

THE ILLUSTRATED

WAR

NEWS



A COSSACK PIPER

*Seppings Wright  
Galicia*

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# The Illustrated War News.



*Photo. C.N.*

A BRITISH LANDING-PARTY AT WORK IN THE DARDANELLES: MARINES FIND GOOD COVER BEHIND A DISMANTLED TURKISH FORT.

## THE GREAT WAR.

THANKS to weather conditions more equable than the rains and showers and gales of winter, the coast of England has attracted the attention of German aviators of both the Zeppelin and aeroplane groups. These fliers have, indeed, raided us with some industry, and we have had attacks on various points of the East Coast from Northumberland to Kent. Yet, in spite of the fact that the Zeppelin which is supposed to have conducted the raids is given as the latest and best fabled wonder from the Lake Constance hangars, the only definite thing that can be said about its manœuvring and bomb-dropping is that they have failed to reawaken any acute interest either in mild and magnificent Count Zeppelin's hobby-craft or in their much-promised frightfulness.

The only practical item we have gained from the raids is an addition



BEARING "A NAME ALREADY HONoured THROUGHOUT THE BRITISH EMPIRE":  
H.M.S. "BOTH A."

The giving of the name "Botha" to one of our "Flotilla leaders" has resulted in an interesting exchange of messages. "Captain, Officers, and Ship's Company of H.M.S. 'Botha' send good wishes and hope that ship may win further fame for a name already honoured throughout the British Empire," was the telegram sent. General Botha replied, "cordially wishing the officers and men success and God's blessing in their noble task."—[Photo. by Newspaper Illustrations.]

to our knowledge of their striking unworth. The first of the raids took place on the North-East Coast on Wednesday (14th). It was characterised by an inutility that makes it quite absurd. The vessel crossed the coast-line at Blyth about eight o'clock, and, after making a circuit of about twenty-three miles over the mid-Tyne district, and dropping



A FOX WITH A LION'S HEART: H.M.S. "RENARD," WHICH HAS BEEN FURTHEST  
UP THE DARDANELLES.

To the torpedo-boat destroyer "Renard" has fallen the credit of being, up to the middle of April, the ship of war to penetrate furthest into the Dardanelles. The "Renard" is a 27-knot destroyer of the 1908 programme, completed in 1910. Backed up by the battle-ship "London," she ran up the Straits on a scouting mission for ten miles, and, though heavily fired at, was not hit.

*Photo. by Abrahams.*

a considerable number of bombs, it flew eastward again, having accomplished nothing at all. There is no doubt that the armament-works at Elswick, as well as the ship-yards on the Tyne, were the objective, so that for once the aviators seem to have been flying for some definite end. How close they were able to get to their target can be gauged from the fact that at no time did they manage to get nearer than six miles to Elswick. Indeed, with the whole of the district plunged into darkness, the dirigible seems to have lost its way, and to have groped about in the high air, spitting bombs on Blyth and Wallsend in a curiously feeble and hopeless fashion. Some slight damage was done by these bombs, one man was injured, but no lives were lost.

Another raid was made on the East Coast late on Thursday night. Not only was its result as ineffective as the first raid, but the whole affair seems to have been entirely devoid of purpose. On this occasion the

*[Continued overleaf.]*



**"DOCTORED" TO KEEP AFLOAT: A GERMAN SUBMARINE'S TORPEDO, WHICH MIGHT ACT AS A MINE, STRANDED ON THE FRENCH COAST.**

An interesting and enlightening find has been made on the coast between Etaples and Hardelot, a short distance from Boulogne, in the picking up of a stranded German torpedo fired from a submarine. Several vessels have been attacked in the neighbourhood, not many miles to the south of Havre; the torpedo was probably one which missed its mark and was carried ashore by the set of the current. By the

Hague Convention, all torpedoes must be set to sink at the end of their run, but in the case of this torpedo, as with others recently found floating on the surface, the mechanism had been deliberately tampered with, so as to convert the missile after its failure to strike into a drifting mine. The torpedo shown here is lettered in red, near its tail, "U 33."—[Photo, by Topical.]

raider, or raiders, stayed over the land for a fairly long period—that is, for three hours—and in that time they visited towns as far apart as Wells and Maldon. A great number of bombs—thirty, according to some reports—were flung at targets chosen with a wild indiscriminination; thus Harwich, which is of some military importance, was passed over and left alone, while peaceful little Southwold, which is of no military importance whatever, received the full fervour of six bombs; other bombs were thrown on Burnham-on-Crouch, Maldon, and Heybridge (twelve bombs), Henham (nineteen bombs), and Lowestoft. The only real damage that seems to have been done was at Lowestoft, where a timber-yard was fired and a number of houses slightly peppered. The main interest to us is that, in reaching Maldon, the Zeppelin arrived within forty miles of London. On the other hand, the practical facts to be garnered from these raids give reason for a continued condition of optimism. It seems apparent that there is nothing at all reliable about aerial navigation: that, even in striking a course, the craft is usually several miles out of reckoning on arrival—Blyth, for instance, is miles above the Tyne. Since the vessels are thus not able to get above their objectives at once, there is plenty of time to issue warnings and to plunge the threatened area into darkness, and once this is done the Zeppelins are hopelessly at loss. As instruments of attack, little more need be said than has been said here already. Again, their bombardment has had effect so small as to be meaningless. Yet another attack by air was the dash of a single aviator in an aeroplane from Dover across Kent to Sittingbourne and Faversham. Nothing was accomplished, and the few bombs thrown failed to do much damage. The plane circled as she was fired upon, and made off with British pilots in chase, leaving a district excited and gossipy, but entirely unper-



GLADSTONE'S GRANDSON KILLED: LIEUT. W. G. C. GLADSTONE, M.P., ROYAL WELSH FUSILIERS.

That the late Lieut. William Glynne Charles Gladstone was a grandson of the famous statesman, William Ewart Gladstone, lends wide interest to his regretted death in action. Lieut. Gladstone was only twenty-nine, and was Member for Kilmarnock Burghs. He was the eldest son of the late W. H. Gladstone, M.P.—[Photo. by C.N.]



SIGNS OF THE TIMES IN TOGOLAND: GERMAN STAMPS SURCHARGED.

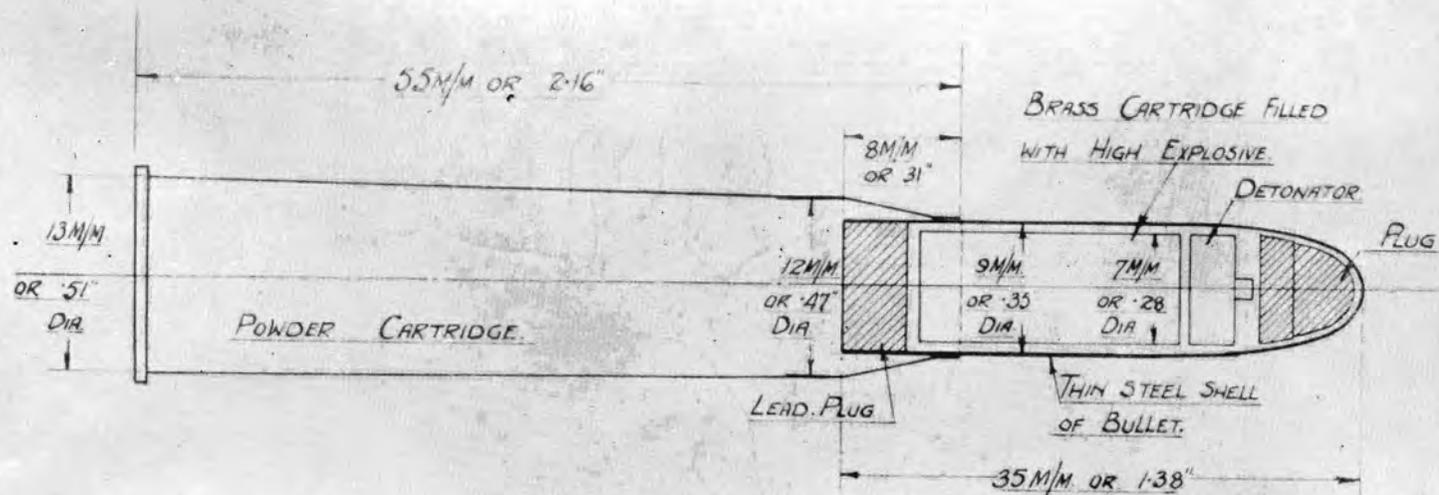
Now that the German Colony of Togoland has been occupied by an Anglo-French force, the stamps bear the outward and visible sign of the transfer of authority, in the form of the words, "Togo Occupation Franco-Anglaise," or "Togo Anglo-French Occupation."—[Photo. by Newspaper Illustrations.]

turbed. The flight of a single aeroplane may have been a reconnaissance: it could scarcely have been anything else.

It is useful and pleasant to contrast these German raids with the Allied system of aerial attack both in its method and effect. During this week the Allied aviators have been busy. On Thursday, and as a counter for an abortive attack by dirigible on Nancy, a French aeroplane flew over Mczières-Charleville and flung five bombs on to the building in which the Imperial Staff is installed. All the bombs struck their mark. On the same day French aviators flew over the station of Freiburg, in Breisgau, and bombarded it; also, fifteen machines flew again over Ostend on that day and dropped bombs with complete success on the German military buildings. A violent fire was opened on the latter machines, but all came away unhit. On Friday an even more ambitious programme was carried out with striking success. This was a raid on the railway workshops of Leopoldshohe, east of Huningue. These workshops are being used for the manufacture of shells, and ten bombs were dropped on to them. Of ten bombs dropped on the powder-magazine at Rothwell at the same time six were hits, and from the point struck a huge flame surmounted by smoke shot up.

Smoke of the same dense nature arose from the buildings of the Maisières-les-Metz electricity works, attacked by aeroplanes also. These works supply all the power for the fortress town of Metz, and forty bombs were flung on to the power-houses. In all these aerial attacks, though the pilots were subjected to gun-fire—and, in the Metz instance, were also attacked by Aviatiks, which they forced to descend—no harm came to them. Every attack, unlike the Teutonic raids, was directed against a definite military object in a well-guarded military zone. It is unnecessary to point the moral.

[Continued overleaf.]



CARTRIDGE WITH EXPLOSIVE BULLET AS USED BY THE AUSTRIAN TROOPS.

500,000 OF THE ABOVE WERE LEFT IN BELGRADE BY THE AUSTRIANS ON THEIR

HURRIED RETREAT FROM SERBIAN TERRITORY.

**A DASTARDLY THING: A CARTRIDGE WITH EXPLOSIVE BULLET, AS USED BY THE AUSTRIAN TROOPS AGAINST THE SERBIANS—A DIAGRAM.**

A correspondent of ours, whose bona-fides cannot be doubted, sends us the above sketch, informing us that he received it from a friend of his, who has just arrived from Belgrade, and has brought one of the bullets over with him as a specimen. He could have brought many others. Our correspondent says: "The sketch represents an explosive bullet which the Austrians are using against the Serbians.

Of course, according to international law, they have no business to use such a dastardly thing. There is no question about the correctness of the Austrians using these bullets, although my friend's estimate of 500,000 may not be correct—that I am not prepared to say; but when the Austrians left Belgrade in great haste they left their rifles and ammunition behind them."

