

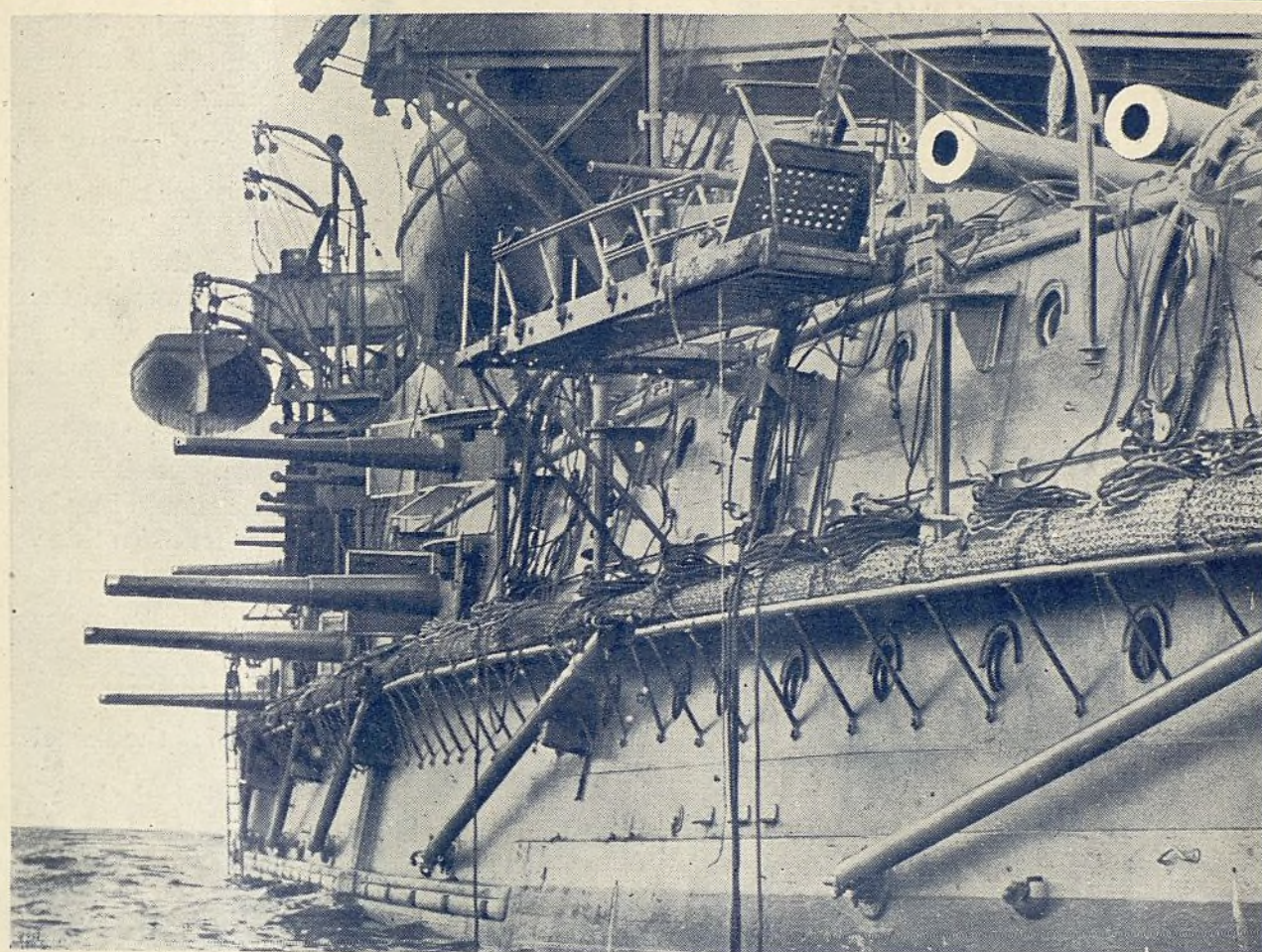
# THE SPHERE

APRIL



10, 1915.

