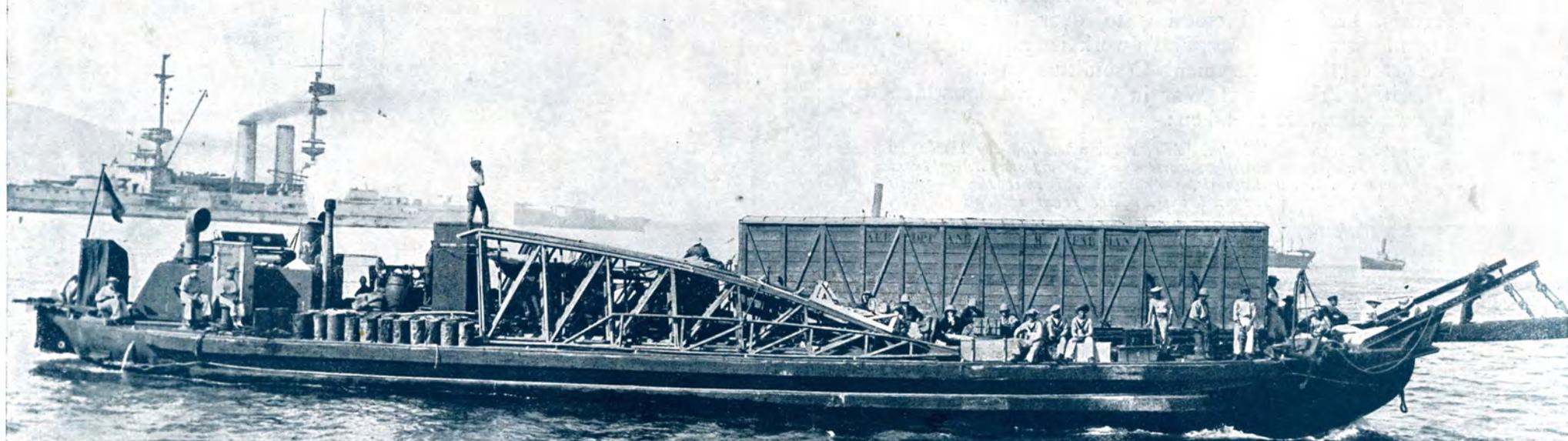


THE ILLUSTRATED WAR NEWS



WITH THE NAVY IN THE EASTERN MEDITERRANEAN: TRANSPORTING AEROPLANE MATERIAL.

**AN
URGENT
APPEAL**



**FOR
A WORTHY
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Food and Clothing Fund**

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Sergt. ———

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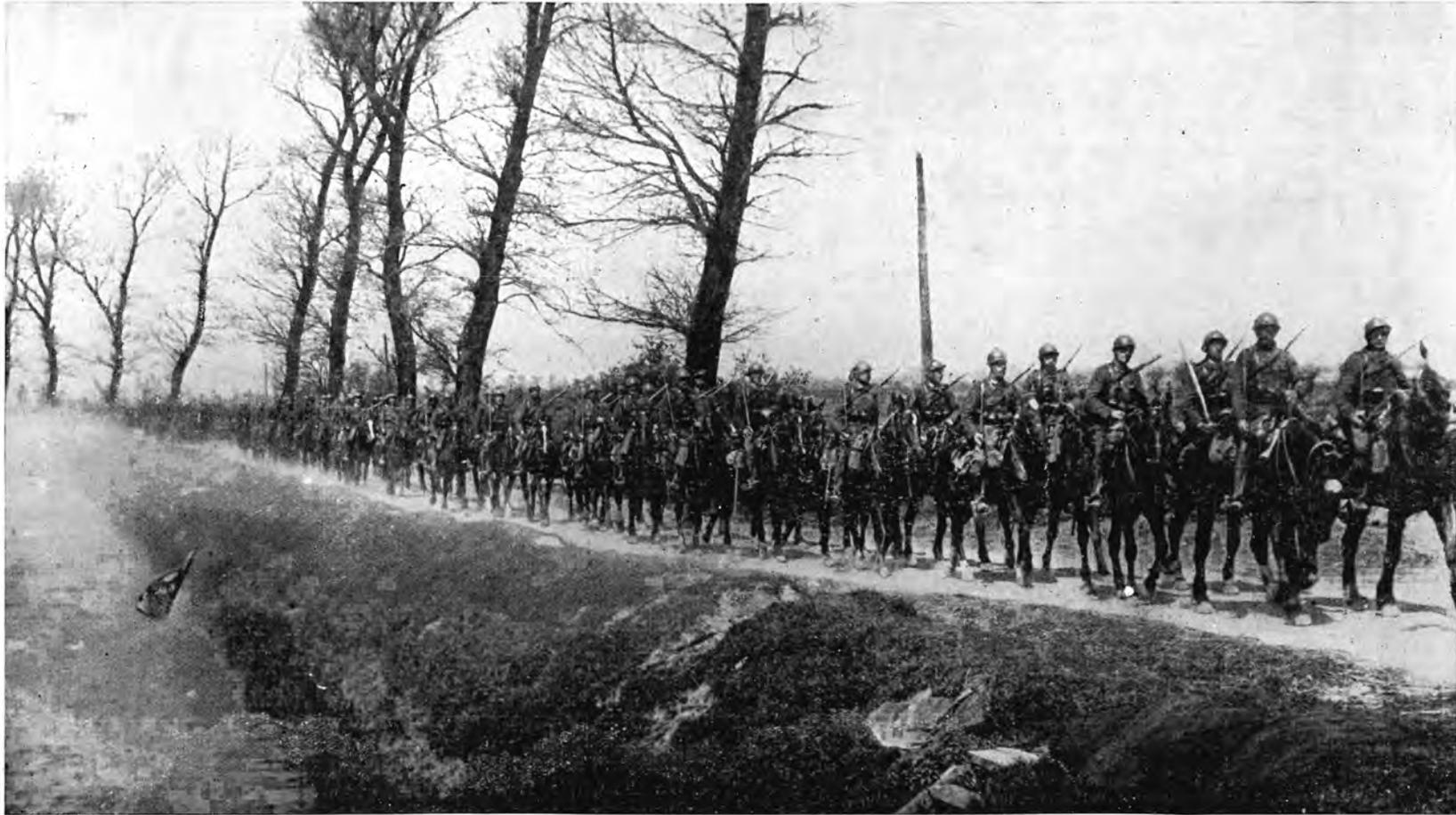
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BELGIAN CAVALRY WEARING THEIR NEW STEEL HELMETS: MEN OF KING ALBERT'S REORGANISED FORCES AWAITING THE DAY OF *REVANCHE*

Photograph by C.N.

THE GREAT WAR.

THE news of the week has been singularly meagre. There has been but a small amount of fighting in the various spheres, and that—as in the West about Verdun—mainly of an accepted rather than a significant nature. The Irish episode has changed from a military to a more or less political affair; there have been very few minor encounters, and, on the whole, activity seems to have been fined down to a minimum.

The Irish Rebellion has, to all intents, been stamped out completely, and the main aim of the Government is to secure the complete tranquillity of the country now and in the future. In practical effect, the singularly futile and unlovely revolt has cost some 1300 casualties to both soldiers and civilians, and of this number 300 represent the total killed. In material loss, property to the extent of several million pounds has suffered damage—to say nothing of attendant suffering, privation, and the like. Dublin is chiefly responsible for these figures, the details of the rising and



A NOVELIST-SOLDIER AT SALONIKA: MR. ALBERT KINROSS, WHO EDITS
"THE BALKAN NEWS."

One of the many literary men at the front is Mr. Albert Kinross, the author of many novels, among which are "The Way Back" and "Joan of Garioch." He is with his regiment at Salonika, and in the intervals of military duty fills the editorial chair of "The Balkan News," a paper greatly appreciated among his comrades.—[Photo. by Alferi.]

the cost of it in outlying districts still being lacking. The rebels lost a number of killed, several thousands captured—of whom many have been transported to this country—and thirteen or fourteen of the leaders have been executed, while many have been sent to prison for various terms.

The political aspect of the matter has arisen over the shooting of the leaders. There are some who consider that the continuance of the executions shows harshness, and may, in itself, prove a danger in alienating sympathy already on the side of the Government. Of those of this opinion, it might be said that they are inclined to admit the justice of the death sentence passed upon the leaders who signed the rebel manifesto—all of these signatories having now been shot, including the two (James Connolly, the "Commandant-General," one of them) under sentence, though at one time in hospital wounded—but are more inclined to be anxious as the list of executions shows signs of spreading beyond the seven. The shooting of Mr. Sheehy Skeffington, apparently an unarmed and unimplicated civilian, has brought these protests to a head; and Mr. Asquith, after a conditional promise that the executions had ceased, left for Dublin himself, to inquire into the circumstances, though not to interfere with the military command. Following close on his visit the stringency of Martial Law has been abated, and there are hints that some plan of provisional administration, on which all parties combine, will be tried in order to bring the situation to a happier condition.

On the whole, it will be best, when considering the question of these executions, not to take up the attitude of the partisan. As Mr. Asquith pointed out, the revolt itself was responsible for a sad loss of life both among the soldiers and civilians. To prevent further loss of such lives—

[Continued overleaf.]



PLAYING A MOUTH-ORGAN AND A GUITAR AT THE
SAME TIME: AT A GERMAN CAMP-CONCERT.



AT THE BRITISH FRONT DURING GERMAN "ARTILLERY ACTIVITY": TAKING COVER IN A WOOD BEHIND THE TRENCHES UNDER SHELL-FIRE.

At the moment when this photograph was taken, the wood, which is situated somewhere behind the British lines in France, was being shelled by the German artillery. A despatch from Headquarters on May 12, it may be recalled, stated: "Yesterday evening, after a heavy preliminary bombardment, the enemy succeeded in capturing about 500 yards of our front trenches north-east of Vermelles. We

regained a portion of the ground lost by a counter-attack during the night. To-day there has been no further infantry action, but considerable artillery activity in this neighbourhood. Further north, opposite Cuinchy, we bombarded the enemy's position. Otherwise nothing but minor artillery duels at various points of the front."—[Photo. by Sport and General.]

that is, to stamp out revolt, especially a revolt in the most critical days of our great war—it is necessary to act with firmness. The Commander in Ireland seems to have acted in conjunction with the Government in his judgments, and to have shown a marked inclination for commuting death sentences into sentences of penal servitude. His position as a General called upon to suppress an internecine revolt was not made any easier by the fact that the country concerned was Ireland. On the whole, his severity does not appear to have been pronounced, and, in any case, the full facts of all the trials must be known before we can judge them.