Quite the most interesting note of the week has been the publication of Sir John French's despatch dealing with the fighting about Neuve Chapelle on March 10, 11, and 12. From that despatch we are able to learn that, although the full objective of the move was not attained, yet such gains were made as to make the episode "wide and far-reaching" in its good effect. It seems obvious from Sir John French's report that the planning of the battle was admirably done, and that the concentration of guns and troops was carried out with excellent skill and secrecy. As far as the initial stages of the attack went, all was well. The gun-fire not only annihilated resistance, but also effectually forbade all German inclinations to reinforcement by the astringency of the barrage fire behind the defending line. What failures there were in the plan came from the tactical exposition of the theoretical scheme. At one point barbed wire that had escaped the fire of the guns held the attacking force while the enemy shot into them; at another point the cutting of telephone wires, as well as hazy weather, prevented the artillery from recognising the fact that the troops had run into their own fire; finally, there was a grave hitch in bringing up troops at one time, a hitch which Sir John French considers was preventable in the main, and which seriously retarded the advance of the line.

The despatch, however, makes very much happier reading than a crop of rumours promised it would. Most of these rumours have had their acid taken from them, and the affair of Neuve Chapelle is revealed in its broadest lines as something to be exceedingly proud of. The élan of the troops was certainly magnificent, and they made the most of the first

great advance of the spring in a manner holding out the greatest promise for the future. The gunnery was also everything to be expected; and it also proves that, given an unlimited supply of ammunition, there is nothing in the realm of battle that it is not capable of accomplishing. That the shooting failed on one section of barbed wire is unfortunate, but it is not discreditable: barbed wire, though usually amenable to the attack

of vigorous shelling, sometimes, owing to the nature of the ground, cannot be reached by fire. That the gunners failed at one time to realise that the infantry had overrun their fire was one of those accidents that cannot always be safeguarded on a field where both the telephone wires are subjected to the dangers of explosion and the signallers obscured by mist. Finally, the battle proves that in Sir Douglas Haig the Army has an officer of first-class ability, and that his soldierly consistence running from Mons to Ypres has been re-emphasised in this affair. The result of the fighting, in spite of the manufactory of rumour-experts, will enhearten and stimulate the troops in every way, just as they must have depressed and disheartened the Germans. The losses have been heavy, but the German losses must have been considerably heavier; while the confidence gained from the brave manner in which our men overran the German defence will be worth months

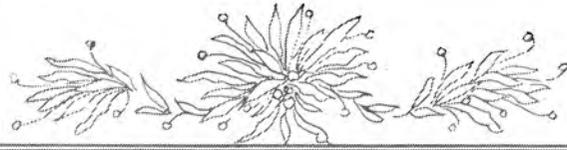
of trench-fighting. Indeed, the value of Neuve Chapelle far exceeds the extent of the ground gained.

The most striking point of this week's fighting in the west, and one which the French characterise as a "brilliant success," is the capture at the point of the bayonet of the spur south-east of Notre Dame de Lorette.

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WHERE THE WHOLE BRITISH LINE CHARGED 15,000 TURKS NEAR THE BIRJISIYEH WOOD: THE SCENE OF THE RECENT ANGLO-INDIAN VICTORY NEAR BASRA.

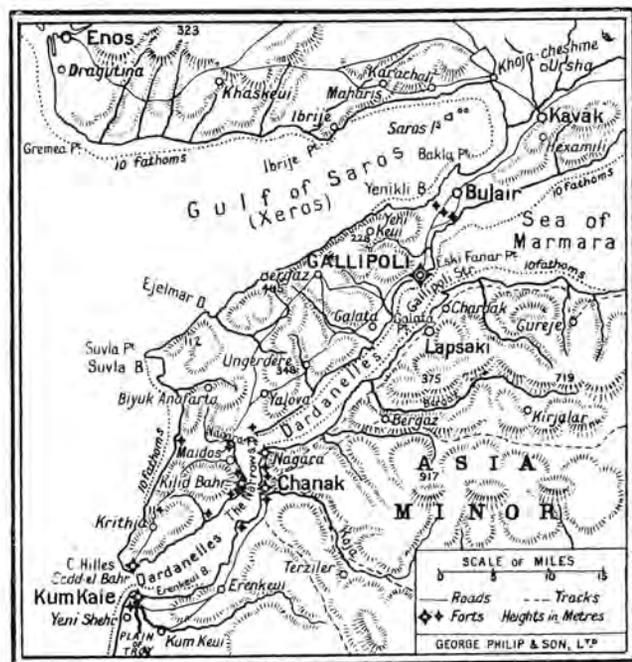


**FOOTBALL IMMEDIATELY BEFORE THE NEUVE CHAPPELLE VICTORY: THE CUP WINNERS, WHO WENT STRAIGHT FROM THE FIELD INTO THE TRENCHES.**

In a recent communication from "Eye-Witness," that cheery observer said: "The fondness of our soldiers for kicking about a football whenever they have a spare moment has often been noted . . . the troops in reserve close to the fighting line sometimes while away the time in this manner even when under fire." Our illustrations show: No. 1, Captain Ford (on the left, marked with a cross) at the

presentation of the Cup to the winning team. He was wounded on the following day; No. 2, The 1st Royal Welsh Fusiliers' team, which won the Cup. The other finalists were the 2nd Battalion, Scots Guards. No. 3, Sergeant Blacklin receiving the Cup from General Capper. Our men play football and fight with the thoroughness which holds promise of success in both.—[Photos. by Farrington Photo. Co.]

This is the culminating effort of the usual patient French work. For many weeks this locality has been mentioned in the communiqués as a place where a creeping advance was going forward. Now the definitive point has been cleverly attained; and, in addition to 160 prisoners (including officers), trench-mortars, and machine-guns, the French now hold all the south-eastern slopes as far as the outer woodland fringes of Ablain St. Nazaire. The objective here is probably the railway and the road junction at Lens. The Germans have admitted the loss, have counter-attacked with some vigour, and failed. Another interesting advance is that which has been registered in Alsace. On Thursday a gain of 1630 yards towards Schnepfenrietkopf, south-west of Metzeral, was reported. On Saturday, the French Chasseurs advanced again, and, in electric manner, carried the summit of this eminence, 1253 kilometres high.



WHERE TROOPS MIGHT BE LANDED NEAR THE DARDANELLES: THE GALLIPLI PENINSULA AND THE GULF OF SAROS, SHOWING THE TEN-FATHOM LINE NEAR THE COAST.

By so doing they established a command of the two valleys bordering Metzeral. This was on the south bank of the Fecht. On the north bank the Silaker was a spur west of Metzeral was taken, and the ravines towards the river were entered.

In the east the interest centres in the Carpathians. Here the situation is piquant, for both forces—the Russians and the Austro-German—are

endeavouring to force matters to a head by outflanking each other. The Austrian force, with an exceedingly strong leavening of Germans—seven corps, it is said—is endeavouring to push by the Russian left in the Bukovina in the region of Stry, while a force holds the Slav attack at the Uzsook Pass. If this thrust succeeds, the Russian advance must be relinquished.

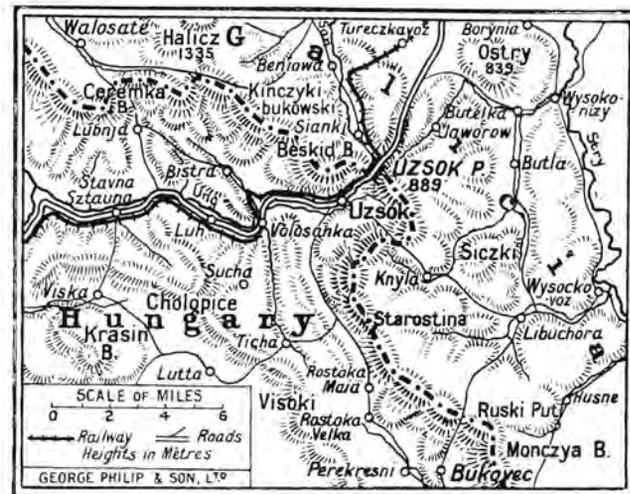
On the other hand, if the Russian advance makes headway, the Austro-German attack may become a danger to itself. So far, the fighting appears to be indeterminate.

After a long silence, the Turks have again shown an activity on the Persian Gulf, and on the 11th, 12th, and 13th delivered attacks

against the British and Indian troops at Kurna, Ahwaz, and Shaiba, in the Basra region of the Euphrates. The attacks on the first two posts were merely artillery episodes without actual encounters. That directed against Shaiba was more determined, though its result was as fruitful for the Turks, who, though they attacked with 15,000, were driven off without making the slightest impression. On the 14th the repulse of the enemy was followed up briskly. The Turks were met near Zobeir, and though they held a strong position they were vigorously attacked, and so vehemently handled that they retreated nineteen miles, going back, it seems, in a disorganised state. Our casualties were 700, and those of the enemy must have been considerably more. It was an admirable and soldierly piece of work.

LONDON: APRIL 19, 1915.

W. DOUGLAS NEWTON.



WHERE THE RUSSIANS ARE FORCING A PASSAGE THROUGH THE CARPATHIANS INTO HUNGARY: THE UZSOK PASS, NEAR WHICH BOTH THE RUSSIANS AND AUSTRIANS RECENTLY CLAIMED A VICTORY.



THE NIGHT OF BORJIMOW! GERMAN DEAD MASSED ON THE RUSSIAN LINES REVEALED  
BY A SEARCHLIGHT.—[PAINTING BY J. SIMONT.]



THE QUEEN OF HOLLAND



THE KING OF ROUMANIA.



THE KING OF ITALY.



THE KING OF NORWAY.

PEOPLE WHO WILL HAVE MUCH TO DO WITH THE QUESTION OF THEIR COUNTRIES' NEUTRALITY OR INTERVENTION: NEUTRAL RULERS.

Next in interest to the personalities of the rulers of countries actually engaged in the Great War are those of the rulers of countries which have up to the present succeeded in maintaining an attitude of neutrality, and of several of these royal personages we give portraits on this and the next page. They are made the more interesting by the close relationship which exists between them and some of the

belligerents. Queen Wilhelmina of the Netherlands is a niece of the Duchess of Albany, while her Consort, Prince Henry, is German by birth. King Ferdinand of Roumania is married to a daughter of the late Duke of Saxe-Coburg and Gotha, remembered best in England as Prince Alfred, Duke of Edinburgh, and son of Queen Victoria, so is closely connected with the British Royal Family, the Queen being

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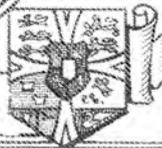
THE KING OF GREECE.



THE KING OF SWEDEN.



THE KING OF DENMARK.



THE KING OF BULGARIA.



*Continued*] PEOPLE WHO WILL HAVE MUCH TO DO WITH THE QUESTION OF a first cousin of King George. The King of Italy married Princess Helen, a daughter of the King of Montenegro, and two of Queen Helen's sisters are married to Russian Grand Dukes—the Princess Militza to Grand Duke Peter, and the Princess Anastasia to Grand Duke Nicholas. The King of Norway is brother-in-law to King George, through his marriage with the Princess Maud of Wales; and the King

THEIR COUNTRIES' NEUTRALITY OR INTERVENTION: NEUTRAL RULERS.

of Greece is a nephew of Queen Alexandra, and married Princess Sophie, sister of the German Emperor. The King of Sweden is connected with King George by the marriage of the Crown Prince to a daughter of the Duke of Connaught. The King of Denmark is a nephew of Queen Alexandra, and the King of Bulgaria is a son of the late Prince Augustus of Saxe-Coburg-Gotha.



A GEM FROM THE BATTLEFIELD: A BELGIAN ARTIST'S IMPRESSION OF RAMSCAPELLE, NEAR NIEUPOORT,  
GALLANTLY DEFENDED BY THE BELGIANS.—[DRAWN BY ALFRED BASTIEN.]



A GEM FROM THE BATTLEFIELD: BELGIAN SOLDIERS SHARING THEIR FOOD WITH AN OLD WOMAN WHO REFUSED TO LEAVE HER HOME AT RUIED DIXMUDE.—[DRAWN BY ALFRED BASTIEN.]