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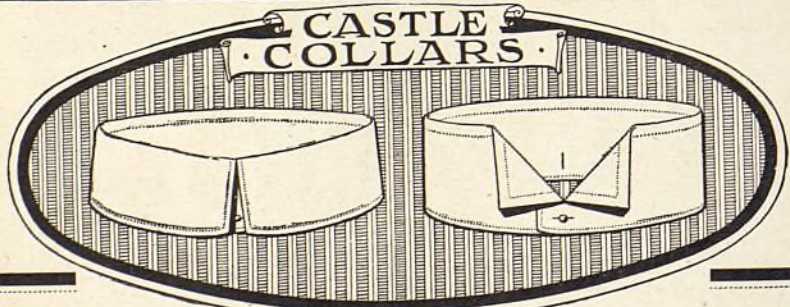
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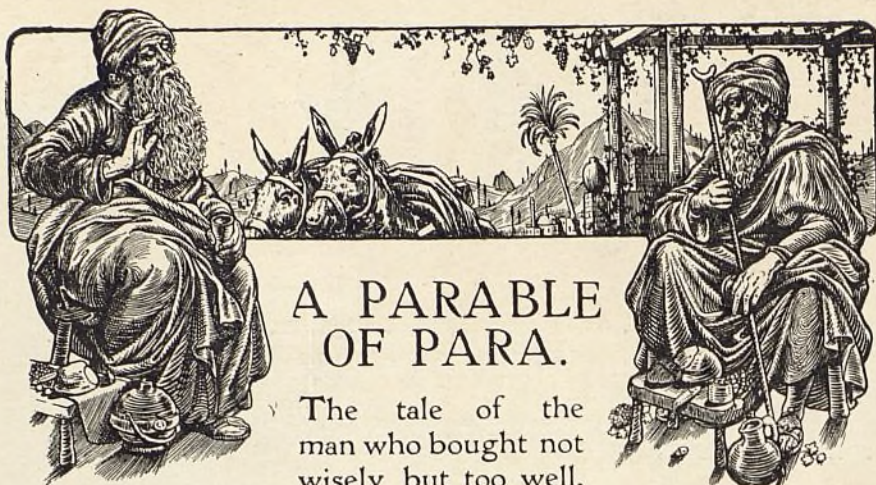
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CHAPTER THE FOURTH.

AND they came to a house of rest and ordered wine. And he who had bought wisely spake thus: "In the beginning there was no shoe. And then there arose a wise man who bethought him of a shoe, and another there arose, far-seeing, who pictured all that it might mean. And after much labour and sore travail, the world saw that it was good. And the shoe spread till all the world made service of it, and many were the imitations of the shoe that arose, saying: 'We also are as this shoe, and even finer than this shoe.' So it has come to pass that he who would know the shoe he should buy is sore puzzled, for of the makers of shoes, one pulleth him this way and another pulleth him that way, till he knoweth not what he shall do. But I have travelled far and wide, and many are the shoes I have used, yet this is the shoe of all shoes that liketh me most. And now, friend, we will eat, and then will I proceed with the tale of the shoe."

(To be continued.)

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London, April 10, 1915

Price Sixpence.



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DRAWN BY F. MATANIA FROM MATERIAL SUPPLIED BY A SOLDIER WHO WAS PRESENT AT NEUVE CHAPELLE

## BENGAL LANCERS RETURNING from "PORT ARTHUR" after the CAPTURE of NEUVE CHAPELLE

During the attack on Neuve Chapelle the Indian troops played a very large and important part, co-operating vigorously with the British. The above picture shows a body of Bengal Lancers returning from "Port Arthur," where some of the most desperate fighting during the action was witnessed, the position only falling into British hands at half-past-five in the evening, after hours of continuous attack

Ayuntamiento de Madrid



## THE SPHERE

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WAR DOCUMENTS WE HAVE SEEN.A Letter from a Soldier in the Trenches  
to the "EVENING NEWS."

Our ultimate victory has been so taken as a matter of certainty that no one ever troubles to discuss it. The "how" and the "when" we have talked threadbare for months back (the "when" especially), but never an "if" would you hear in the argument. We have said over and over again that people at home don't realise what the war is, or "the size of the job."