Verdun has practically concentrated all the energies of the fighting this week. The Germans have once more been attacking steadily, but not very effectually. They have now apparently relinquished their full ambition in the other avenues of assault, and are, with a certain singleness of intention, hammering away at the left flank, trying to carry the defences of the Mort Homme, and particularly those of Hill 304, which holds secure the wing of Mort Homme. Following a heavy bombardment which shattered the French trenches completely, the Germans strove to force their way along the valley between Hill 304 and Hill 295, and to make way on the bare northern slopes of the former hill. A full German army corps appears to have been employed, and to have suffered excessively in a series of deep attacks. These attacks had effect. The Germans were able to get into the French advance trenches, and in



WITH THE ALLIES ON THE SALONIKA FRONT: A GERMAN AIR-RAIDER WHOSE CAREER WAS CUT SHORT. The dismantled wreck of an enemy Aviatik shown above is one of the German aeroplane trophies at Salonika. The Allied airmen and anti-aircraft gunners there between them have been very successful in dealing with hostile air-raiders of that sort. The Aviatik seen was brought down on March 27.—[French Official Photograph; supplied by Newspaper Illustrations.]

these battered works to hold on for a time. They held on long enough to pass to Berlin the news that they had the whole of the trench system on the northern slope of Hill 304, and had been able to push forward on to the summit itself. The fact that they had been able to do nothing of the sort was immaterial. In counter-attacks which lasted through nights and days, the French were able to turn them out of even their first gains,

and at the time of writing Hill 304 is still entirely in French hands. At the same time, our Ally has been able to press forward at Mort Homme and about Hill 304 on several occasions, as well as to capture a few prisoners. A morning attack near Vaux Pond resulted in a check for the Germans too, though they had advanced to bayonet and grenade point, and lost heavily enough. Along all this front there has been a great deal of gunnery work, the Germans sending over shells in an astonishing variety of calibres, though the damage done has scarcely compensated them. South of Roye, on the bend of the Allied line south of Arras, the Germans on Sunday attempted a *coup de main* on the trenches in the Bois des Loges, but were promptly beaten back.

The activity on the British front still maintains a certain minor energy, though the week ended in larger events, successful raiding and bombing being kept up. Of particular interest is the fact that the troops of the Australian and New Zealand force have arrived in our line, and have taken over a portion of the front. The splendid and quicksilver daring of these men

[Continued overleaf.]



AIR-SCOUTING AT SALONIKA: AN ALLIED BIPLANE PASSING OVER A FRENCH CAVALRY CAMP TO RECONNOITRE ENEMY POSITIONS.

While the opposing forces have been marking time at Salonika, as regards general actions, there has been a good deal of artillery activity, and the air-craft on both sides have been busy, either spotting for the guns, scouting, or dropping bombs. In our last number we gave an illustration of some British troops watching an enemy aeroplane being shelled. Here we see an Allied biplane setting out on a

reconnoitring expedition. It is seen passing over a French cavalry camp, where, by the way, the troops have evidently been employing their artistic ingenuity. Between the tents and the horse-lines is a large inscription—probably "Vive La France!" The cavalry have had opportunities here. Some British patrols ambushed two German cavalry squadrons and about 50 infantry near Lake Doiran.—[Photo. by Topical.]

will undoubtedly prove of immense worth, especially when that moment of critical movement—a big advance—arrives. Practically the whole Empire is now in our firing line of the West, ready for the order to go. It was on Thursday (11th) that the Germans came against our line with some show of pressure, and with a small show of success. The debatable ground between La Bassée and Loos, the stage of unsuccessful attacks at the end of April, was again the point chosen; this time the assault, after the usual heavy shelling, driving against our trenches north-east of Vermelles. Headquarter reports admit the Germans gained entry into first-line trenches on a front of some 500 yards, but also insist that a portion of the ground lost was recaptured in the counter-attack made during the night. Berlin makes an all-or-nothing statement about the matter. On the word of Germany, not one but several lines of British works were stormed near Hulluch, and the counter-attack was not merely unsuccessful, but it met with sanguinary losses. The fighting here lapsed into gunnery duels. Another German attack was launched against our works between the

casualties on either side. These attacks, the number of small affairs now increasingly in evidence—of which these against the British front and that at Roye may be taken as examples—seem to be playing prelude to some bigger movement, not necessarily from the German side, since the attacks may be feints to draw us quite as much as attempts to mask an enemy concentration. That the time of graver action is at hand is obvious, and, since the attack at Verdun has failed to unsettle the main dispositions of



ON SERVICE "SOMEWHERE" IN THE DESERT: THE WESTMINSTER DRAGOONS
(2ND COUNTY OF LONDON YEOMANRY).

The Westminster Dragoons are one of our mounted Territorial regiments which have seen active work in the war. In the days before Lord Haldane's introduction of the Territorial system, they were a Yeomanry regiment, and, as such, were represented in the South African War, an experience commemorated as a "battle-honour."

Somme and Maricourt on the night of the 12th, the Germans apparently getting into our trenches and being driven out immediately, with few



THE CAMPAIGN IN EAST AFRICA: AN ASKARI GUN'S CREW GETTING
A GUN READY FOR ACTION.

The Askaris of British East Africa, who in ordinary times accompany big-game hunters on their up-country expeditions and guard their camps by day and night, have been organised to render war service with the British forces operating in German East Africa. An artillery team of them is seen running up a gun into position.—[Photo. by C.N.]

the Allies, it is quite in keeping with German practice to attempt to blunt any initiative we may have in mind by the disturbance begot of minor actions. It is also possible, too, that the enemy may try to discompose our plans by a larger attack on some new portion of the line, and that they might attempt some form of big offensive before our great thrust, in the hope of scattering our reserves.

Upon the Eastern front there are indications of renewed energy; Von Hindenburg is exerting some pressure towards the Dvina, especially in the region of Jacobstadt, and, though he has not been able to make any great impression, he seems prone to continue his effort with some power. This activity has also spread along

[Continued overleaf.]



A CURIOUS TYPE OF AMBULANCE IN USE NEAR SALONIKA : A WOUNDED BRITISH SOLDIER ON HIS WAY TO THE BASE.

As the rough roads and mule-tracks of the Balkans are not always negotiable by ordinary ambulance-wagons, the more primitive contrivance here illustrated is often employed. Ambulances of a very similar type in use at Salonika were illustrated in a double-page drawing in our issue of May 10. In the case of that shown in this photograph, it may be noted that the stretcher is slung from the side poles in

a horizontal position, an arrangement which no doubts adds to the patient's comfort and modifies the inevitable jolting caused by the ends of the poles trailing along the ground. As mentioned under the drawing above referred to, similar conveyances are used for purposes of ordinary travelling on rough mountain roads in Tyrol.—[Official Photograph, issued by Press Bureau and supplied by L.N.A.]

the whole line, there being much gunnery work and many small encounters to as far south as the Pripet, though major engagements have not yet been reported. In their Oriental campaigns the Russians are doing particularly well. Though the resistance in the Caucasus seems to have



THE CAMPAIGN ON THE WESTERN EGYPT FRONTIER: AUSTRALIAN "CAMELRY" DURING A DESERT MARCH. One of the contingents serving with the Western Egypt Frontier Expeditionary corps which rendered specially useful service during the desert campaign against the Bedouin-Senussi invaders was made up of Australian troopers mounted on riding-camels. Part of one of the "camelry" detachments is seen in the above photograph.

deepened, and west of Trebizond and Erzerum the Turks appear to be striving manfully to hold up the advance, they have not had any great success. In a series of defensive actions, apparently at Mount Kop, west-north-west of Erzerum, their force has been broken, and, after heavy fighting, the Russians have gained way again, and have made more captures of men, material, and guns. On their Bitlis flank our Ally has done well also; and on the whole of this front the Turks are using up reserves in a great but unsuccessful effort to check invasion. This demand on their reserves has had excellent effect, for the Allies, in that other sphere of the south-eastern fighting—the Mesopotamia-Persia front. The Russians, after a period of quietness, have been pushing on once more, and, after having fought for and won Kasr-i-Shirin, have brought themselves to a day's march from the Mesopotamian border on the Bagdad-Kermanshah road. They made excellent captures of material at Kasr-i-Shirin, and their fighting quality was so good that the Turks appear to have lost heart and to have fallen back in no great order to Khanikin, across the border. This advance brings the Russians within one hundred miles of Bagdad. Our own share in these operations is fully appreciated by our Ally. The Tigris Field Force is in close co-operation with General Baratoff, and so faithfully do

our troops co-ordinate that the Russian commander declares it was our immediate action—at his request—on the Tigris that held back the Kut siege forces at a critical time, and so enabled him to force the immensely difficult Imam Hassan Pass and beat the Turks out of their strong position.

After being held up by heavy rainfall, General Smuts's force acting in German East Africa seems to be now engaged in the opening stages of an action that should be big, and may be decisive. General Van De Venter's troops had advanced 125 miles from its base at Arusha to Kondoa Irangi, a point 100 miles from the Central Railway. On our advance the Germans fell back towards this line along the roads leading to Dodoma and Kilimatinde. Receiving reinforcements, they returned and began to press an attack on May 9-10. They were driven off, in spite of the fact that they used artillery largely. The battle did not slacken, and the enemy made a powerful effort against the British left flank in the evening of the 11th; but again they were repulsed with considerable loss. This checked the assault, and during the 12th no further fighting took place.

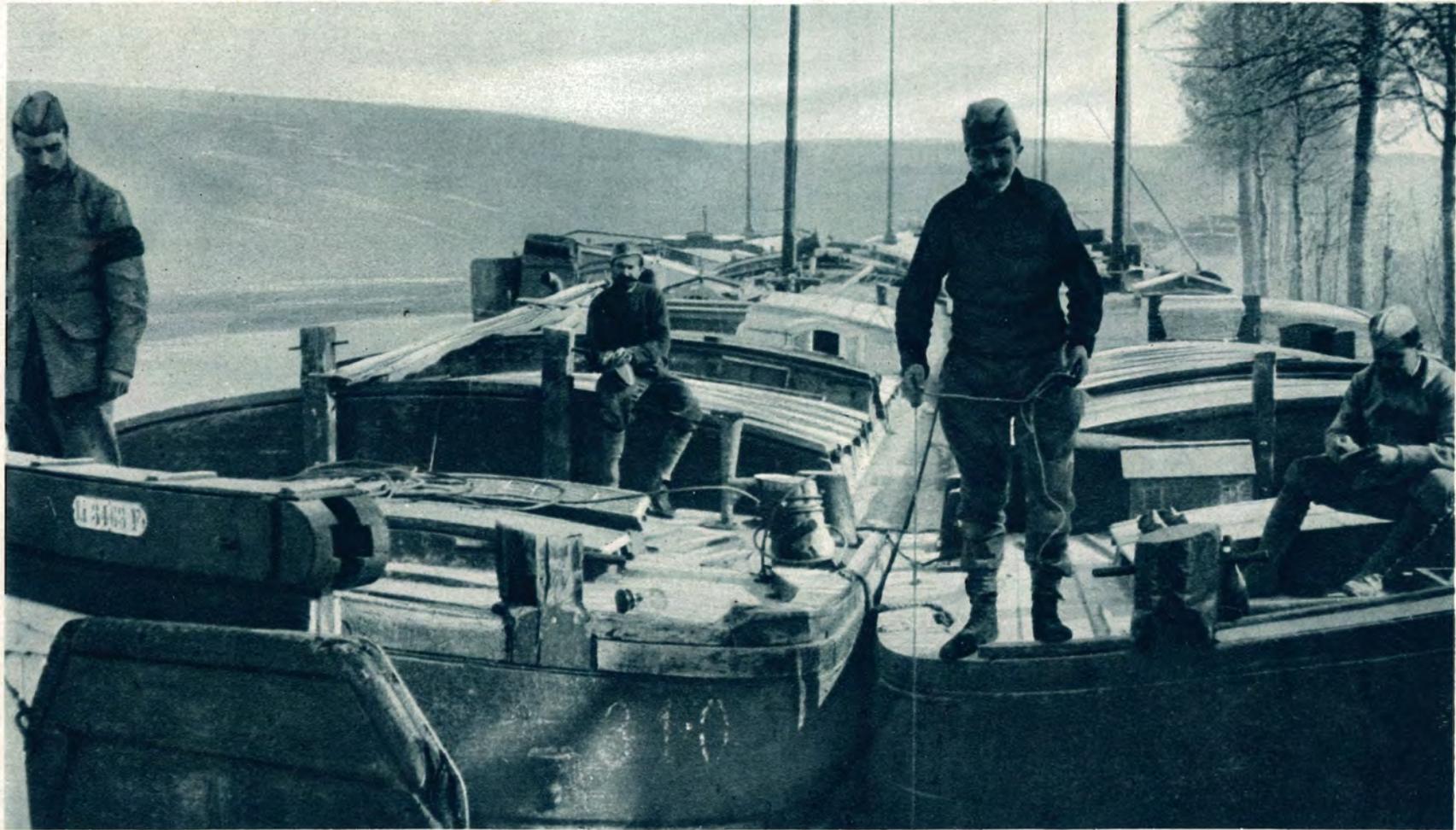
The British troops are in sufficient strength to deal quite adequately with the Germans, and so far their casualty list has been a small one. From the West, too, the Belgians are advancing into Ruanda from both north and south of Lake Kivu, and have apparently penetrated as far as Kigali without meeting grave resistance, though the weather conditions are against them. Indeed, on all counts the East African campaign looks eminently satisfactory.