## HOW IT WORKS: XIV.—PONTOON BRIDGES AND RAFTS.

THE transport of troops on active service over narrow streams which can be crossed by means of single-span bridges, or over rivers in which the depth of water and the nature of the bottom permits the use of intermediate supports, is a comparatively simple matter. When, however, the above conditions do not exist, it becomes necessary to construct a bridge which relies on the water for its intermediate supports.

Water-borne bridges may be divided broadly into two classes: (1) The pontoon bridge, in which the whole construction remains in a fixed position, though supported by the water, and the traffic moves over it; (2) The raft, which is a roughly constructed boat, and which is propelled from one bank to the other, the material carried remaining stationary during transit.

A very useful form of pontoon bridge known as the catamaran bridge (Fig. 1 on opposite page) may be constructed on the following lines where a supply of casks, spars, and planks is available. Two parallel lines of spars long enough to span the river are lashed together about one foot apart. Beneath these, at intervals of about ten feet, large casks are secured, the casks being allowed to float upon the surface of the water. Between the parallel lines of spars the plank roadway is laid, resting on the casks. A number of long spars are secured to the parallel track at right angles to its direction, their outer ends being connected by another timber which acts as an outrigger to prevent the roadway from capsizing. This bridge can only be used by troops in single file.

When it is desired to transport mounted troops, wagons, guns, etc., a much wider roadway and more substantial form of construction are necessary, which can be provided, when sufficient boats are available, in the form of a common pontoon bridge, in which the boats are anchored

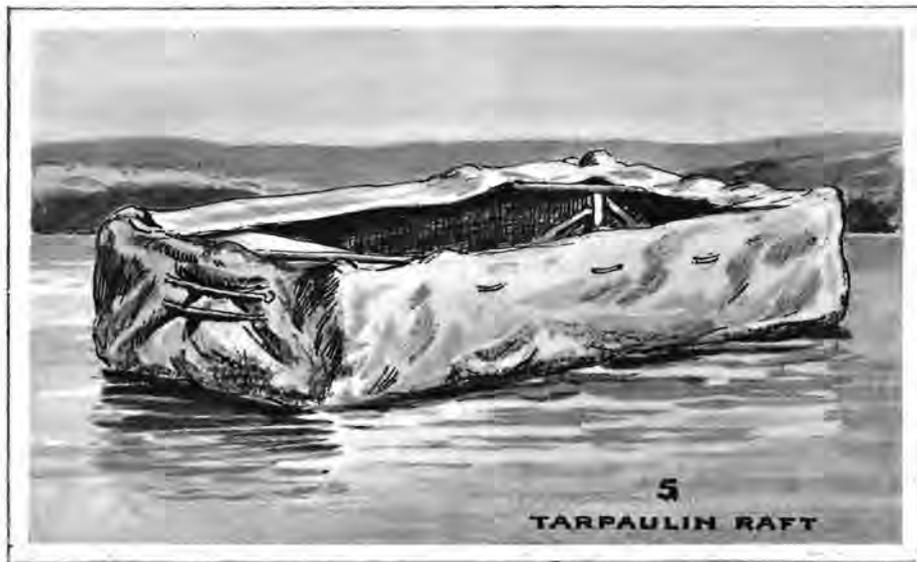
side by side to support the roadway laid across them. Where boats or pontoons are not available, their places are sometimes taken by floats consisting of a wooden framework covered with tarpaulins or wagon cloths (Fig. 5; on this page).

A moving bridge or raft may be built in many ways, the particular system adopted being governed by material to hand in each individual case. As wagon-cloths form part of the military outfit, and are therefore generally available, these are frequently employed to act as the skin of the float, its framework being built up from light timbers. In some cases

the wagon-cloth is laid out flat, a heap of brushwood piled in the centre of it, and the edges then brought up all round and sewn together at the top (Fig. 2 opposite). If this float is to be used in rough water, the seam must be made watertight.

A raft to carry one or two men may be improvised by lashing two long spars to the sides of a cask and connecting them by two planks, the whole thing being stiffened by lashing to upright spars forming rowlocks (Fig. 3). It is usual to propel a raft by means of oars or paddles, but in some cases it is possible to employ the river current to do this. The raft in this case is secured to a long cable which is firmly fixed to a point on the "arrival" bank above the landing place (a in Fig. 4). To operate this con-

trivance, a light line (b) is carried across the stream and attached to the lower end of the above cable; the cable is then drawn across to the starting place (c), and the raft is secured to it and pushed off into the stream, which carries it down the river until it reaches the "arrival" bank (d) and the cable lies parallel with this bank. The cable is then detached from the raft and pulled to the "departure" bank ready for re-attachment on its next journey in the same direction. To return the empty raft a similar cable (e) is attached to the "departure" bank. This contrivance is called a "Flying Bridge."



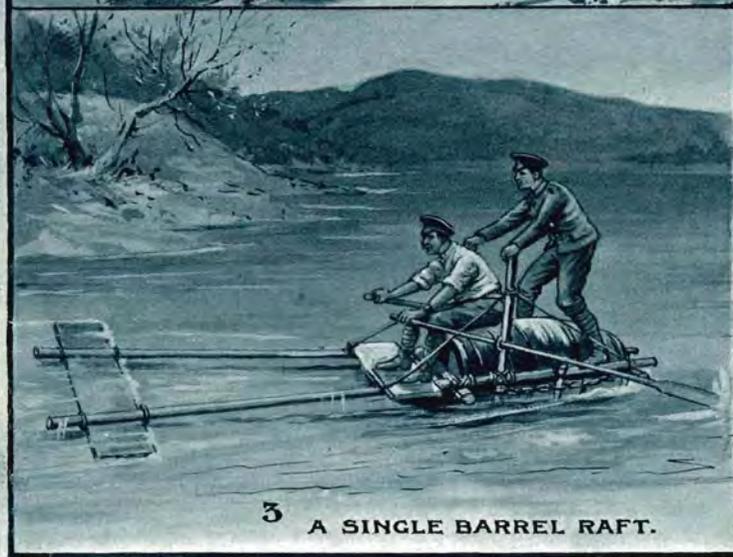
A SUBSTITUTE FOR A PONTOON: A FLOAT OF TARPULIN OVER A WOODEN FRAMEWORK.



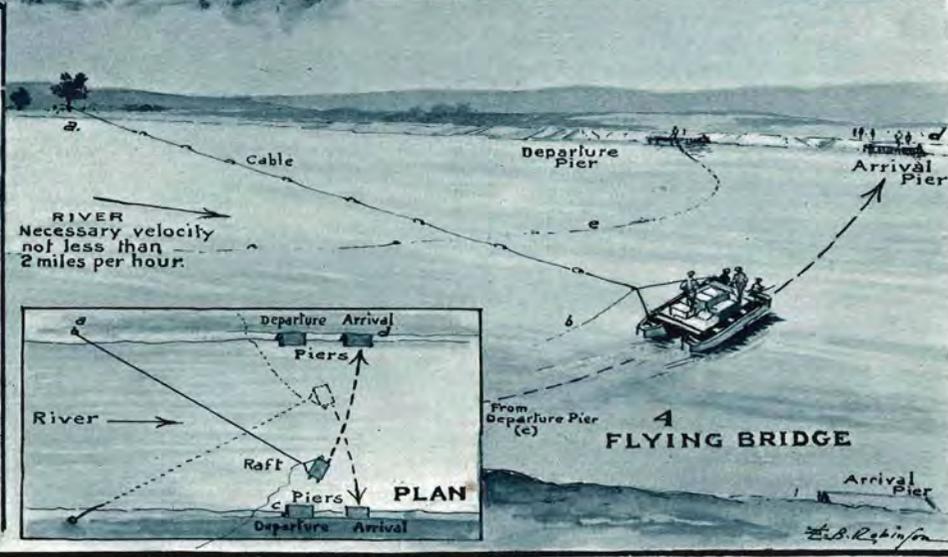
1  
CATAMARAN BRIDGE



2  
RAFT OF  
TARPAULIN AND BRUSHWOOD.



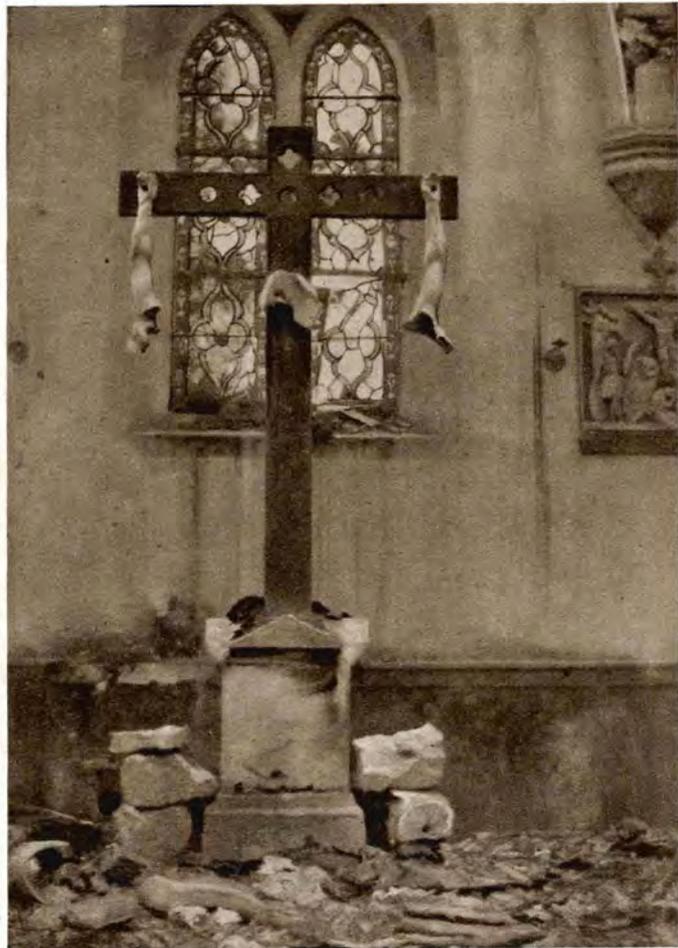
3  
A SINGLE BARREL RAFT.



HOW IT WORKS: VARIOUS METHODS USED BY MILITARY ENGINEERS FOR CROSSING RIVERS BY PONTOON BRIDGES AND RAFTS.

In our issue of April 14 we illustrated various types of temporary wooden bridges such as military engineers construct in time of war for the crossing of rivers. In those cases the bridges were fixed, and supported above the water, and the troops moved across them. We now illustrate, on this and the opposite page, several devices for crossing rivers, which float on the water. Except in one case—that

of the catamaran bridge seen in Fig. 1—the apparatus moves across the stream while the occupants remain stationary upon it. The methods of constructing these different pontoons and rafts are fully explained in the article on the opposite page. The raft shown in Fig. 2 is drawn across by a cable, and that in Fig. 3 is propelled by sculls; while in Fig. 4 the motive power is the force of the stream.



WAR ON CHURCHES: A CHRISTUS DESTROYED BY GERMAN FIRE.  
FROM A FRENCH PHOTOGRAPH.