W. DOUGLAS NEWTON.
LONDON: MAY 15, 1916.



THE RECENT WESTERN EGYPT FRONTIER CAMPAIGN: THE COASTGUARD STATION AT BARANI, AFTER BEING SHELLED.

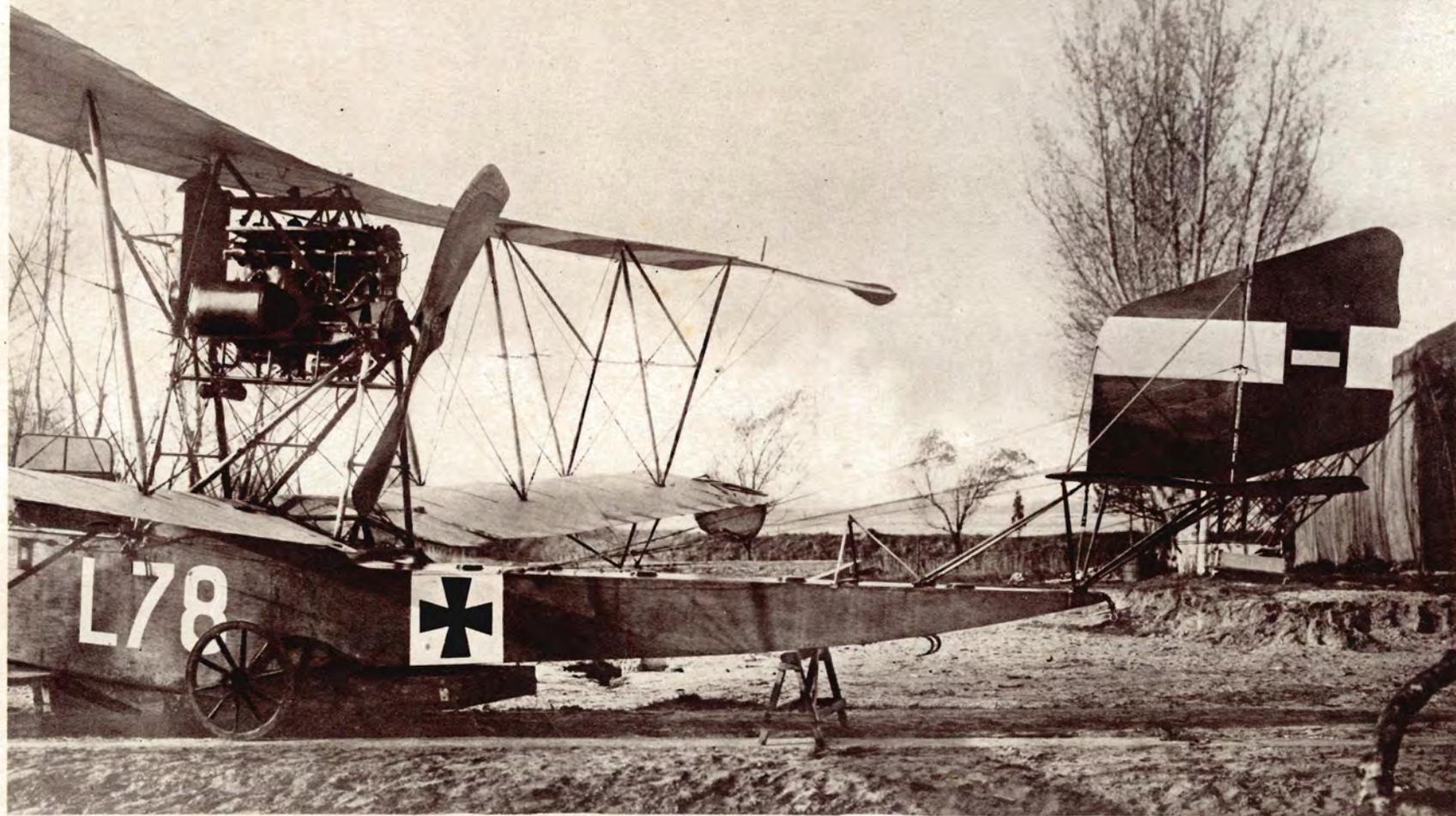
While the Western Egypt Frontier Force were dealing on land with the invading army of Bedouin and Senussi, certain war-ships of light draught were taking part in the campaign by shelling coast places occupied by the enemy. The Egyptian frontier coastguard station at Barani was one of the places the enemy seized during the earlier days of their invasion.



WHERE THE MEUSE IS "A RIVER OF PEACE": FRENCH SOLDIERS FROM VERDUN, QUARTERED ON BARGES AND OCCUPIED IN FISHING.

The gallant French troops who are being so severely tried in the battle of Verdun, of late fiercely renewed, are sent to the rear by turns periodically for a much-needed rest. Some of them have been quartered on big barges on the Meuse, where they are able for a time to obtain complete quiet and indulge in the tranquil joys of angling. Describing a general view of the Verdun battlefield, as seen

through a telescope, Mr. Stanley Washburn writes: "To the north lies the valley of the slow-flowing Meuse, to-day in the spring sunshine like a river of peace." It is no doubt in truth a river of peace, in its reaches beyond the war-zone, such as that in which the war-worn French veterans from Verdun are resting on their placid barges.—[Photo. by Illustrations Bureau.]



ANOTHER PROOF OF GOOD AIR-WORK BY THE ITALIANS: ONE MORE OF THE RECENTLY CAPTURED ENEMY AEROPLANES.

Brought-down enemy aeroplanes seem, from the number of photographs of them that have reached this country, to be common objects in some of the Italian camps at the front. Corroboration of our Allies' success in dealing with the enemy's aircraft is also forthcoming in the official Italian communiqués, if one looks back through a file of these in the newspapers. It is really not surprising that the Italians

should be so fortunate. Not only, as a rule, are their airmen experts of notable daring, and furnished with a most excellent type of plane, but, as should also be well known, the Italian anti-aircraft gun in general use is a remarkably capable weapon, of long range, very accurately sighted and rapid in firing, and also a hard-hitter.



A SCOTTISH BATTALION ENJOYING AN OPEN-AIR CONCERT BY ITS TROUPE OF PIERROTS: A SCENE ON THE HILL-SIDE AT SALONIKA.

Pierrot, in his English incarnation, has been described as *not* "a person as pale as the moon, mysterious as silent." As a matter of fact, he has found many forms of embodiment, some of them, like those in our photograph, considerably more gay than grave. A troupe of Pierrots, who give capital performances in their open-air theatre at Salonika, are enormously popular and as clever as they are plucky. Led by

a young officer who was very well known in pre-war days on the London stage, they keep their audience in high spirits, despite the fact that their "stalls" are dug out on the hill-side. At the moment our photograph was taken a "painful song about bully beef" struck a sympathetic chord among the audience.—[Official Photograph; issued by the Press Bureau. Crown Copyright reserved: supplied by Aljerti.]



WEATHER HARDSHIPS OF THE WESTERN EGYPT FRONTIER CAMPAIGN: THE P.M.O. AT MERSAH MATRUH HAVING HOSPITAL TENTS SHIFTED.

The weather in general during the past three months has proved itself strangely unfavourable to the British operations in the East. This has been the case in the Western Egyptian frontier operations, and, as is too unfortunately notorious, in the Mesopotamian campaign on the Tigris. In the Egyptian frontier campaign, with which the photographs above have to do, persistent and unusually heavy rain-

storms, if they did not actually impede or materially delay the movements of the troops, caused great hardships to the men, equipped as these were as lightly as possible, and in some cases having to bivouac in the open. In that district, further, exceptionally cold winds, blowing inland off the Mediterranean from the stormy north-eastern quarter, made the situation for all concerned, especially at night, unexpectedly

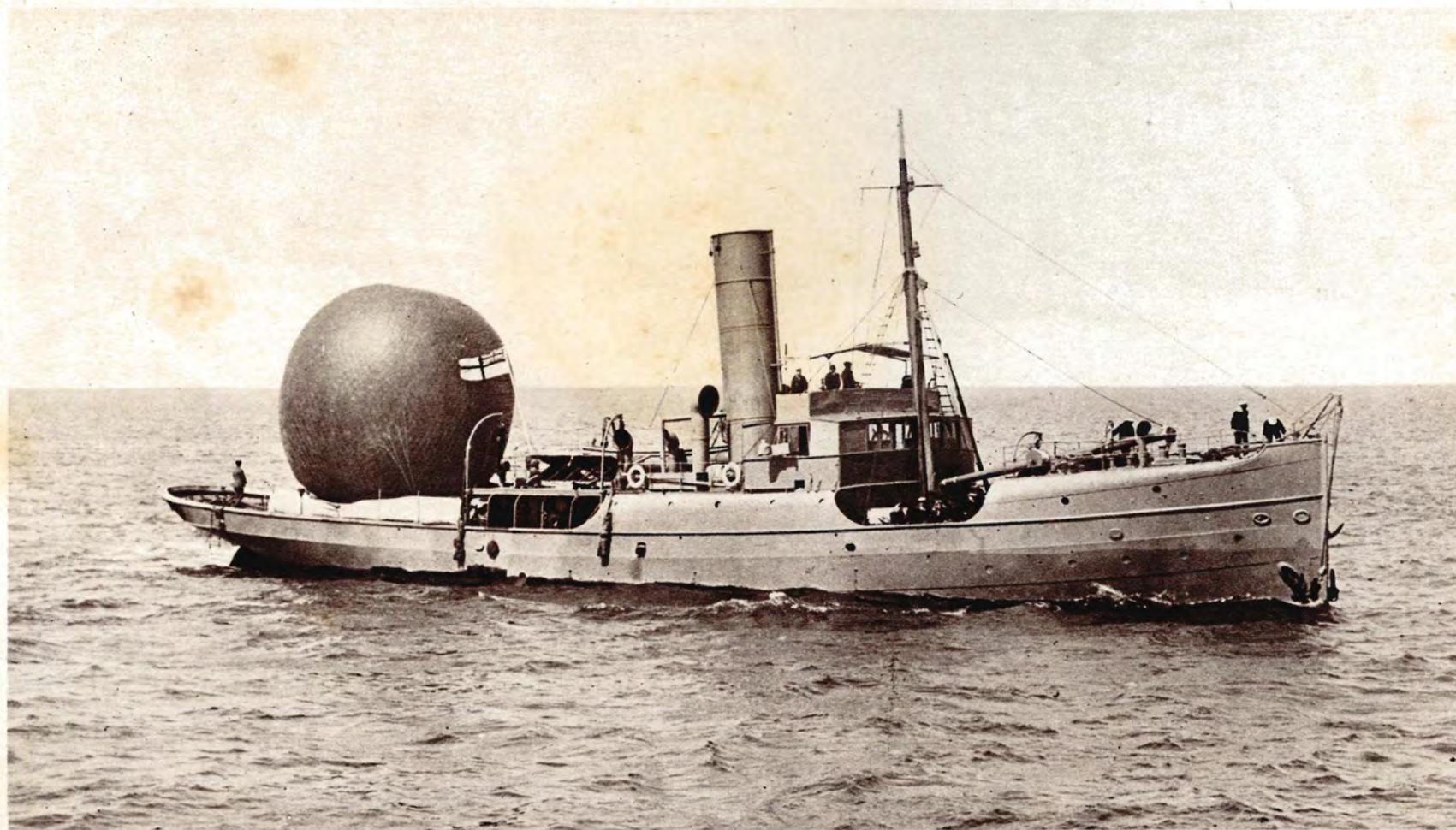
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Continued. WEATHER HARDSHIPS OF THE WESTERN EGYPT FRONTIER CAMPAIGN: SOLDIERS IN A FLOODED CAMP TURNED OUT TO DIG DRAINS.