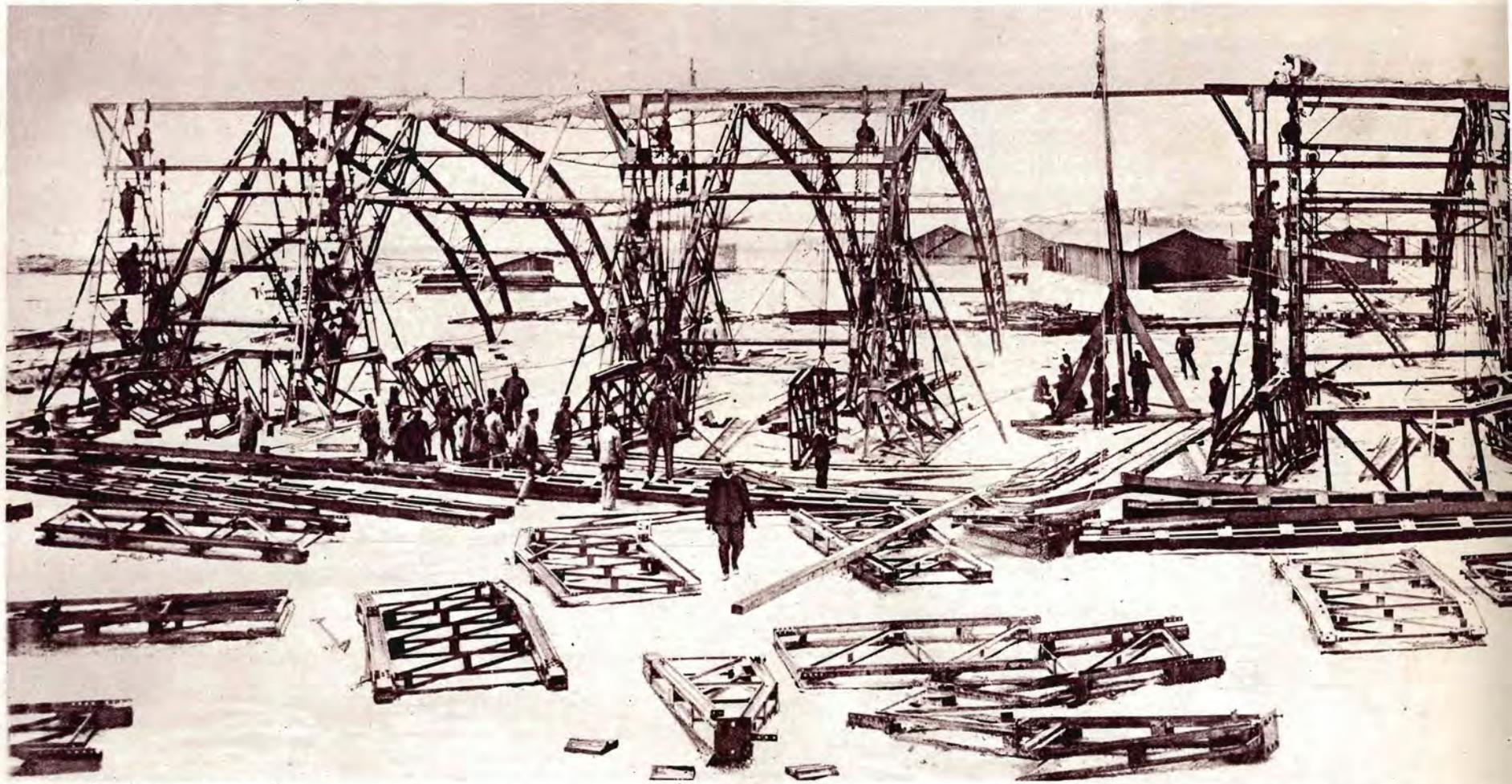
WAR AND THE CHURCH: "PIETA"—IN RAVAGED NORTHERN FRANCE.  
DRAWING BY F. CH. BAUDE.



WHERE THE GERMANS TRIED TO AVENGE NEUVE CHAPELLE AND FAILED : ON THE BATTLEFIELD AT ST. ELOI.

St. Eloi is a small place fifteen miles north of Neuve Chapelle. The trenches and village were held by five British battalions, and on these the Germans made a surprise-attack in force on March 14 to avenge their defeat at Neuve Chapelle, three days before. The attack opened suddenly at five in the evening with a violent cannonade. Then the enemy exploded a mine near the centre of the British position,

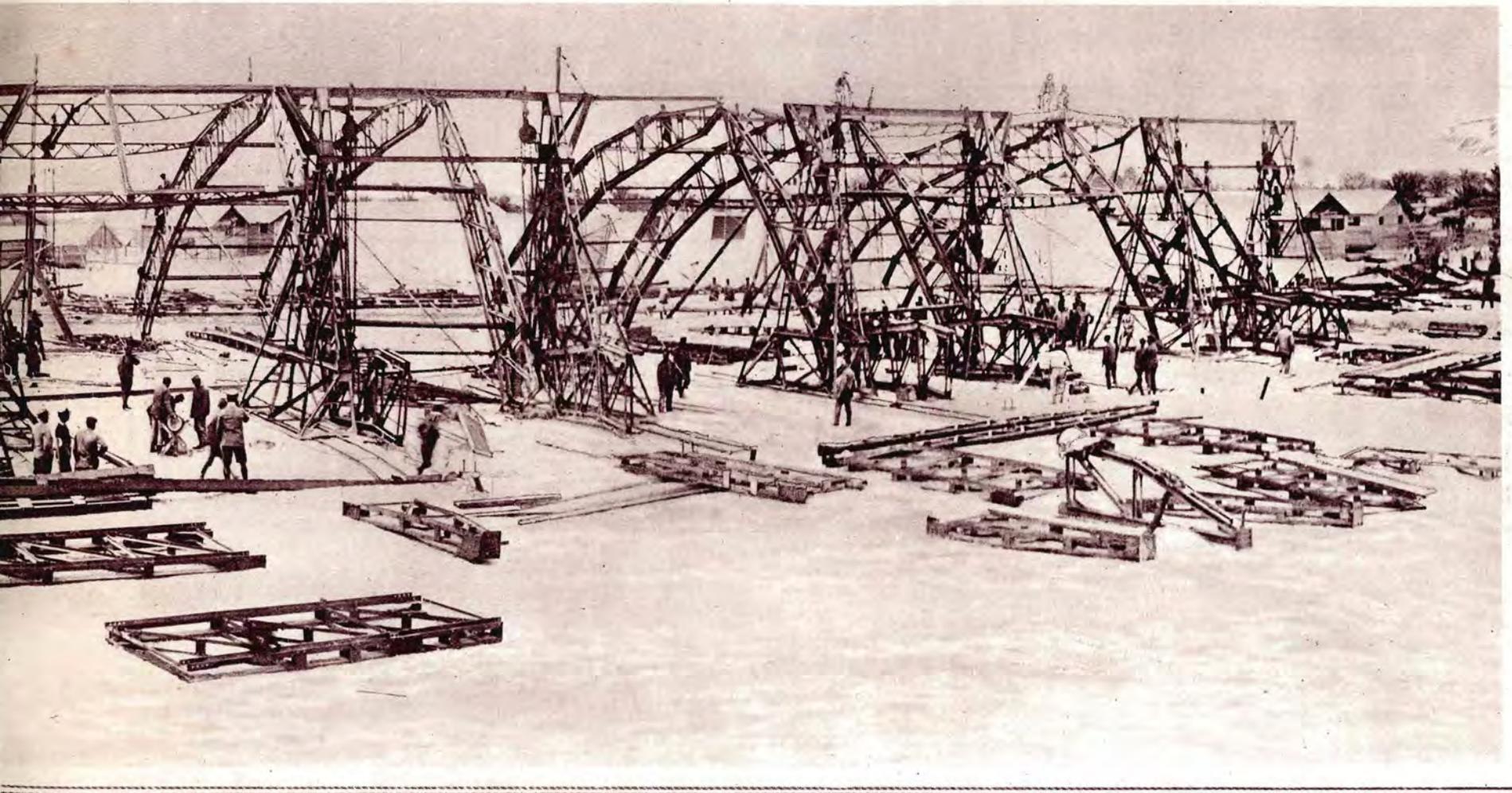
immediately afterwards hurling columns of infantry at the trenches. Overborne by the artillery fire and the massed onrush, part of the foremost trench-line was carried, compelling the evacuation of the rest of the line. But not for long. Before sunrise next morning a brilliantly executed counter-attack had regained the lost ground and taken, in addition, part of the German trenches.—[Photo. by Topical.]



THE SKELETON OF A HOME FOR A GERMAN BOGEY: A ZEPPELIN-SHED IN COURSE OF CONSTRUCTION NEAR

The safe-housing of a Zeppelin between its flights is, it stands to reason, a vitally important and paramount necessity for the existence of the unwieldy monster, and specially designed buildings or sheds need to be constructed wherever it may harbour or has to be refitted. As to that, a complete overhaul and close examination and testing by skilled mechanics of every individual strut, nut and bolt and rivet in the frame

are indispensable to the safety of the air-ship's crew after even the shortest of aerial cruises. The stresses and strains set up all over the long, fragile, and lightly held-together metal framework of the hull from air-curre as well as from the vibration of the engines, necessitate the most minute attention being paid to every single detail of the entire structure on each return from service. Our photograph shows one of the



**BERLIN—A "HOUSE" OF PARAMOUNT IMPORTANCE TO AN AIR-CRAFT TO WHOM EVERY WIND IS AN ENEMY.**

German Zeppelin-sheds, or hangars, near Berlin, as a metal skeleton in process of being erected. The steel girders of the frame are bolted together, the building finally taking shape in form like a long tunnel, into which the air-ship, after being brought down close to the ground, is gently guided by gangs of carefully drilled men with ropes. Over the framework when all is in place, a stout canvas-material covering is drawn.

There is a regular ring of these sheds round Berlin, notably at Potsdam, Johannisthal, Biesdorf, and Tegel. There are also from fifteen to twenty at Hanover, Brunswick, Leipzig, Dresden, and elsewhere, also in East Prussia: and twelve at the naval stations—Heligoland, Cuxhaven, Hamburg, Kiel, Wilhelmshaven, etc. Since October the Germans have built Zeppelin-sheds at Brussels, Ghent, Bruges, and Antwerp.



#### LAST WEEK'S ZEPPELIN RAID ON THE EAST COAST: DAMAGE DONE BY THE ENEMY BOMBS AT LOWESTOFT AND AT MALDON.

As we note elsewhere, the Zeppelin raid on the East Coast in the early morning of Friday, April 16, was a futile affair, almost as futile as the Taube attack which took place in Kent early on the afternoon of the same day (when the only victim was a blackbird)! In the Zeppelin attack, however, a fair amount of damage was done to property. The Zeppelin (or Zeppelins) passed over Southwold, Blythburgh,

Henham Hall (Lord and Lady Stradbroke's residence, which is being used as a hospital), Holton, Halesworth, Wangford, Reydon, Wrentham, Covehithe, Kessingland, and Lowestoft. In the case of the incendiary bombs dropped at Henham Hall, the inflammable material in these blazed up to a height of some fifteen feet; the other two bombs dropped there were explosive. The bombs dropped at Lowestoft and

*(Continued on page 27.)*



THE EAST COAST ZEPPELIN RAID : DAMAGE AT LOWESTOFT.

*Continued.*  
neighbourhood were three shrapnel and seven incendiary. One fell in the Great Eastern Yard, killing two horses, wrecking some sheds, and destroying five lorries and a parcel-cart. The chief damage was at a timber yard in Commercial Road, where the stacks were practically burnt out. The air-ship came within forty-four miles of London. The first photograph on our first page shows a timber yard and



THE EAST COAST ZEPPELIN RAID : A DAMAGED HOUSE AT LOWESTOFT.

saw-mills, which were set on fire by a bomb, at Lowestoft. No. 2 shows damaged houses in Spital Road, Maldon. No. 3 shows a Great Eastern Railway Signal Box, at Lowestoft, slightly damaged; the fourth shows the hole made in a meadow, at Maldon, by one of the bombs; with soldiers standing in it.—[Photos, by Farrington Photo. Co.]



**WHERE A MOTHER WAS BATHING HER BABY WHEN A GERMAN BOMB PIERCED THE ROOF: A DAMAGED HOUSE AT WALLSEND.**

Several bombs were dropped on Wallsend by the Zeppelin which raided the Northumberland coast on the evening of April 14. One crashed through the roof of a house in Station Road occupied by Mr. and Mrs. Robinson. It set fire to the attic, and drops of burning oil fell through on to Mrs. Robinson, Miss Amy Taylor, and a companion. Mrs. Robinson was just giving her three-year-old daughter a bath.