trying and hard. During the daytime the weather is described as generally fair. With the coming-on of evening, clouds from the sea banked up, and after sunset a deluge set in. Night after night for hours a downpour of rain almost tropical in its intensity kept on, accompanied by a high wind, which was bitterly cold. The rain swamped the encamping grounds and compelled the taking of special measures

for the drainage of the flooded areas. Sections of the camps, indeed, had to be shifted bodily to the nearest sand-ridges, where the slope of the ground prevented surface water from lying. On the left-hand page the Principal Medical Officer at Mersah Matruh is seen arranging for the evacuation of the hospital-tents. Above, soldiers at the same place are seen digging trenches to run off the surface-water.



ONE OF THE SPECIAL CRAFT ON DUTY WITH OUR SQUADRONS AT SEA: A BALLOON-SHIP UNDER WAY.

In spite of defects of instability in a light wind when anchored, which has contributed to its partial supersession as an observation-craft by the "kite-balloon," the spherical balloon can still render service under certain conditions. Its trick of spinning round and round in the air, when tethered, one radical defect, can be mastered, for practical purposes. The Royal Navy find the spherical

balloon sufficiently stable when employed for particular kinds of work, and, in consequence, "balloon-ships" have their place among the large and mixed set of special-service vessels used in one place or another at sea. One of these "balloon-ships" steaming out for duty, with an inflated balloon ready for service on its "bed" at the vessel's stern, is shown above.—[Press Bureau Photograph; supplied by C.N.]



ONE R.A.M.C. MEANS FOR ALLEVIATING THE SUFFERINGS OF THE WOUNDED: EMBARKING "STRETCHER CASES" BY MOTOR-LIGHTER.

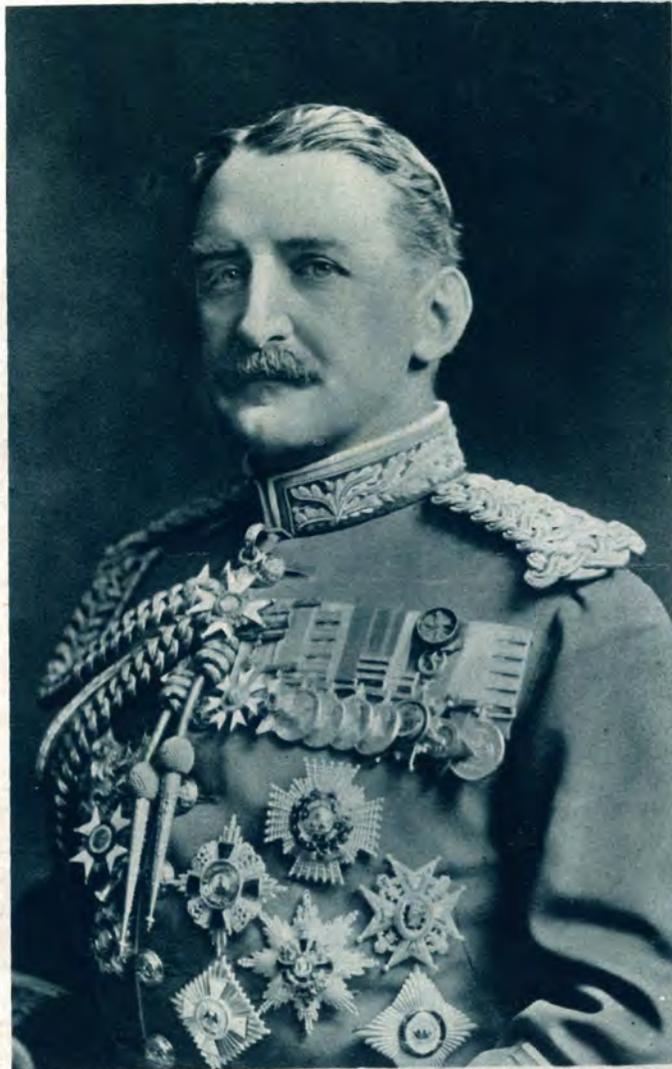
For smoothness of movement through the water and freedom from engine vibration, motor-propelled lighters are found very useful as go-betweens in transferring the more seriously wounded, or "stretcher cases," from the shore to hospital-ships, on occasions when, for one reason or another, a hospital-ship has to lie off-shore, at a little distance from the embarkation jetty, or quay. In the illustration,

"stretcher cases" are seen being carried on board such a motor-lighter, the stretcher-bearers carrying each of the patients in turn up the gangway, or brow, leading to the deck of the vessel. Patrolling in mid-air, on watch off shore for suspicious movements below the surface, is to be seen in the background of the illustration one of our smaller airships.—[Press Bureau Photograph; supplied by C.N.]

Little Lives of Great Men.

LXX.—GENERAL SIR JOHN MAXWELL.

THE hour, says the ancient commonplace, produces the man. The truism seldom fails, although during the present trouble there has been much heart-searching as to whether the commanding genius who is to restore all has yet arisen. In minor fields of action, however (minor only in relation to the tremendous whole), fate has made no secret of a fortunate choice. Botha is, perhaps, the most obvious case in point; and now again, with the outbreak of the Irish rebellion, the right man was in readiness to grasp the situation and restore order with a strong hand. General Sir John Grenfell Maxwell is one of Kitchener's men. He was born in 1859, of Scottish parentage, and at the age of twenty he entered the Black Watch. Three years later, the first Egyptian Campaign brought him his earliest opportunity of active service. He took part in the famous night march which preceded the battle of Tel-el-Kebir. That was the beginning of a long and very valuable experience in Egypt, and in the later campaigns Maxwell, who had won Kitchener's high approval, commanded the Second Egyptian Brigade at the battle of Omdurman. At the outbreak of the South African War General Maxwell was at Khartoum, but Kitchener sent for him and put him in command of the 14th Brigade. Later in the war, he was appointed Military Governor of Pretoria. Six years ago, General Maxwell returned to Egypt, to employ once more his remarkable knowledge of that country and its people in a new position—that of Commander of the Army of Occupation.



GENERAL SIR JOHN GRENFELL MAXWELL, K.C.B., K.C.M.G., C.V.O., D.S.O.

Photograph by Lafayette.

His period of office forms an important chapter of history. Within its twenty months Egypt had been detached from Turkey, the Khedive had been deposed, and a Sultan under British suzerainty set up. The Turkish menace on the Canal border had also been rendered futile. It was a situation to try any military chief, but Maxwell knows his Egypt, and all went well. On March 23 of the present year General Maxwell demitted his command in Egypt, owing to the reorganisation of the force there under General Sir Arthur Murray. He returned home just in the nick of time to be of service in a crisis with which he was peculiarly fitted to deal, and was sent to Ireland with plenary powers to suppress the Sinn Fein rising. It was an ugly situation in its earlier phases, and called for the intervention of a man at once resolute and tactful; but General Maxwell possesses these very qualities, and in a day or two he had crushed the rebellion and retaken those parts of Dublin which were in the hands of the Sinn Fein. Adequate forces were despatched, martial law was proclaimed, and the reduction of the rebel strongholds was undertaken in a businesslike manner. On Sunday, April 30, the game was plainly up, and the General Officer commanding was able to report the surrender of the rebels and an end virtually of this piece of criminal insanity, the prime movers of which have done nothing except to draw another bloody finger over the page of Irish history. On May 4, the King sent a formal message to General Maxwell in recognition of the devotion to duty and self-sacrifice of the troops, the police, and Royal Irish Constabulary, under his command.



WRECKED IN A NORWEGIAN FIORD AFTER RAIDING BRITAIN: ZEPPELIN "L 20"—WITH GUN-PLATFORM ABOVE AND BROKEN GONDOLA BELOW.

The "L 20" was one of several Zeppelins which raided this country on the night of May 2. The official German version stated: "In spite of a heavy bombardment all the airships returned to their home ports except 'L 20,' which, owing to a strong southerly wind, was driven off to the north, and came to grief near Stavanger. The airship was lost, but the entire crew was rescued." After striking

a cliff, the "L 20" collapsed in the Halsford. Her captain is said to have attributed his inability to reach Germany to a shortage of petrol, but it has since been stated that Stavanger fishermen saw tubs of petrol being thrown into the sea from a Zeppelin, and picked one up. It was concluded that "L 20" had been hit by British guns. A French cruiser is also said to have hit her.—[Photo. by Olsen.]



TORN OFF WHEN THE "L 20" STRUCK A CLIFF: ONE OF THE WRECKED ZEPPELIN'S GONDOLAS GUARDED BY NORWEGIAN SOLDIERS.

When the "L 20," tossed about by stormy weather, neared the coast of Norway, flying low, eight of her crew, it is said, jumped into the sea. A few moments later the airship collided with the cliffs, and was broken in the middle. One of her gondolas was torn away and fell to the ground, with seven others of the crew; the airship herself drifted on and finally collapsed on the waters of the Halsfjord.

Her commander, Captain Staberf, with two men, had remained in the other gondola, and is said to have destroyed its engines, throwing parts of them overboard. They were rescued by boat, and the whole crew were interned. It was reported later that they might be placed with the crew of the German cruiser "Berlin," who have been detained since they were captured near Trondhjem. The photograph

(Continued opposite.)