A few minutes later her little boy would have been in bed in the attic. Fire broke out, and Mrs. Robinson's hair was singed. After taking the children out of the house she and Miss Taylor returned and extinguished the fire. The left-hand photograph shows the damaged kitchen; that on the right the attic with the hole through the roof made by the bomb.—[Photos. by L.N.A.]



**THE INEFFECTUAL ZEPPELIN RAID ON THE NORTH-EAST COAST : DAMAGED FIELDS AND BUILDINGS, AND SOME OF THE BOMBS.**

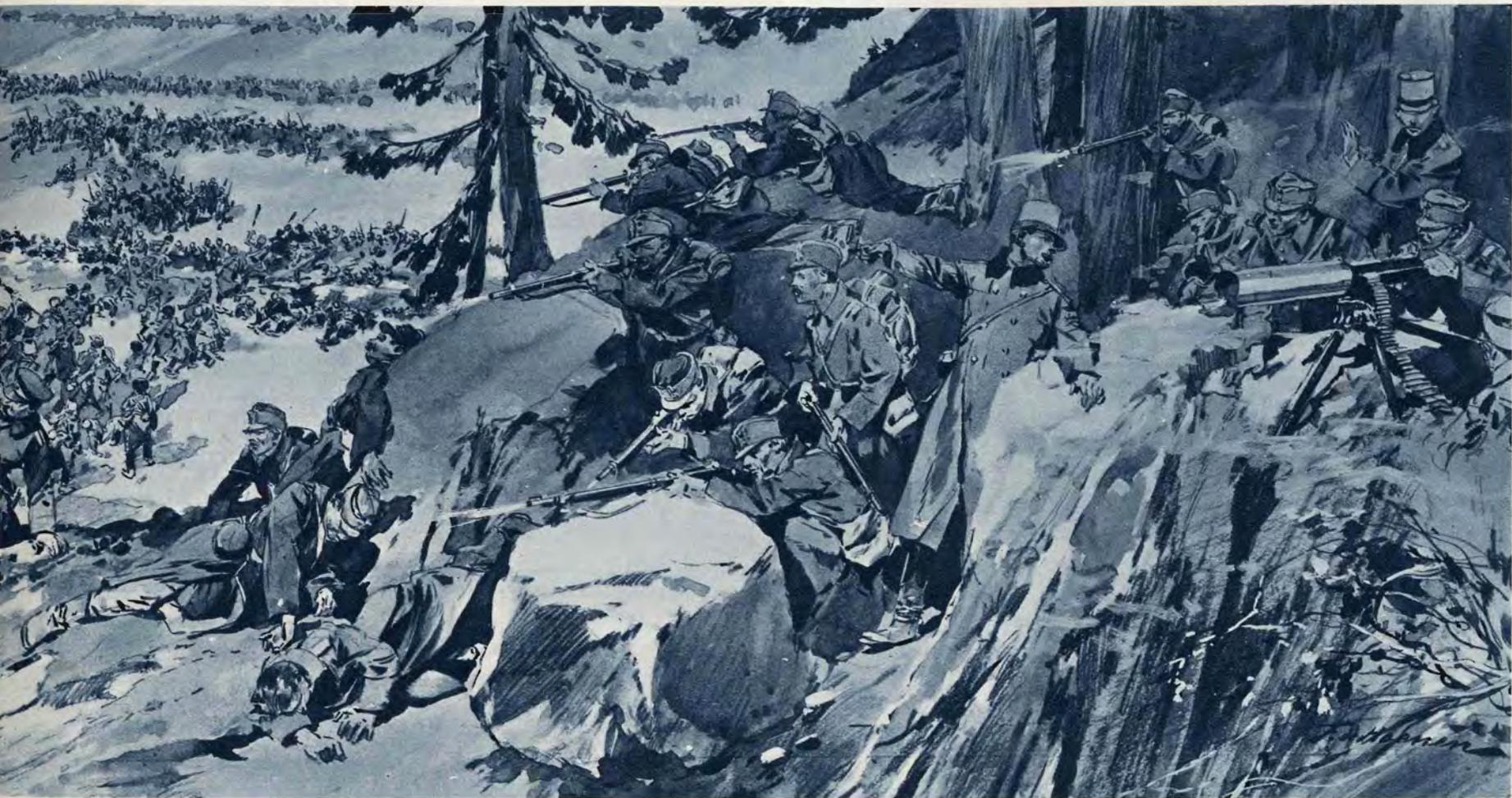
The Zeppelin raid on the North-East coast on April 14 was, from a military point of view, quite futile and ineffectual, though some damage was done to buildings and holes were made in certain fields. Fortunately, no lives were lost. More than twenty bombs were dropped altogether, at various places, including Choppington, near Blyth, Bedlington, Cramlington, Killingworth, and Wallsend. One which

fell into a field close to two police-officers made a hole five feet deep by eight feet in diameter. Some of the bombs were explosive, but most of them incendiary—about 18 inches long. Our photographs show: (1) A hole through a roof at Cramlington; (2) A hole made in a field by an explosive bomb; (3) A wrecked bedroom at Wallsend; and (4) Three of the bombs.—[Photos, by Topical and C.N.]



#### THE GREAT STRUGGLE FOR HILL 909: RUSSIANS AND AUSTRIANS AT

No fewer than four million combatants on either side, Russians, Austrians, and Germans, have been taking part, it has been estimated by staff officers of the Russian War Office at Petrograd, in the great battle which extends over a hundred miles of front along the ridges of the Central Carpathians, in progress as the first sequel of the fall of Przemysl. On the outcome of this gigantic conflict depends the fate of Austria as a factor in the war. Its probable decision in favour of the Russians will place in their hands not only the three principal central passes of the range.



QUARTERS IN THE CARPATHIANS. FROM THE PAINTING BY FRÉDÉRIC DE HAENEN.

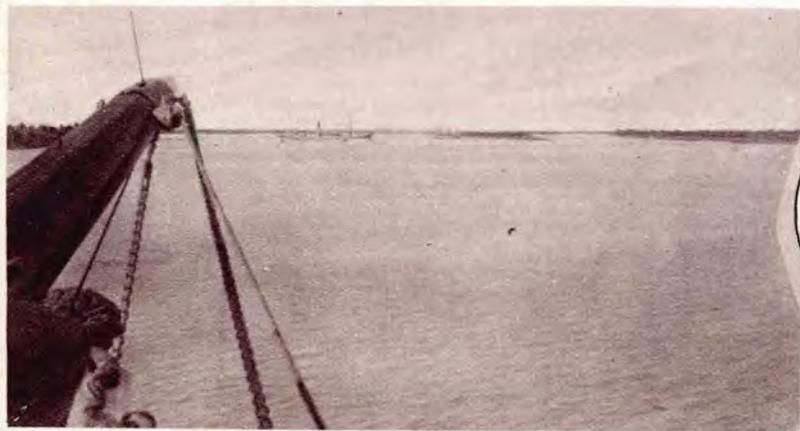
also the entire railway system through the mountains from Galicia into Hungary. Our illustration, from a De Haenen painting, gives a vivid picture of the nature of the mountain warfare how it is being conducted in many localities at the closest quarters. Practically every ridge and hill crest has to be fought for by the advancing Russian infantry, at times by independent brigades, places up steep and snow-covered ravines and wooded slopes where rock masses afford the enemy cover for flanking counter-attacks which have to be beaten back.



WITH THE ANGLO-INDIAN FORCE IN MESOPOTAMIA: THE TROOPS IN CAMP AT KURNA, AND A SCENE OF THE FIGHTING.

Describing the capture of Kurna on December 9, an officer wrote: "The Turkish fire from the opposite bank was very heavy; they were in brick houses with loopholes. . . . The captured Turks amounted to 1200, eight guns, and various ammunition and stores." Our photographs show: (1) Officers of the 104th Rifles at a meal in camp (from left to right): Lieut. Wilson, Capt. Byrne, Capt. Leckie, Col. Clery,

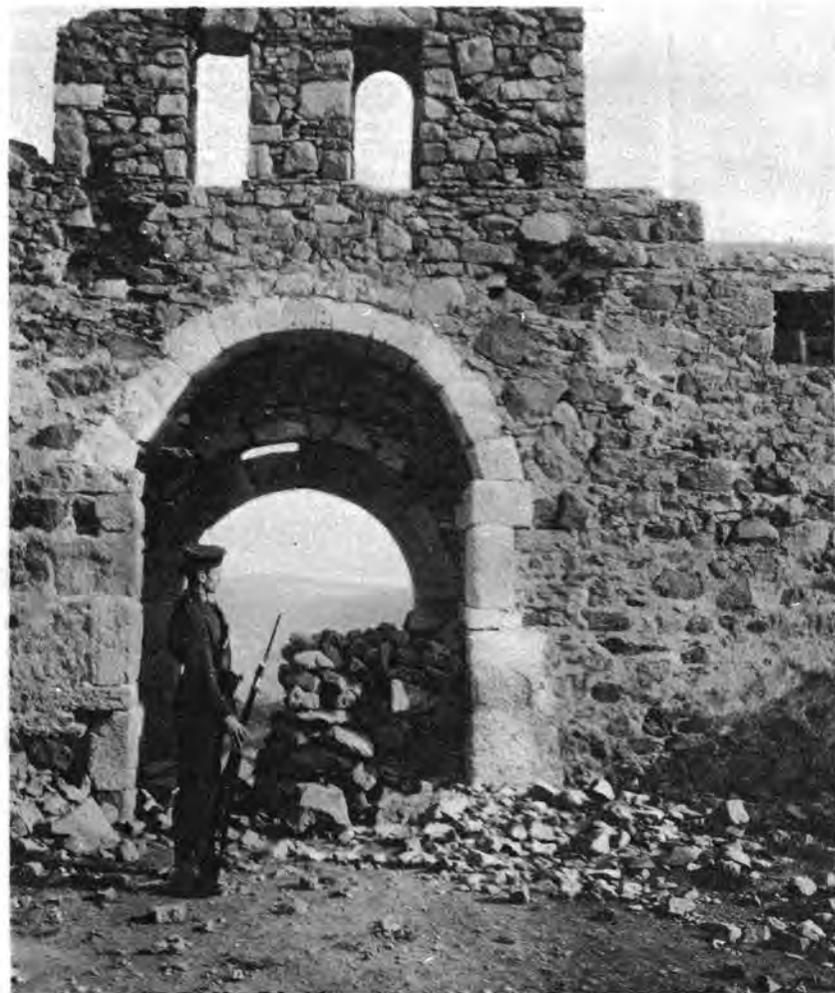
Major Bailey, and Major Scott; (2) The base camp of operations against Kurna; (3) One of the brick-kilns strongly held by the Turks during the defence of Kurna on December 8; (4) The grave of an Indian officer, Subedar Ghulam Rasul, of the 104th Rifles, killed at Kurna on December 4. In the background are men of his company. The inscription is: "A gallant officer mourned by all ranks."



WITH THE ANGLO-INDIAN FORCE IN MESOPOTAMIA: SCENES OF FIGHTING NEAR THE CONFLUENCE OF THE TIGRIS AND EUPHRATES.

The town of Kurna, which was captured by the Anglo-Indian Expeditionary Force on December 9, is situated at the confluence of the Tigris and Euphrates, which there unite to form the Shat-el-Arab, flowing thence southward into the Persian Gulf. Our photographs show: (1) Ships sunk by the Turks above Mahommerah, but failing to obstruct the channel completely. A battery of field-guns commanded

the passage, but was silenced by the fire of a British war-ship; (2) The Anglo-Persian Oil Company's buildings at Mahommerah at the mouth of the River Karoun; (3) A mountain-gun in position at a landing-place; (4) A shell-torn Custom House facing the Tigris at Kurna. On the left in the distance can be seen a glimpse of the Euphrates.



ASHORE IN THE DARDANELLES: A BRITISH MARINE ON SENTRY DUTY.

Some of the Naval men engaged in shore work during the operations in the Dardanelles have given interesting accounts of their experiences in letters home which have been published. One writes, for instance: "Although we have completely destroyed the three towns of Sedd-el Bahr, Kum Kale, and Yeni Shehr, so that not one intact house stands, yet among the wreckage is any amount of cover for



A DARDANELLES LANDING PARTY: BRITISH MARINES IN A TURKISH POSITION.

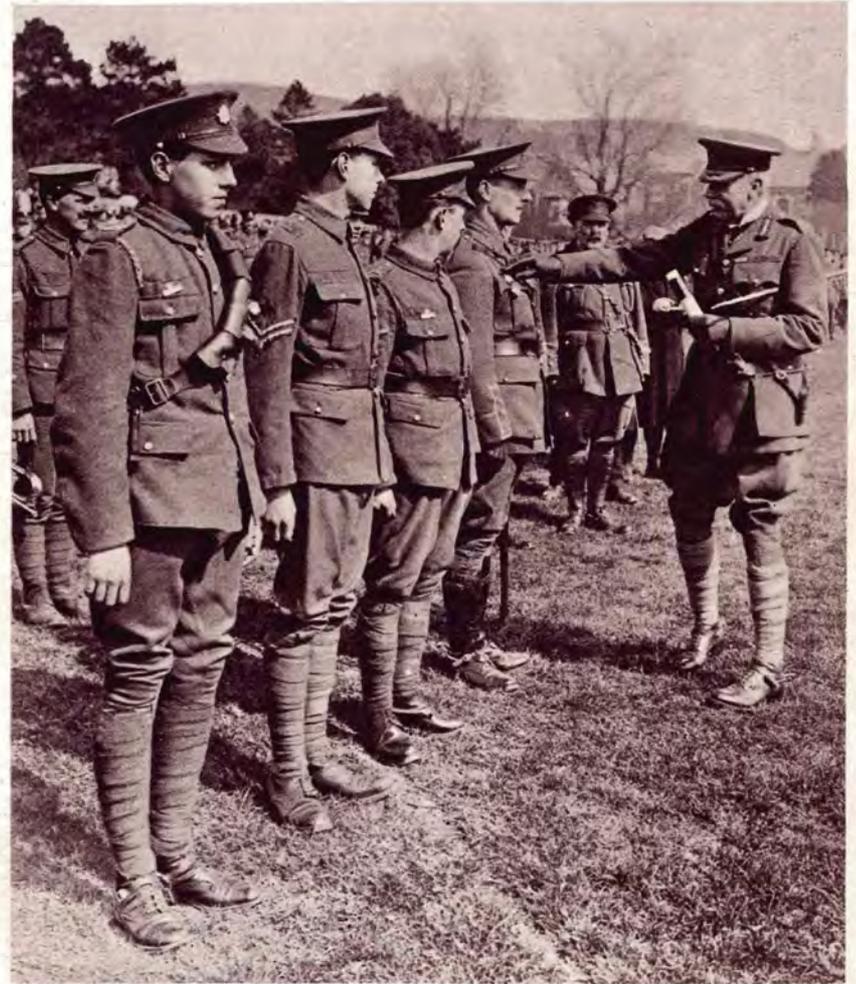
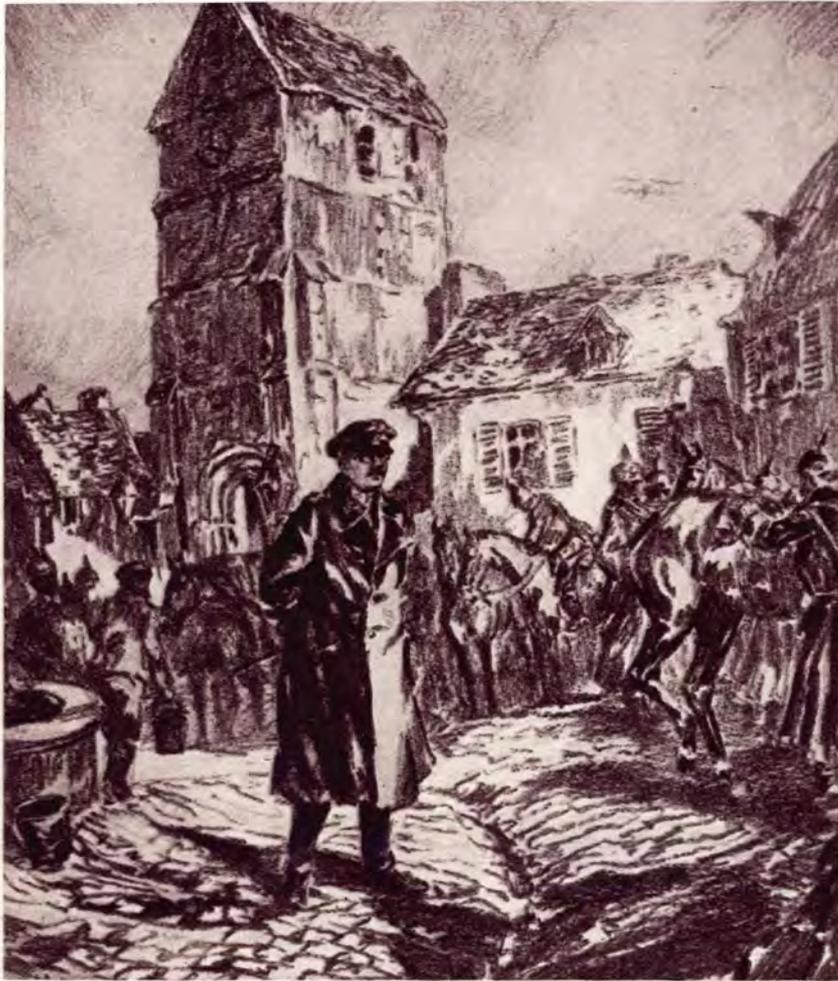
the Turks, and they in huge numbers—40,000 or 50,000—are utterly reckless of their lives, and **dodge** about picking off the landing party one by one. Their own losses must have been immense. . . . I saw about fifty of them break cover and start to run across an open space down the hillside towards us, when 'plunk!' and a 6 in. lyddite went bang into the middle of them."—[Photos. by C.N.]



WITH WASHING HUNG IN THE STREET AND THE INHABITANTS IDLING AT THEIR DOORS: BRITISH MARINES IN A TURKISH VILLAGE.

The presence of British Marines landed from war-ships in the Dardanelles does not seem to have disturbed the villagers seen in the photograph. The landing parties had, however, some less peaceful experiences. One Naval officer, writing home, said: "One of the battle-ships sent in another demolition party, one hundred strong, to find and destroy if possible a howitzer-battery reported up behind the town of Sedd-el

Bahr. This they did . . . and then started to retreat for the shore. The Turks came swarming down upon them, so they fired a rocket, and their ship opened fire on the advancing Turks. The demolition party then made their way unhurt through the town, firing these coloured lights every now and again to show their position until they emerged through the ruins of the forts on to the beach."—[Photo. C.N.]

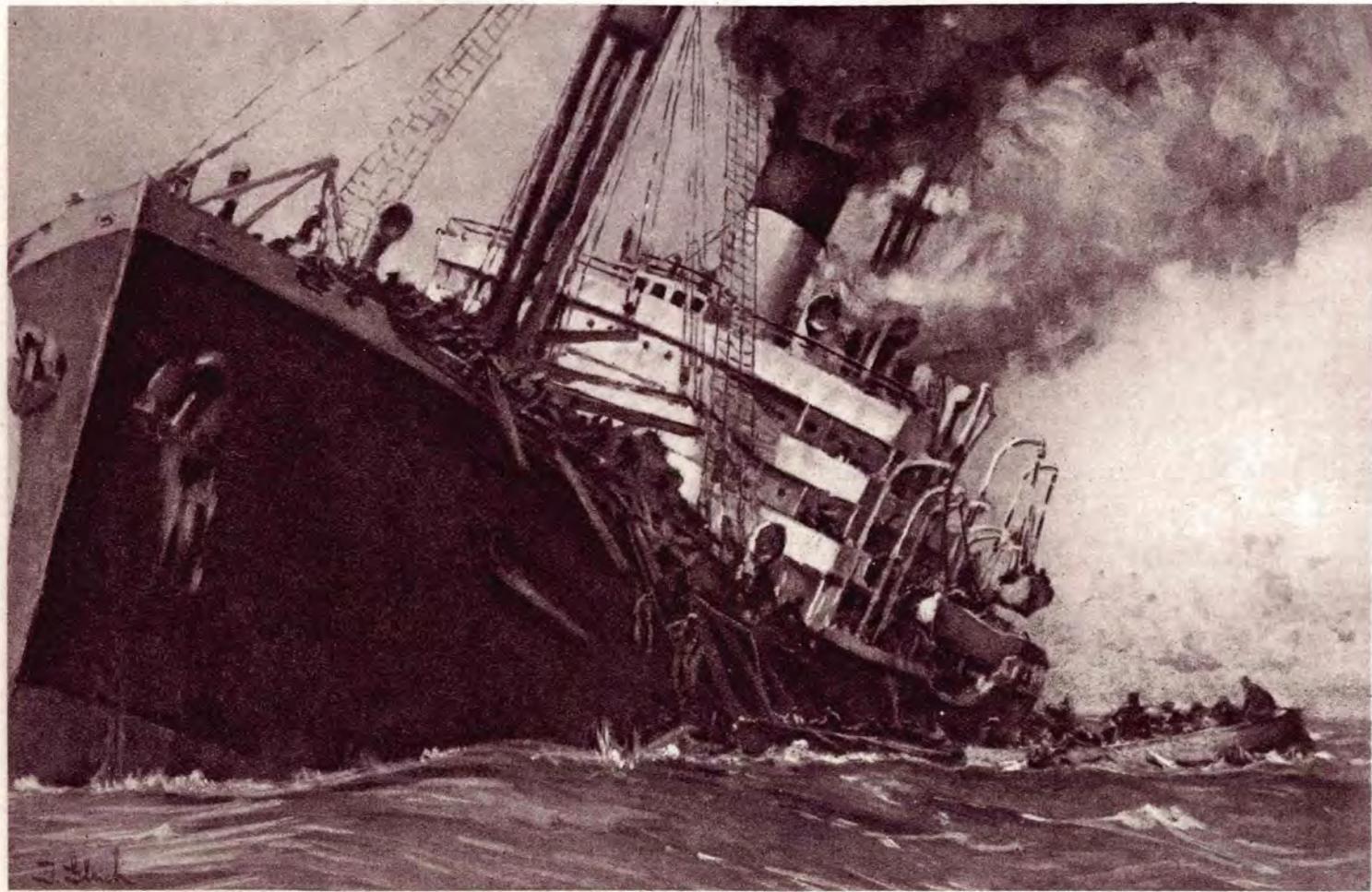


**VON KLUCK WOUNDED: THE GENERAL RECONNOITRING JUST BEFORE HE WAS HIT.**

It was like recalling a forgotten acquaintance when Amsterdam reported recently the wounding of General von Kluck. "Alexander the Great," as a German versifier dubbed him in an anticipatory poem on the Taking of Paris, had hardly been heard of on this side of the Channel since the Marne battle. A shrapnel bullet hit him while reconnoitring, but he is again on service.—[From a German Paper.]