WRECKED TO MAKE A NORWEGIAN HOLIDAY: SIGHTSEERS IN A BOAT EXAMINING THE "L 20's" COLLAPSED ENVELOPE IN THE HALSFIORD.

Continued.

on the left-hand page above shows the gondola which was torn off when the airship struck the cliff. The engines are an object of much interest to the Norwegian soldiers. In this connection we may recall that Lord Montagu, speaking recently on Zeppelin raids, said: "Zeppelins are becoming more perfect. The one which was wrecked off the coast of Norway the other day, I am informed, had six

engines—one more than any Zeppelin had hitherto been known to possess. They are also much longer, and they carry a greater supply of fuel." In the right-hand photograph a party of sightseers in a boat are shown examining the wrecked envelope. One of the propellers is seen to the right. It is stated that damage from the guns of a French cruiser forced "L 20" to make for Norway.—[Photos. Greve.]



THE SERBIAN ARMY JOINS THE ALLIES AT SALONIKA: A DETACHMENT PREPARING TO BATHE WHILE THEIR CLOTHING IS CLEANSED.

Re-equipped in every detail, re-armed, and supplied with new artillery, reorganised, and rejuvenated in spirit, keen and eager to exact retributive vengeance for the cruel devastation of their native land by the Bulgarian and Austro-German invaders, the Serbian Army from Corfu has been able, now, to come into line with the Allied army at Salonika. One of the marvels of the war, from all accounts, has

certainly been the complete rehabilitation of the Serbian Army during its stay in Corfu after being rescued from the horrors of last winter's terrible retreat. Its tone and discipline and battle efficiency have been described by some of the correspondents who saw the "new army" at Corfu, as being all that could be wished for. The Serbian joining-up with the Allied forces at Salonika brings a most

[Continued opposite



Continued. WITH THE SERBIANS AT SALONIKA—HOW GENERAL SARRAIL SEES TO EVERYTHING: THE ALLIES' COMMANDER-IN-CHIEF INSPECTING KITS.

valuable acquisition of veteran fighting-men to increase the efficiency of General Sarrail's army. As a sanitary precaution on their arrival at Salonika from Corfu, the Serbian troops, not having had much opportunity for washing while on the way, went through, regiment by regiment, a regulation cleansing process. In the left-hand photograph, one of the preliminaries is seen taking place. A batch of soldiers

is shown preparing to have their clothes cleaned while the men themselves go off to have a bath. In the photograph on this page, General Sarrail himself, the Commander-in-Chief of the Allied Armies, is seen visiting the Serbian lines and inspecting the quality of the kits that have been furnished to the Serbians.—[Official Press Bureau Photographs; supplied by Topical.]



GENERAL SMUTS' CAMPAIGN IN GERMAN EAST AFRICA: BEFORE, AT, AND AFTER THE BATTLE OF SALAIKA HILL.

Salaika Hill, taken early in General Smuts' campaign, was an enemy stronghold near the German East African frontier. The position, naturally formidable, had been rendered apparently impregnable by "defences nothing short of marvellous"; also strong reserve forces of the enemy were at hand to support the garrison. The South African Contingent had their first serious bush battle there, operating

with the King's African Rifles and other troops. Photograph No. 1 shows boring for water on the march, with a well-sinking steam-driven machine. No. 2 shows one of our armoured cars going into action. No. 3 shows an ant-hill made a refuse-incinerator; No. 4 shows men of the "K.A.R." resting after capturing a position. The Union Jack flies on the works.—[Photos. by Farrington Photo. Co.]



THE CAMPAIGN IN GERMAN EAST AFRICA: ONE OF THE DESTROYED "KÖNIGSBERG'S" GUNS MOUNTED IN A POSITION INLAND.

As a ship, the German cruiser "Königsberg" ceased to exist when she was set on fire and completely destroyed by the monitors "Mersey" and "Severn" in the Rufigi River, on the seaboard of German East Africa, in June 1915. The survivors of the bombardment were, however, it is known, able to effect the salvage of some of the ship's 4.1-inch guns, and to transport them up country to assist the enemy's

colonial forces on land, at certain fortified strongholds. One of these at least—how many the Germans were able to save is as yet uncertain—has already been captured by the troops under General Smuts in the Kilimanjaro district. A method the enemy employed for mounting a "Königsberg" gun in a screened underground emplacement is shown in the above photograph.



THE NATIVE (AND THE MULE) FIGHTING FOR THE EMPIRE IN EAST AFRICA: PART OF A MULE

General Smuts has a representative Imperial force fighting under his orders in German East Africa. It comprises, among other units, South African Boers, native troops, King's African Rifles, East African Mounted Rifles, a Rhodesian regiment, and some Canadians and Australians. Our photograph shows part of a mule battery in charge of native gunners. The mule has proved his great value, for transport as well as artillery work, both in Africa and in Mesopotamia. "If beasts were decorated," writes Mr. Edmund Candler from the latter country, "the mule would



MULE BATTERY OF THE N.R.P. NORTHERN BORDER FORCE OPERATING AGAINST THE GERMAN COLONY.

Rifles, proved and, as Kipling says, "the battery mule's a mule," yet he is amenable to kindness. A British officer in charge of mules said recently that anything can be done with them, if well treated.

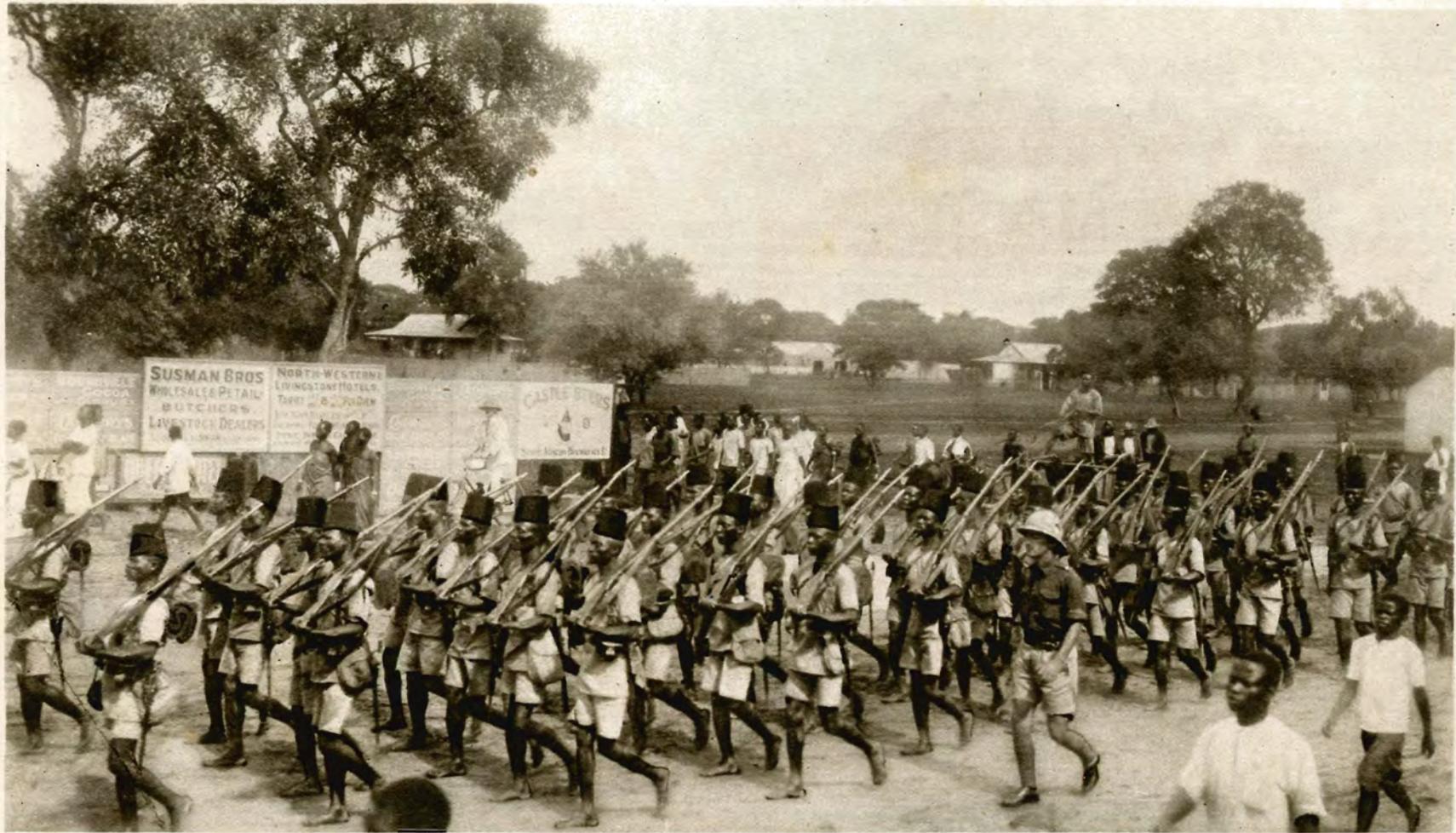
be covered with ribbons. He also knows not defeat. His hardiness is proverbial; none of the plagues of Mesopotamia has affected his *sang-froid*. . . . As I write in my tent the mules are being fed. There is always satisfaction to be had out of watching that repast, for the *Kachar*, unlike the camel, is a beast of frank appetite." Though the mule has become a metaphor for obstinacy,



WITH THE BRITISH TROOPS FIGHTING IN GERMAN EAST AFRICA: CAMPAIGNING INCIDENTS AS RECORDED BY THE CAMERA.

The campaign in German East Africa has been greatly facilitated by the loyalty of the native clans of the Masai tribe of the borderland in the Kilimanjaro districts. Photograph No. 1 shows a party of Masai acting as scouts in the dense bush, work in which their services have been invaluable. No. 2 shows a mounted British reconnoitering patrol of officers halting while a native scout on horseback rejoins them

with news. No. 3 shows how our columns keep in touch with General Smuts' headquarters by means of a "wireless" field-telegraphic system. In No. 4 Masai villagers, whose generosity to the troops by supplying gifts of goats, sheep, and cattle has been placed on record by the Governor of the East Africa Protectorate, are seen watching our troops pass by.—[Photos. by Underwood and Underwood.]



THE CAMPAIGN IN GERMAN EAST AFRICA: A BRITISH COLONIAL BATTALION ON THE MARCH FOR A FRONTIER POST.

One of the battalions of a regiment forming the normal garrison of British East Africa, which is ordinarily maintained as a special unit under the Colonial Office, is seen in the photograph while on the march for a frontier post on the borders of German East Africa. These local battalions are recruited from the pick of the warrior native tribes in the British East African protectorates, with additional

recruits from the adjoining Sudan territory under British control to the north. The regimental officers (one of whom is seen marching on foot on the flank of the troops passing, attired in sun-helmet, khaki shirt, and shorts) are mostly from British line regiments, seconded for special service in British East Africa. Our East African battalions have done exceptionally valuable work along the frontier.



WITH MINING-TUBE, SHIELDS, AND HELMETS: ITALIAN ENGINEERS CROSSING A STREAM TO MINE ENEMY TRENCHES BY NEW METHODS.

In the very difficult conditions of warfare in mountainous country with which they have been faced, the Engineers of the Italian Army have performed wonders, and it has often been their work which has prepared the way for the equally remarkable feats of the artillery. In trench-warfare, also, they have shown great resource and ingenuity. Our photograph, for example, illustrates a novel method they have

devised in the Isonzo region for mining the enemy's trenches, by means of long tubes containing explosives, which have to be carried close up to the objective. The men carrying the tube, it may be noted, are protected by steel shields, and all are wearing steel helmets. Following the tube-carriers is an expert bomb-thrower, with a bomb in his hand ready for immediate action.—[Photo. by L.N.A.]



WITH AN ALLIED ARMY VISITED BY THE PRINCE OF WALES: ITALIANS APPROACHING AUSTRIAN TRENCHES—BOMB-THROWERS CROSSING A STREAM.

Interest in the doings of our gallant Italian allies has been quickened by the visit of the Prince of Wales (since returned to Windsor) to King Victor at the Italian front, where he was received with the utmost enthusiasm and cordiality, and watched the Italian troops at work. The above photograph shows some Italian bomb-throwers, in steel helmets like the French type, wading across a stream to attack Austrian

trenches. The man on the extreme right is holding a bomb ready. There has recently been much activity on the Italian front, and steady progress has been made. A Rome communiqué of the 11th, for instance, mentioned a successful assault by Alpini upon Austrian trenches and redoubts on Mount Cukla. The Italians took 123 prisoners, 4 machine-guns, and other war material.—[Photo. by L.N.A.]



CANADA'S FIRST GREAT-WAR DAY: THE MILITARY PROCESSION THROUGH MONTREAL ON THE ANNIVERSARY OF THE BATTLE OF YPRES.

The first anniversary of the 1915 battle of Ypres, in which the Canadians so finely distinguished themselves, was commemorated in Canada, at Montreal, on Sunday, April 23. A special feature of the celebration of the historic event was the great military parade in which a number of Canadian soldiers returned from the front, who took part in the Flanders campaign and at Ypres, figured prominently

in the place of honour. The weather was unfavourable, unfortunately; but nothing could mar the hearty enthusiasm of the greeting with which the troops, and the "Ypres and Festubert veterans" in particular, were received. In the illustration, General Sir Sam Hughes, Minister of Militia, and Brigadier Wilson are seen in front of the Mount Royal Club taking the salute.—[Photo. by S. and G.]



"REDSKIN" CHIEFS OF CANADA WITH GRANDSONS IN KHAKI ON THE MODERN "WAR-PATH": THREE GENERATIONS OF FULL-BLOODED CREES.

Among the Indians of Canada there is a strong spirit of loyalty, and some of the younger men are to be found in the ranks of the Canadian Army. Of this interesting photograph, from Saskatchewan, our correspondent writes: "The sons and grandsons leave here for Europe to fight for England. We gave the old Chiefs a good time at theatres, and it was a great sight for them to see thousands of soldiers

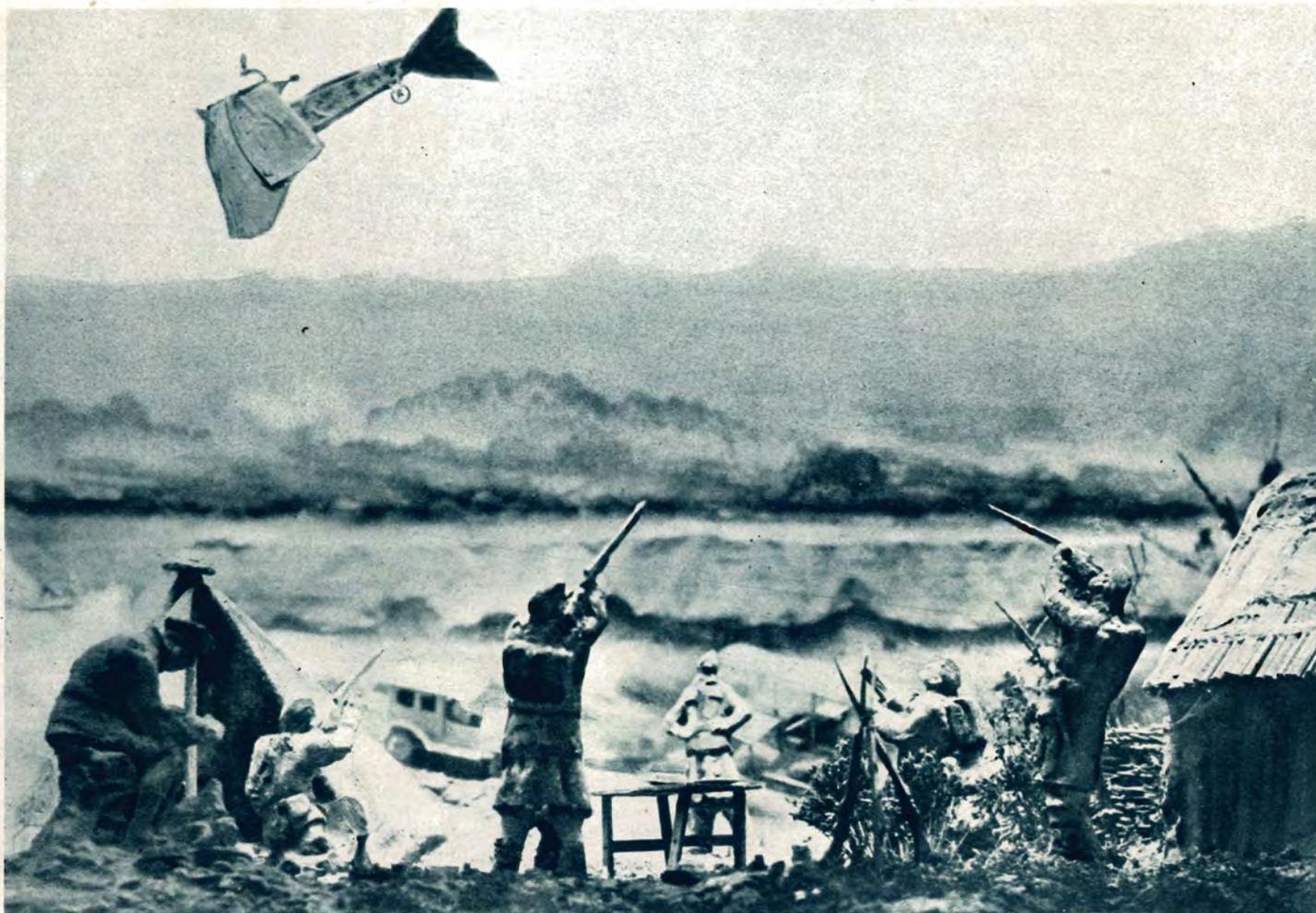
leaving for the war. Instead of being gloomy, they are tickled to death to see their sons going to fight." The Crees are a tribe belonging to the Algonquin branch of North American Indians. There are some 110,000 Indians in Canada, about half in Manitoba and the North-West Territories, the rest almost equally divided between British Columbia and the eastern provinces.—[Photo. by Rossie.]



BEWARE OF "FRITZ"! A WARNING AGAINST GERMAN SHELLS AND BULLETS ON AN "UNHEALTHY" ROAD BEHIND THE FRENCH LINES.

The roads behind the Allied front in the West are at many points distinctly "unhealthy," for the enemy's gunners and snipers maintain a careful watch for passing cars and other vehicles, or pedestrians, and do their best to pick off the unwary traveller when opportunity offers. As a protection against these unwelcome attentions, communication-trenches have been dug along the side of the road at such

places, so that pedestrians, at least, and those who can leave their vehicles, may pass by in comparative safety. Notice-boards, of the type here illustrated, are also put up at certain points, warning everyone who can take to the communication-trench (*boyau*). "Fritz" is the nickname applied by the French to a particular kind of German shell.—[*French War Office Photograph; supplied by Newspaper Illus.*]



REALISM IN EXHIBITION WAR: A NOVEL AND INSTRUCTIVE SCENE IN THE JARDIN D'ACCLIMATATION, PARIS.

Playing at soldiers during a great world-war may sound a little frivolous, but in the course of a conflict like the present there may be much of real solid value learned from a realistic representation of some of the modern arms and methods, many of which are being used now for the first time. In the great field of aircraft warfare, for instance, the whole system of attack and defence has developed with

a rapidity and to an extent which need not be described as undreamt-of, for the mind and life of an inventor are compact at least as much of dreams as of investigation and experiment. The exhibition at the Jardin d'Acclimatation, in Paris, is not merely novel but instructive, the models and effects being "life-size," which gives a constant sense of actuality. — [Photograph by Wyndham; supplied by C.N.]



AN EXCELLENT WAR CHARITY: SENDING GIFTS TO OUR UNFORTUNATE COMPATRIOTS IN THE ENEMY'S HANDS—POSTMEN CALLING FOR PARCELS.

The lot of the prisoner of war is always pitiable, and the task of alleviation deserves universal support. Excellent work is being done in this respect by the British Prisoners of War Food Parcels and Clothing Fund, whose object is to send regular parcels of food to our men in Germany, and also, when necessary, outfits of underwear, boots, blankets, and so on. Parcels are sent weekly to individual men, and care

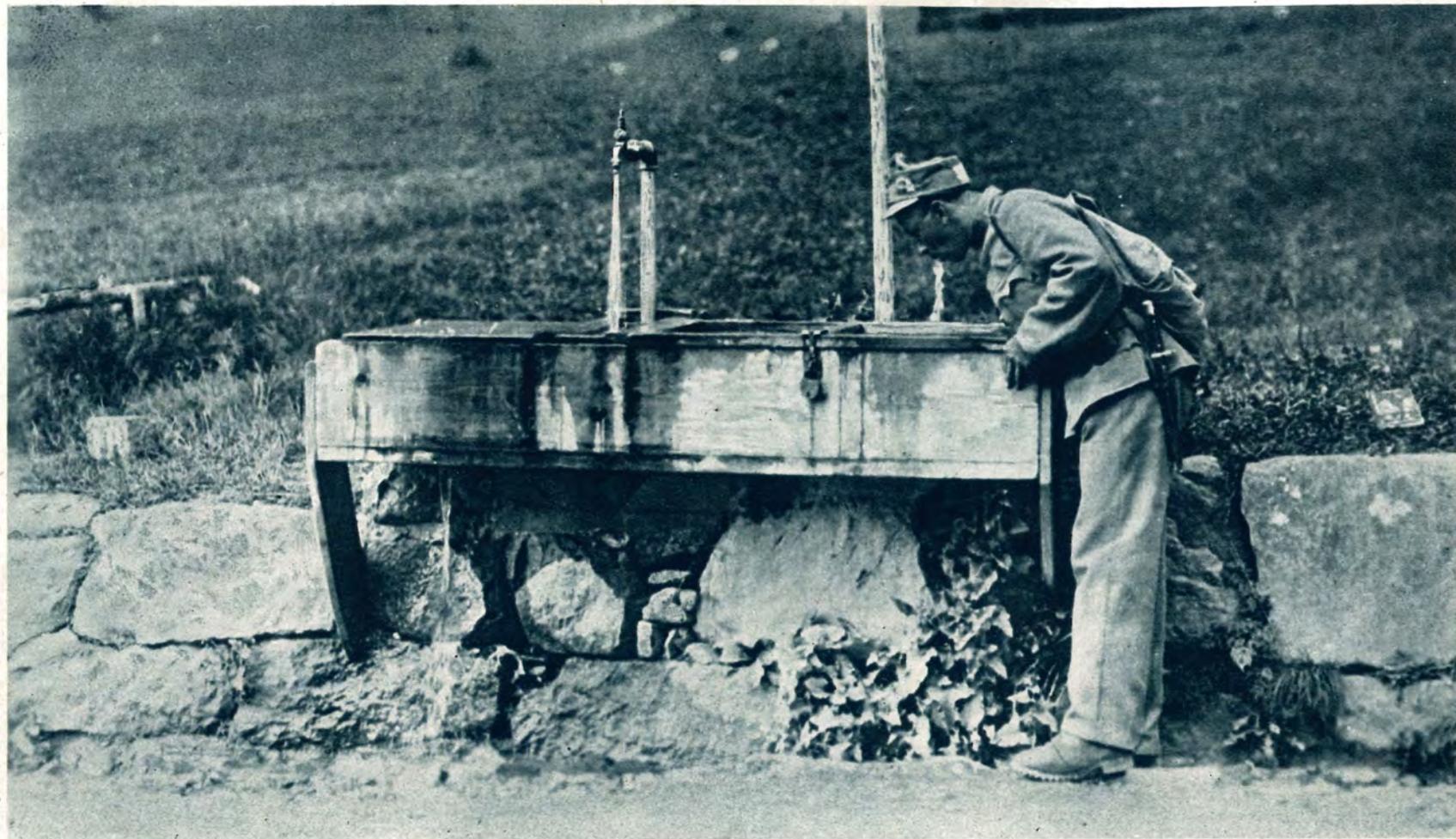
is taken to prevent overlapping, by co-operation with regimental committees, and, as regards civilians, the Prisoners of War Help Committee. That the gifts are appreciated is proved by many grateful post-cards and the testimony of "returned disabled men." More money is urgently needed, and contributions may be sent to the Hon. Treasurer, Miss C. Knowles, 22, Trevor Square, Brompton Road, S.W.