**LIFE-SAVING AWARDS TO NEW ARMY SOLDIERS: A WELSH PRESENTATION.**

We reproduce an incident on Aberystwyth University College Athletic Ground, when General R. B. Mainwaring, C.M.G., Welsh Division, presented the Royal Humane Society's Medal to Sec. Lieut. E. S. Price, Cheshire A.S.C., for attempting to save life at sea; and Vellum Testimonials to Driver Westwood, A.S.C., Corporal N. Griffiths, Aberystwyth University O.T.C., and Lance-Corporal B. Evans, P.A.M.C.—[Photo. by C.N.]



THE LIE PICTORIAL—TO HEARTEN UP THE GERMANS: "SINKING OF AN ENGLISH TROOP-SHIP IN THE CHANNEL."

Fifteen thousand British were drowned in the Yser, it was widely circulated by the Press in Germany last September, long before any of our men had reached the district. The "Lion" and "Tiger," every newspaper-reader in Germany knows, were both sunk in the Dogger Bank battle—two of the pictures published in German illustrated journals of repute, and purporting to be from sketches by naval officers,

have been reproduced in "The Illustrated War News." We see here the latest German picture of a British disaster that never happened. No date is specified, nor the ship's name—which is discreet. It is entitled: "Sinking of an English Troop-ship in the Channel." The Germans must be in more despondent mood than outsiders imagine if pictorial lying is needed for encouragement.



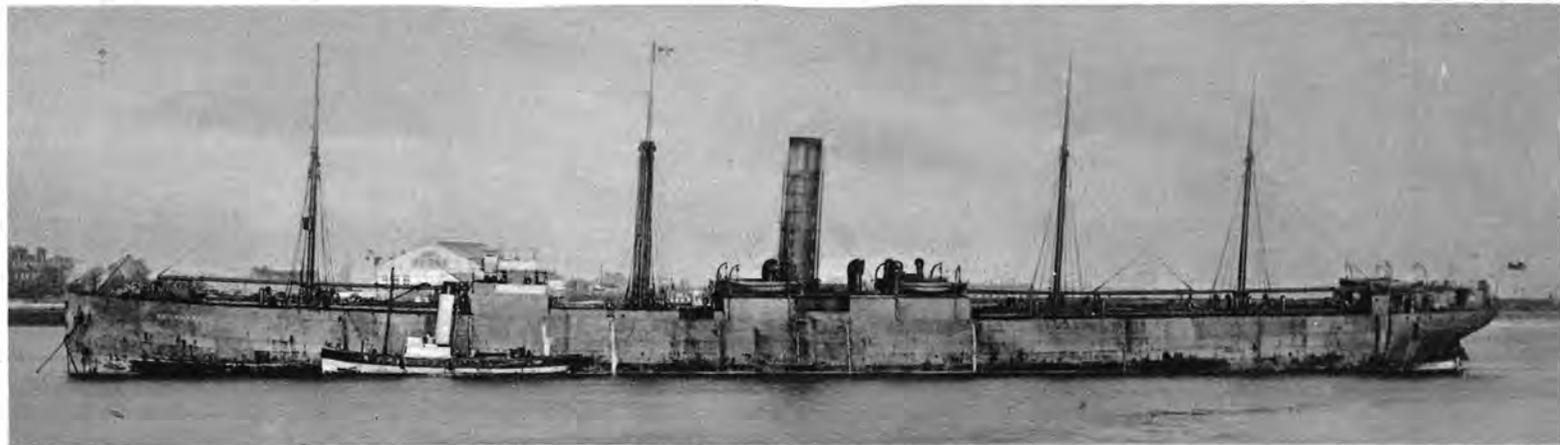
**CAUGHT BY BRITISH SAILORS IN THE DARDANELLES: A GOOD CATCH OF FISH AVERAGING FIFTEEN POUNDS, ON ONE OF OUR WAR-SHIPS.**

Stress of weather and other causes necessarily bring about intervals of idleness for those taking part in the operations in the Dardanelles, but nothing is wasted in the Navy, not even odd half-hours, and our sailors spend their spells of enforced leisure in renewing the ship's food supply. Our illustration shows a good haul of fish, destined to replenish the larder of one of the war-ships off the coast; and

the business of catching two or three hundred fish is followed by the pleasure of eating them. Jack is never idle, and, as the catch shown is of fish of an average weight of 15 lb., he cannot be said to pass his spare time unprofitably. Our more strictly professional fishermen in the Dardanelles are also busy near by, and are making good catches of Turkish mines!—[Photo. by Sport and General.]



SEEKING NEWS OF THE MISSING: RELATIVES OF GERMANS IN THE FIELD AT THE "CASUALTY"  
INFORMATION BUREAU, LEIPZIG.—[FROM A GERMAN PAPER.]



MINE-SWEEPERS ; AND A MINE-VICTIM? GALLANT TRAWLERS AT THE DARDANELLES ; AND THE "WAYFARER," VICTIM OF AN EXPLOSION.

Illustration No. 1 shows two of the trawlers which are working with the Allied fleets in the Dardanelles, and performing the same heroic duty that their fellows in the North Sea are doing. Their exertions have been indispensable in making it possible for the ships to move up to the attack of the forts of the Narrows. Their work began immediately the outer forts at and facing Cape Helles were silenced.

No. 2 shows the Harrison liner "Wayfarer," a 9599-ton steamer, which was the victim of an explosion (apparently, as far as can be judged at the time of writing, from a mine or a submarine's torpedo) on April 12, off the south of Ireland. No trace of an enemy was, however, visible. The "Wayfarer" did not sink. She was eventually towed by tugs into Queenstown.—[Photos. by C.N.]



#### GERMANY'S PET BOGEY: A ZEPPELIN—SISTER OF THE AIR-CRAFT WHICH DROPPED BOMBS HARMLESSLY ON TYNESIDE TOWNS

In view of the futile raid on Tyneside towns carried out by a Zeppelin on April 14, and of the frequent threats which have been made that our shores will ere long be invaded by a great fleet of these monsters, supported by a host of smaller air-craft, peculiar interest attaches to our photograph of a Zeppelin in flight. The very bulk of the air-ship should be reassuring to us: as, while it cannot carry enough men

to be of any danger from the invasion point of view, it exposes a dangerously large surface to a repelling force, and it is only as a nest of bomb-throwers it need cause apprehension. The most recent raid did no damage worth consideration, and did not cost us a single life. The size which lends a Zeppelin dignity also makes it a danger to itself.



LAID WASTE BY WAR: A PINE-WOOD SHATTERED BY THE FIRE OF FRENCH AND GERMAN ARTILLERY;  
AND A FRENCH SAP.—[PHOTOGRAPH BY R. T. PIOLET.]



HONOURING THE BRAVE IN THE FIRING-LINE: A FRENCH GENERAL GIVING THE ACCOLADE TO MEN  
DECORATED WITH THE MILITARY MEDAL.—[DRAWING BY GEORGES SCOTT.]

## Little Lives of Great Men.

XIV.—LIEUT.-GENERAL SIR DOUGLAS HAIG.

LIEUT.-GENERAL Sir Douglas Haig, commanding the First Army Corps, is a Fifeshire man, the son of John Haig, J.P., of Cameronbridge. His mother was a Veitch of Stewartfield, Midlothian. Born in 1861, Sir Douglas was educated at Clifton and Brasenose College, Oxford. At the age of twenty-four he joined the 7th Hussars, and, after passing the Staff College, served in the Sudan during the campaign of 1898. He was present at the Atbara and at the taking of Khartoum, was mentioned in despatches, received the brevet rank of Major, the British medal, and the Khedive's medal with two clasps. The year 1899 saw him on service in South Africa, where he held various responsible posts. He was Deputy-Assistant Adjutant-General for Cavalry in Natal, and Chief Staff Officer to Sir John French during the operations around Colesberg. The next year found him Assistant Adjutant-General to the Cavalry Division, and during 1901-2 he commanded a group of columns. For these services and for his conduct in the field he was mentioned in despatches, appointed A.D.C. to the King, and received the rank of Brevet-Colonel. He was also created C.B., and received the Queen's medal with seven clasps and the King's medal. From 1901 till 1903 he was Lieut.-Colonel commanding the 17th Lancers, and during the three following years he acted as Inspector-General of Cavalry in India. In 1904 he was promoted Major-General, and from 1906 to 1907 Director of Military Training. From 1907 to 1909 he held the



MUCH PRAISED IN SIR JOHN FRENCH'S NEUVE CHAPELLE DESPATCH :  
LT.-GEN. SIR DOUGLAS HAIG, COMMANDING THE FIRST ARMY CORPS.

*Photo. by Elliott and Fry.*

Directorate of Staff Duties at Army Headquarters, and from 1909 till 1912 he acted as Chief of Staff in India. Thereafter, until the outbreak of war, he was General Officer Commanding at Aldershot, from which post he passed to his present duty. His honours include, besides the C.B. already noted, C.V.O. (1903), K.C.V.O. (1909), K.C.I.E. (1911), and K.C.B. (1913). Sir Douglas has published a volume of Cavalry Studies. As soon as war was declared it was taken practically for granted that he would be placed in command of the First Army Corps in the field. The forecast was correct, for indeed the appointment was inevitable. In his first despatch, Field-Marschal French wrote that he "could not speak too highly of the skill evinced by the two General Officers commanding Army Corps," and he paid a special tribute to "the manner in which Sir Douglas Haig extricated his corps from an exceptionally difficult position in the darkness of the night." And later, in his despatch describing the battle of the Aisne, Sir John French commended the brilliant manner in which the First Army Corps and its Commander repelled the enemy's violent counter-attacks day after day and night after night. Sir Douglas was further praised for his handling of the cavalry. In the recent despatch regarding Neuve Chapelle, Sir Douglas Haig again receives especial praise. "I consider," writes Sir John French regarding him, "that the able and skilful dispositions which were made by the General Officer Commanding First Army contributed largely to the defeat of the enemy and to the capture of his position."



**DASHING TO PUT OUT A FIRE CAUSED BY A TAUBE'S BOMB: A RUSSIAN FIRE-BRIGADE SLEIGH IN WARSAW.**

Mr. Seppings-Wright, whose drawing we reproduce, is with the Russian forces for the "Illustrated London News." He was present at the fall of Przemysl, and his drawings there will appear in due course in that paper. Warsaw suffered from enemy air-raids during both the enemy's attempts to break through the Russian lines guarding it. One such incident as that illustrated was described by

Mr. Stephen Graham. "As I walked down the street," he writes, "I suddenly noticed that passers-by began to shade their eyes with their hands and look up into the sunny sky, and I looked with them. A great bird was hastening forward over the city—the shape of a German eagle breasting the air. . . . Two moments later there was a flash of fire and a deafening report."—(Drawn by C. Seppings-Wright.)



SCATTERED BY RUSSIAN SHRAPNEL: AN AUSTRO-HUNGARIAN CAVALRY PATROL SURPRISED BY THE ENEMY'S FIRE  
DURING THE FIGHTING IN GALICIA.—[FROM A GERMAN PAPER.]



#### A PATTERN OF ARTILLERY JULIUS CÆSAR USED IN THE SAME

We see here one of the modernised types of the Roman catapults, which the French and our own men (and the Germans also) are using where the trenches are at close quarters. In earlier issues of "The Illustrated War News" a number of photographs have been given of the rough-and-ready methods adopted in the construction of some of the trench-catapults, using lengths of steel springs or even

#### NEIGHBOURHOOD: THE NEWEST FRENCH TYPE OF CATAPULT.

resilient tree branches as propellants, and for grenades often empty jam-pots refilled with explosive and fused. The ingeniously made catapults shown here follow one of the Roman models closely, rubber taking the place of the cat-gut and twisted cord of the classic pattern. The releasing peg graduated to regulate the range is a modern addition.



FIGHTERS FOR THE FREEDOM OF EUROPE : IV. SERGEANTS OF THE INNS OF COURT OFFICERS' TRAINING CORPS.

In the Back Row (from left to right) are : Sergt. G. H. Pinchin, Sergt. N. L. Goddard, Sergt. N. Houghton, Lce-Sergt W. Borthwick, Lce-Sergt. A. H. Birks ; in the Second Row are (left to right) : Sergt. N. Sutcliffe, Sergt. M. F. Hecht, Sergt. D. Hamilton, Sergt. F. E. Cripps, Sergt. S. K. West, Lce-Sergt. F. J. Miller, Sergt. D. Lindsey, Sergt. R. Proudfoot, Sergt. W. H. Winn-Jones, Lce-Sergt. J. L. F. Vertling, Lce-Sergt. F. C. Arden, Machine-Gun Sergt. R. V. Shaxby ; in the Third Row are (left to right) : Lce-Sergt. F. P. Scott, Sergt. R. S. Forbes, Sergt. R. E. Attenborough, Sergt. W. G. Constable, Sergt. H. J. Fisher,

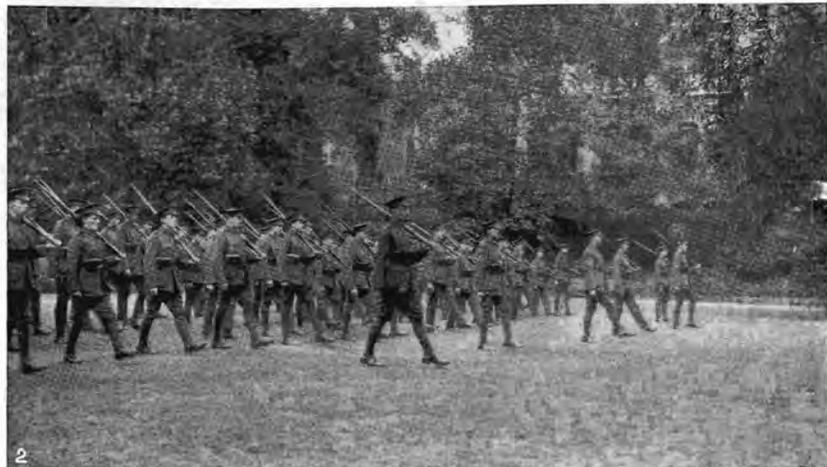
Sergt. A. J. B. Bamford, Sergt. C. E. L. Hooper, Sergt. C. A. Cusse, Sergt. F. N. Marcy, Sergt. E. B. Gregsten, Lce-Sergt. G. S. G. Hamilton ; in the Fourth Row are (left to right) : Ordly-Room-Sergt. L. R. Brock, Coy.-Q.M.-Sergt. B. W. M. Williams, Coy.-Sergt.-Major H. C. Gutteridge, Sqdrn.-Sergt.-Major H. T. Witt, Regtl.-Sergt.-Major A. Burns (Scots Guards), Coy.-Sergt.-Major B. Perks, Sqdrn.-Q.M.-Sergt. H. Porter, Coy.-Sergt.-Major W. R. Briggs, Sergt.-Drummer W. Arden ; on Ground are (left to right) : Coy.-Q.M.-Sergt. F. W. J. Jackson, Coy.-Sergt.-Major P. M. Walters, Coy.-Q.M.-Sergt. E. W. Greene, Coy.-Q.M.-Sergt. F. A. C. Redden.—*Photo. S. and G.*]



FIGHTERS FOR THE FREEDOM OF EUROPE: IV. OFFICERS OF THE INNS OF COURT OFFICERS' TRAINING CORPS.

In the Back Row (from left to right) are: Lieut. W. G. G. Lewis-n-Gower (Cavalry), 2nd Lieut. H. L. Geare (Infantry), 2nd Lieut. W. T. C. Cave (Infantry), Lieut. D. MacManus (R.A.M.C.), 2nd Lieut. R. Chetwynd-Stapylton (Infantry), 2nd Lieut. H. I. Merriman (Cavalry), 2nd Lieut. H. T. H. Bond (Infantry); in the Second Row (left to right) are: Capt. W. R. Field (Cavalry), Lieut. C. T. A. Pollock (Infantry), Capt. C. R. Chenevix-Trench (Infantry), Capt. A. N. Clark (Infantry), 2nd Lieut. the Hon. G. Rufus-Isaacs (Infantry), 2nd Lieut. F. Le Neve Foster (Infantry), 2nd Lieut. E. K. Clarke (Infantry); Third

Row (left to right): Capt. R. F. C. O'Brien (Infantry), Capt. E. à Court Bergne (Infantry), Major W. Holbourn (Quart.-master), Lt.-Col. F. H. L. Errington, V.D. (Commanding), Capt. A. McLean (Actg.-Adjt.), Capt. D. G. Rice-Oxley (R.A.M.C.), Capt. C. Wood-Hill (Sqdrm.-Commndr.); on Ground (left to right): 2nd Lieut. J. C. Ledward, 2nd Lieut. A. H. R. W. Poyser. Attached to this Corps are also Capt. J. Rainsford-Hanney (The Queen's Adjt. absent on leave), and Major C. W. Mead (T.D.) (absent temporarily O.C. Depot).—[Photo. by Sport and General.]



**FIGHTERS FOR THE FREEDOM OF EUROPE: IV. THE INNS OF COURT OFFICERS' TRAINING CORPS, AT LINCOLN'S INN AND BERKHAMSTEAD.**

The importance of Officers' Training Corps is obvious; and such an Officers' Training Corps as the Inns of Court is of incalculable value. Many who would be desirable officers have enlisted as privates; which is patriotic, but a pity, for officers are wanted. No better training could be found than with the Inns of Court, which has supplied nearly 1600 officers since the war began, and is still supplying them

at the rate of about forty a week. The first photograph shows infantry being instructed in musketry, in Lincoln's Inn; No. 2, Infantry being instructed in the slow march; No. 3, A rest between drills; No. 4, Bayonet practice—one of the results of overbalancing. This photograph was taken at Berkhamstead. Full information can be obtained from the Adjutant, at the Depot, Lincoln's Inn.—[Photo, by S. and G.]



GERMANY "FUNNY" ABOUT THE DARDANELLES: THE BULL-DOG BAYS THE MOON.

German joke-cookery lacks the *soufflé* touch and suggests rather the stodginess of potato-bread. In choosing the indomitable British bull-dog as his subject for a contemptuous jest at the work which our fleet is doing in the Dardanelles, the German humourist fails to recognise that in baying for the Turkish crescent moon the British sailor is likely to follow a popular suggestion, and see that he gets it.

GERMANY "FUNNY" ABOUT THE DARDANELLES: THE ALLIES WEeping BY THE STRAITS.

In view of the frequent and familiar references by the Kaiser to his Ally, the God of Battles, the humour of this cartoon is not surprising, except in its flippant adaptation of the Biblical lament: "By the waters of Babylon we sat down and wept," by the changing of "Babylon" into "the Dardanelles." It may be noted that the French and British sailors are repairing their ships! *Verb. sap. sal!*



"A SITUATION UNIQUE IN MILITARY HISTORY": PRZEMYSL AFTER ITS FALL, AT WHICH CAPTORS AND CAPTURED WERE EQUALLY PLEASED. The garrison and population of Przemysl were as pleased at its fall as the Russians themselves. "The situation," writes Mr. Stanley Washburn in his interesting article already quoted, "seems unique in military history." "I have talked," he says, "with many people in Przemysl. Civilians and prisoners alike speak of the great kindness of the Russians. . . . The difficulty of feeding so vast a throng necessitated the immediate departure of the prisoners, and batches at once started towards Lemberg (Lvov) at the rate of about 10,000 a day. . . . The officers are sent . . . for the most part directly to Kiev." Our photographs show: (1) A woman asking Russian soldiers for food; (2 and 3) Austrian prisoners en route for Lvov; and (4) Austrian officers driving to the station.—[Photos. by Illustrations Bureau.]



WHERE THE RUSSIANS CAPTURED 1010 GUNS: AUSTRIAN PRISONERS FROM PRZEMYSL.

A recent official statement issued at Petrograd said: "The total number of guns captured at Przemyśl was 1010, and it is thought possible that some dozens more will be found. . . . The majority of the guns taken at Przemyśl were bronze, including 235 fortress guns and 352 field-guns. Among the latter were 28 modern quick-firing guns." We show prisoners on the way to Lvov.—[Photo. Illustrations Bureau.]



THE AUSTRIAN CHIEF-OF-STAFF AT CAPTURED PRZEMYSL: GENERAL HUBERT.

"The senior Austrian officer left in Przemyśl," writes Mr. Stanley Washburn (in the "Times"), describing scenes at the Galician fortress left after its fall, "is General Hubert, formerly Chief of Staff, who is staying on to facilitate the transfer of administrations, and the headquarters is filled with a mixture of officers and orderlies of both Armies, working apparently in absolute harmony."—[Photo. by Illustrations Bureau.]



AN OFFICER'S CABIN UNDER FIRE: WHERE A TURKISH SHELL BURST.

It is, of course, impossible to armour a war-ship all over against heavy projectiles. The weight would sink the hull like a stone. Practically the entire length of a vessel's side elevated more than a few feet above the water-line is mere skin-plating. Photograph No. 1 shows the "mess" a bursting projectile made in an officer's cabin below the upper deck when one of our ships at the Dardanelles was



SALVAGED FROM THE DÉBRIS: A HELMET, SWORD, AND PRINCESS MARY'S BOX.

"hulled," littering everything, bunk, writing-table, and floor, with metal débris. In No. 2 some of the officer's damaged belongings are grouped: note the dilapidated helmet, the shattered sword-grip and dented sheath, and Princess Mary's Christmas Gift box with a shell splinter-hole through the Princess's effigy. A splinter lies on top of the box.—[Photo. by C.N.]

PART 36 COMPLETED THE THIRD VOLUME  
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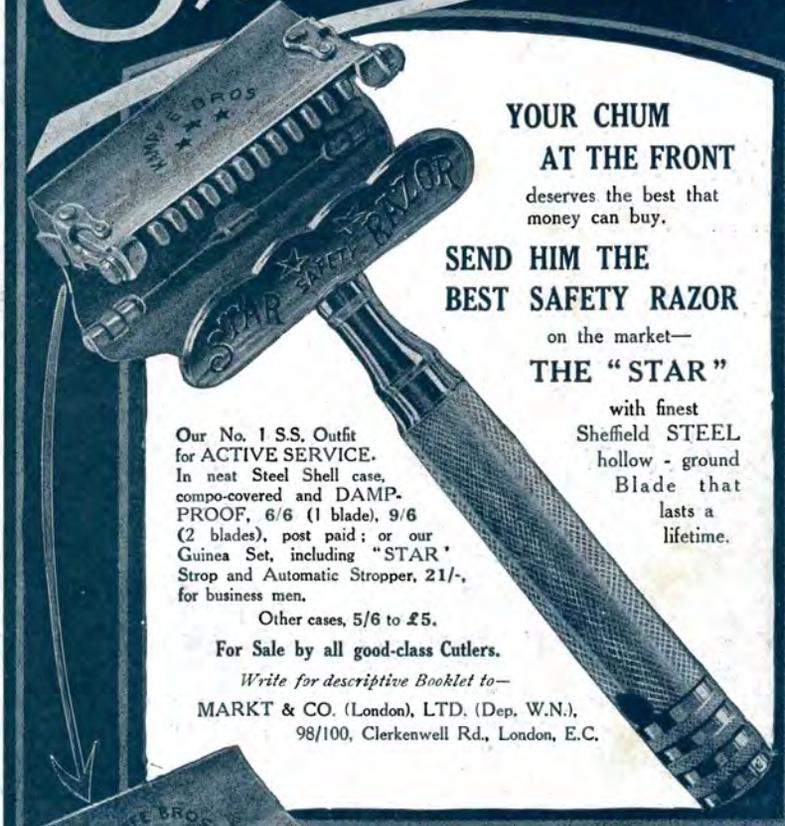
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