HARROWING A FIELD WITH DOGS, IN FLANDERS: A PEACEFUL SCENE WITHIN SOUND OF THE SHELLS.

Our photograph illustrates one of those sharply cut contrasts between the stern art of war and the beneficent arts of peace which are so often found in the great world-conflict. The farmer guiding his four-in-hand of sturdy dogs harnessed to a harrow, in a field in Flanders, is doing his daily work within shell-fire as unconcernedly as in times of peace. The employment of dogs for many purposes is common

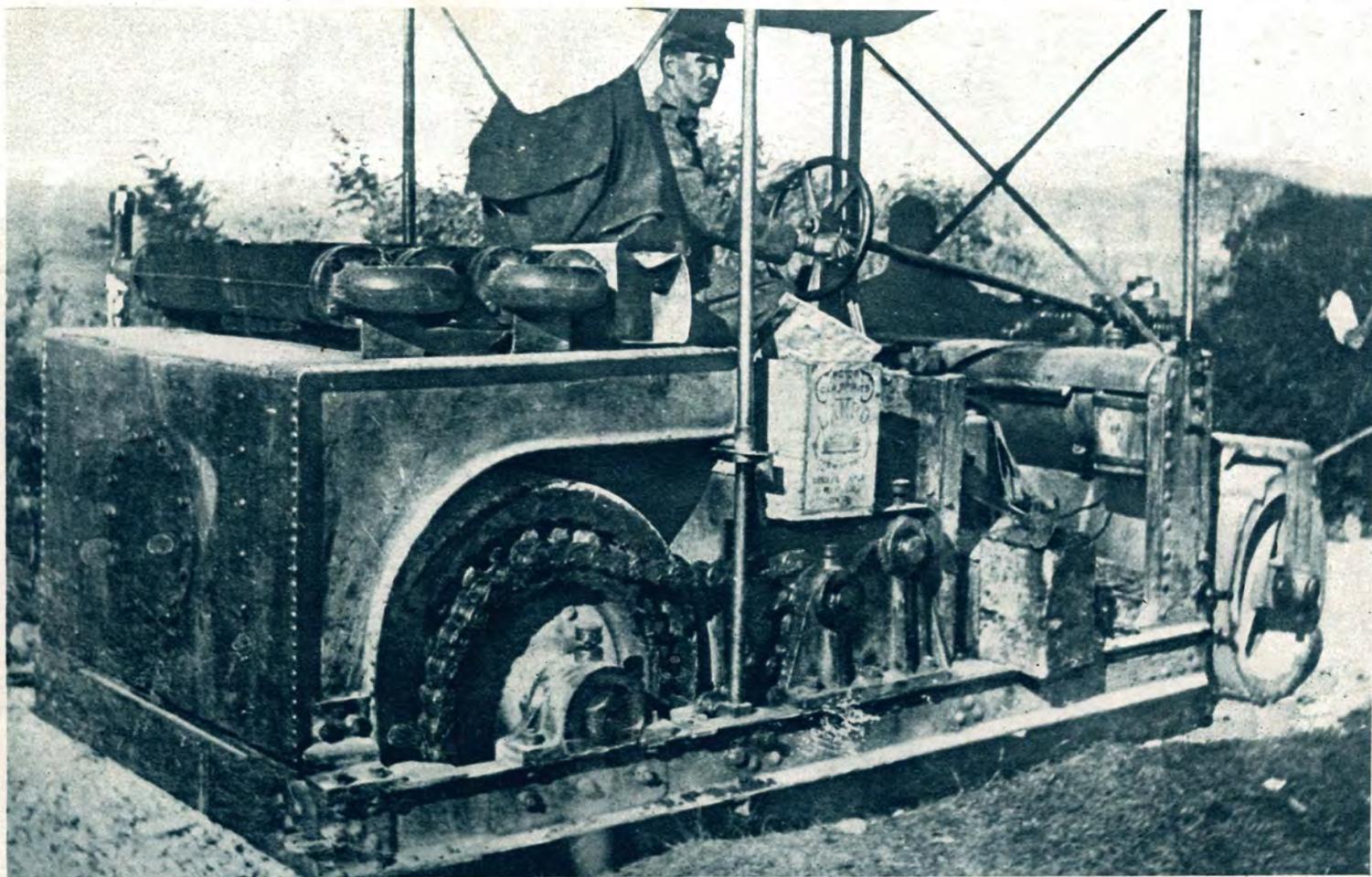
to many parts of the Continent, yet the sight of a man harrowing with a team of dogs has for us a novel picturesqueness which suggests the art of Jean François Millet, the painter of the beautiful "Angelus." Peace is the "note" of our illustration, but in imagination one can hear the baying of the "dogs of war." — [Official Photograph issued by the Press Bureau. Crown Copyright reserved. Supplied by Alfieri.]



THE AUSTRIAN ARMY SANITARY DEPARTMENT IN THE ALPS: A CERTIFIED DRINKING-WATER FOUNTAIN, WITH HYGIENIC FILTER ATTACHMENT.

A principal cause of sickness among troops in the field has always been the drinking-water. Thirsty soldiers on the march, or in camp, do not always stop to ask about the source of the water they are drinking; whether it has been contaminated or contains "germs." Even in the Alps, where the mountain-stream water ought to be beyond suspicion, the brooks and little rills that trickle down the

hills or by the wayside often in their course pass through danger areas and contain matter injurious to health. Particularly is this so just now, when bodies of dead soldiers are lying everywhere among the uplands. An Austrian sanitary precaution is illustrated above in the shape of a tested roadside well with hygienic filter-apparatus attached, labelled "Drinking Water."



BED-MAKING FOR ITALIAN BIG GUNS: A DEVICE CONSTRUCTED ON ROAD-MENDING-MACHINE LINES, AT WORK.

Practically every new form of mechanical destructive appliance which has been brought into use in the war has been, apparently of necessity, followed by the invention of auxiliary engineering devices to assist the former to do its work. An interesting instance is afforded in the illustration. It shows the employment at the Front of an Italian adaptation of a familiar object of our streets during road-mending.

The appliance seen at work excavates; forms, by means of liquid concrete mortar, poured out as the machine moves to and fro; and finally flattens the concrete bed required for mounting the giant siege-guns and howitzers by means of which the Italians are forcing their way through the cordon of Austrian mountain forts in the Alps.—[Photo. by Record Press.]



BEHIND THE GERMAN MINE-FIELDS: HOISTING IN A PRACTICE TORPEDO.

Within shelter of their mine-fields across the Bight of Heligoland, the Germans have a limited area of open water which serves as the "Exercier-Platz," or practice-ground, for drill at running torpedoes from light craft. One of the torpedoes recovered on rising to the surface after its run is seen being slung on board in the above illustration, which is from a German paper.



PREPARING FOR ITS MURDER TRIP: A "U" BOAT SHIPPING A TORPEDO.

As far as is known, ten torpedoes are the ordinary number taken to sea by the average-sized German submarine. One of the "U" boats is shown here, in harbour (the illustration is from a German paper), taking on board her supply from a lighter alongside. The torpedo (without its "war-head" containing the explosive charge) is hoisted across and lowered to the magazine within the vessel.



TO PREVENT TELL-TALE SMOKE BEING "SPOTTED" FROM THE ALLIED TRENCHES: GERMANS MAKING CHARCOAL BEHIND THEIR LINES.

To prevent tell-tale smoke informing their opponents in the Allied trenches of what is going on when meals are being prepared in the German lines close to the front, charcoal is used by the enemy whenever the fuel is obtainable locally. The illustration (reproduced from a German paper) shows the business-like way in which the enemy provide their requisite supplies. The locality is stated to be a district in

Artois. The soldiers are seen constructing an ordinary beehive, or dome-shaped, charcoal-burners' kiln, made of the piled faggots or small timber to be converted into charcoal, with a tightly compacted turf covering to exclude air during the process of combustion, except by the indraught through the square opening at the base of the kiln.



A FOUR-LEGGED "CASUALTY" IN HOSPITAL AT THE FRONT: VETERINARY SURGEONS CHLOROFORMING A HORSE BEFORE AN OPERATION.

Horses that are wounded or fall sick on active service receive medical treatment no less than human "casualties." Excellent hospitals for horses have been established at the front, where the best veterinary skill is available. Some interesting details of the work were given recently, at the annual meeting of the R.S.P.C.A., by the Deputy-Assistant-Director of (British) Veterinary Service in France, Captain

Fairholme, who is also the Society's chief Hon. Secretary. He said that only one-tenth of all the Army's horses were in hospital, and 80 per cent. of those admitted had been cured and had returned to work. There were now, he mentioned, 18 British veterinary hospitals in France, each with 1250 stalls. He described the work of the Army Veterinary Department as "perfectly magnificent."—[Photo. by Central Press.]



THE PREMIER'S VISIT TO IRISH REBELS WHOSE PRISON IS PROTECTED BY BARBED WIRE: MR. ASQUITH LEAVING RICHMOND BARRACKS, DUBLIN.

While in Dublin, Mr. Asquith visited, on the afternoon of Saturday, May 13, the Richmond Military Barracks, where a number of the captured Sinn Feiners were imprisoned, and had personal conversations with several of the rebels. Our photograph shows him, with a party of officers, leaving the barracks, which, it will be noted, are surrounded by a high, protecting fence of barbed wire. Later in the afternoon

he attended a review held by General Maxwell in the grounds of Trinity College, where he moved freely on foot through the people. When his presence was discovered there was much acclamation, and his genial demeanour created a reassuring sense of confidence. He smilingly declined, however, requests from the crowd for a speech. On Monday (May 15) he left for Belfast.—[Photo. by C.N.]

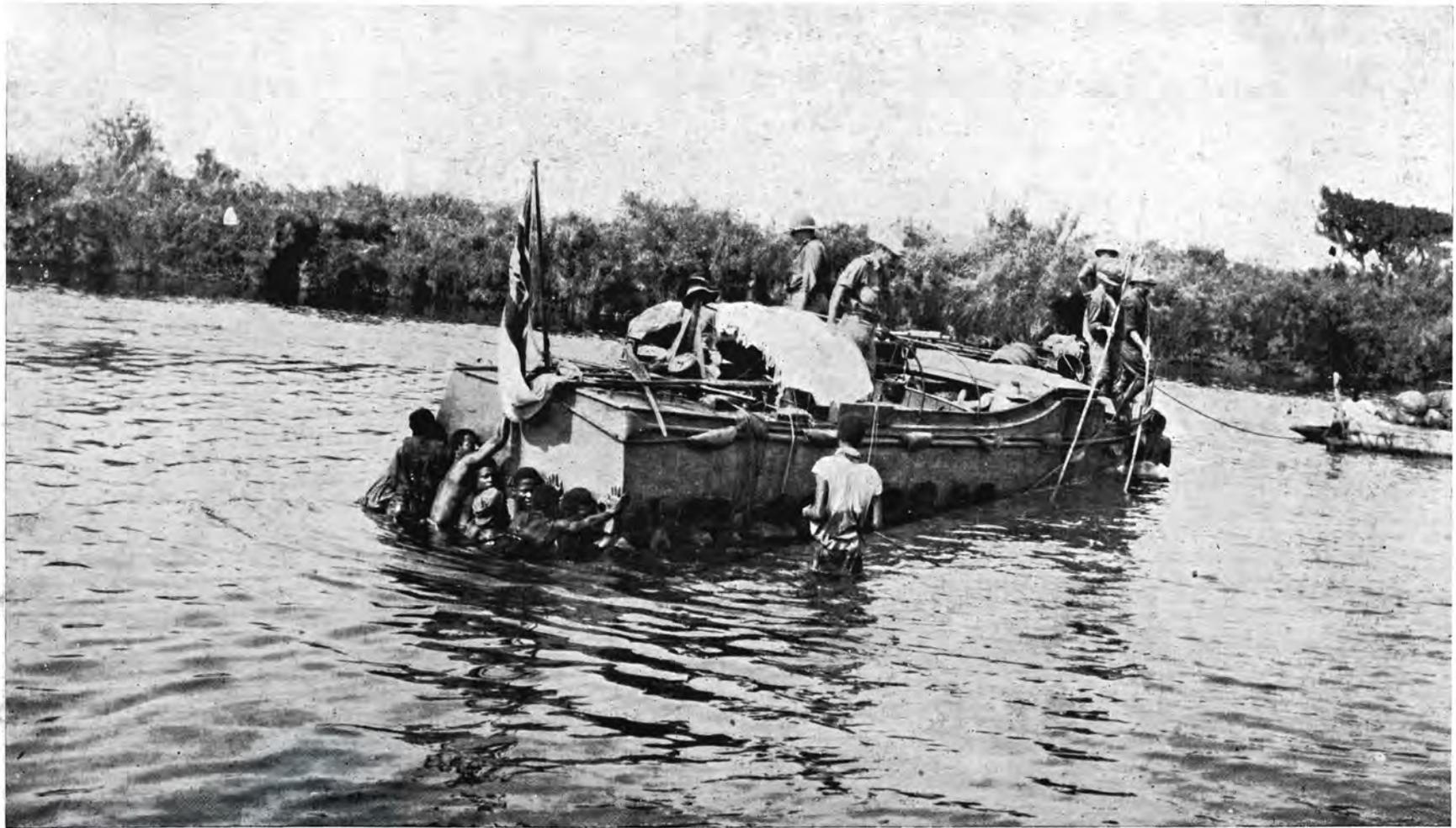


ONE OF THE NAVY'S WONDERFUL EXPLOITS—THE OVERLAND EXPEDITION TO LAKE TANGANYIKA : EXTINGUISHING A BUSH FIRE NEAR A MAGAZINE.

The three thousand and more miles' trek overland from the Cape to Central Africa made by the British Naval Expedition, with the two armed motor-boats which cleared the Germans off Lake Tanganyika, and laid the western frontier of German East Africa open to attack, is in its way as wonderful an exploit as any the Navy has performed. The expedition, which comprised 27 officers and men, under

Commander G. B. Spicer-Simson, R.N., left England in June 1915 with two small armed motor-boats, the "Mimi" and the "Tou Tou." The expedition, with the boats, travelled by train from Capetown to the rail-head at Fungurumee to the north of Rhodesia. Camping there for a short time, stores and ammunition were sent ahead by ox-wagon and native carriers through the bush, where an advance party

[Continued opposite.]



ONE OF THE NAVY'S WONDERFUL EXPLOITS—OVERLAND TO LAKE TANGANYIKA : NATIVES PUSHING "MIMI" OFF A SANDBANK.

Continued.]

selected a route along which water could be found, and by which it might be possible to avoid marshy tracts, steep gradients, and dried-up river-beds. The advance party organised hundreds of local natives to cut a road through the bush, and make a firm way for the heavy traction-engines drawing the wagons with the motor-boats. An escort of Belgian Congo native troops accompanied the expedition, which had

to push on against time in order to escape the almost due rainy season. On some days the expedition covered twelve miles, which was considered a good journey; on others, less than a mile a day was covered. Bush fires had to be kept at bay, while also the sun's heat in the day-time was often almost overpowering. Breakdowns of the traction-engines, caused by their getting bogged in soft pieces of road

[Continued overleaf.]



THE NAVAL OVERLAND EXPEDITION TO TANGANYIKA : BRIDGING A DRIED-UP RIVER-BED FOR THE TRACTION - ENGINES.

Continued. or the giving way of improvised bridges, caused delays, but the difficulties were got over by good engineering. At one place, also, owing to the density of the bush, it was impossible to reach water to supply the traction-engines, and hundreds of native women from local villages had to be hired to carry water in pots and gourds for eight miles to fill the boilers. At another place, where the expedition had

to make an ascent to a plateau 6000 feet above sea-level, teams each of forty-two oxen had to be harnessed to the boat-wagons to assist the traction-engines. There was a 350-miles river journey down the Lualaba, where the tortuous channel, with treacherous currents and sand-banks, made the navigation slow and difficult until the Lake was reached. Several times the boats went aground, and the native

[Continued opposite.]



THE NAVAL LAND "TREK" TO TANGANYIKA : COMMANDER SPICER-SIMSON (SEATED, CENTRE, SECOND ROW) WITH OFFICERS AND MEN.

Continued.
 camp-followers had to jump into the water and shove the boats off. A harbour had, also, to be built on the shore for anchoring the motor-boats, owing to the violent storms prevalent on Tanganyika. The "Mimi" and "Tou Tou" within two days captured and destroyed the German gun-boat "Kingani" and later on they chased and sank the "Von Wissman." One of the officers is seen with a goat from

the "Kingani" in the last photograph. For building the harbour, hundreds of additional natives had to be collected and quarrying operations carried out to provide breakwater materials. The guns were mounted on board the motor-boats as soon as they had anchored in the harbour, and Christmas Day, 1915, was spent in trial runs.—[Photos. by C.N.]



“HORIZON-BLUE” FRENCH UNIFORMS ON THE WHITE CHALK OF A TRENCH IN CHAMPAGNE: A MACHINE-GUN SECTION IN ACTION.

White as the ground seen here may look, it is no winter's day snow-scene. It is a photograph taken quite recently, some weeks after the last snow had disappeared. The locality is on the French front in Champagne—champagne pouilleuse, “dusty” Champagne, the French call it, from the white chalk-dust of the roads all over the province. The ground in Champagne—very much like the soil just beneath

the surface vegetation on our own Surrey and Sussex Downs—is all chalk, and every trench excavation results in making a white furrow, or scar, or a bare, white patch. The “horizon blue” of the French uniform now universally worn is hardly distinguishable even at a short distance in places where the ground has been entrenched, and the chalk brought to the surface.—[Photo. by Illustrations Bureau.]



ON THE ITALIAN FRONT: A TRENCH BLOCKHOUSE FOR BRINGING FLANKING FIRE TO BEAR AT AN EXPOSED POINT.

One of the Italian blockhouses and look-out posts which are built as supports to the trench lines at certain points along the front close to the Austrian lines is shown in the above illustration. It is placed so as to bring a flanking fire to bear along the front of the trench and is loopholed for musketry or machine gun fire, being further defended against a sudden rush at night by being placed within the

trench barbed-wire entanglement line. The rocky nature of the ground at the exposed point in the general trench-line at which the blockhouse has been placed is shown by the use of sand-bags to form the trench-parapet. The rocky ground is, as a rule, too hard to excavate to a sufficiently safe depth within the enemy's range—a characteristic, in particular, of the Carso front.—[Photo. by S. and G.]



A COMMANDER-IN-CHIEF'S HEADQUARTERS: SIR IAN HAMILTON'S HUT DURING THE DARDANELLES EXPEDITION.

As every detail connected with the Dardanelles Expedition and the heroic holding-on by our men along the edge of the Gallipoli Peninsula in the face of the impossible odds (as Sir Charles Monro declared in his report) is of abiding interest, this illustration (if its immediate connection with events has passed), has its place as a record. The photograph has just been officially released for publication. The hut,

with its variegated, protective coloration on roof and sides, as a precaution against enemy airmen, placed, as it is, close against one of the few trees on the barren surface, is in a well-chosen position. A field-telephone is seen leading to Sir Ian's quarters. Overhead an aeroplane is cruising on "sentry-go," or returning to make a report.—[Official Press Bureau Photograph; supplied by C.N.]

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THE NEW VICEROY AT BOMBAY.

FRENCH COLONIAL SOURCES OF MAN-POWER.

THE WRECK OF THE ZEPPELIN "L20."

"ANZAC" DAY IN EGYPT.

THE PRINCE OF WALES IN EGYPT.

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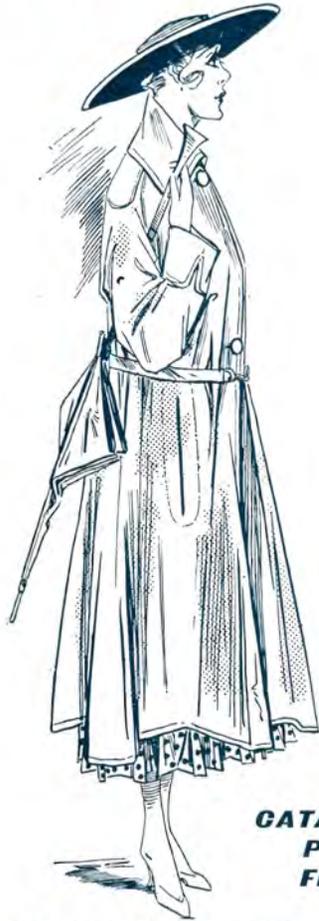
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