But at least we have taken it for granted that the whole people of Great Britain were at our backs, that we were fighting their fight, and because of that they were backing us with their last bet. We have grown so used to parcels of "comforts," to letters to "lonely soldiers," to anxious enquiries as to what could be done for our welfare, to gigantic relief funds, to subscription lists for hospitals and horse doctors, for woollen clothes and wooden legs, for socks and cigarettes, that we have all believed the first thought in the minds of "Home" was for the men of the Army and Navy. We thought that everyone and every class was just aching to help us to finish the war, to see us safe home again. We have known that we and the war have cost millions of money, but because we were always willing to give our lives and our limbs for the country, we believed that the country was ready for any sacrifice of money or convenience to back us up.

And then suddenly we discover that it isn't so; that there are thousands, or hundreds of thousands, of people at home who are more concerned about an extra farthing an hour than about us or our lives; that there may be a shortage of munitions, or a lack of transport because "the country" that wanted us so urgently is more concerned over some trade union rule and week-end work than over the men who are seeing it through here. You may say this doesn't apply to "the country," that it is only a section of selfish workers who have played us false.

But we read our papers and find them full of columns about the need to close the pubs to keep war work at sober pitch, about speeches by Kitchener and Lloyd George pointing out that the whole matter is really serious, about the State being forced to take over control of works to force a full output. Surely we can't but believe that it is a huge section of the people at home that is regarding our efforts with indifference, that doesn't care a tinker's curse whether we win or lose, or live or die.

We read of congestion in the port of Liverpool and ships stopped loading in London docks. Perhaps that is why we're eating bully beef and biscuits again. We ate them month ago without a grumble because in our minds we pictured every worker at home striving to rush better food out to us. We lay and suffered through a hell of big shells and high explosives months ago, and we set our teeth to wait grimly for the day when the arsenals and workshops would send us the guns and shells to let us level the tally.

All through the misery of the bitter winter we have hung on cheerfully, firmly believing that every workshop was going night and day, Saturday, Sunday, and Monday alike, that every man was either joining the new armies or toiling to equip them and us.

And now for the first time, just when we had reckoned everything would be in train for the beginning of the end, when we thought that millions of fresh men and inexhaustible stores of war material would be pouring in to help us to make a finish—now, we read that the men at the top are "seriously concerned" about the state of affairs; we hear of men haggling and chaffering about half-pence and half-hours of work.

Perhaps we're exaggerating; perhaps we're over-estimating the depth and width of the trouble; perhaps Kitchener will straighten things out somehow; perhaps—perhaps. And there's the worst and bitterest of it. The "perhaps" has crept in. We'll win yet, or we'll be wiped out trying, I suppose. And if we fail now and the whole costly business has to be begun again, if there's another long winter in the trenches ahead of us, if we have to see thousands more of our pals rent with shell and bomb, and pumping their life-blood out through a bayonet thrust, and crawling back with shattered limbs from the firing line, if we have to endure another ghastly retreat, and wait back to back to be blotted out trying to cheer our last minutes with the thought that even if we are mopped up, another army will come soon or late and pay off the score, the hardest and blackest and bitterest thoughts in our minds will be that we weren't beaten by the Germans, but that our own people had failed us, that we counted for less than the price of some pots of beer, that we weren't given a chance to win; that our backers had sold us.

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- NIEUPORT, Flooded Area, Jan. 16th, p. 64.
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## THE SPHERE.

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# THE GREAT EUROPEAN WAR: WEEK by WEEK.

## GERMANY'S WAR

Germany's Day!—Germany's Night!  
What will dawn in the heavens?  
The old Teuton is awake  
To forge his world-empire!

Germany's Day—and Slavonic Night!  
And death for ever to France!  
Germany's golden sunshine  
Glows with early brilliance.

Encompassed with eagle's wings of steel  
An emperor stands.  
Behind him follow men,  
Heroes out of iron moulded.

A million swords flash out!  
The cannons thunder!  
Now from out the external darkness  
Should dawn the German heaven!

The earth quakes! The Heaven cracks!  
The sea bears wreck and ruin.  
Germany's Day—and Slavonic Night  
And death for ever to France!

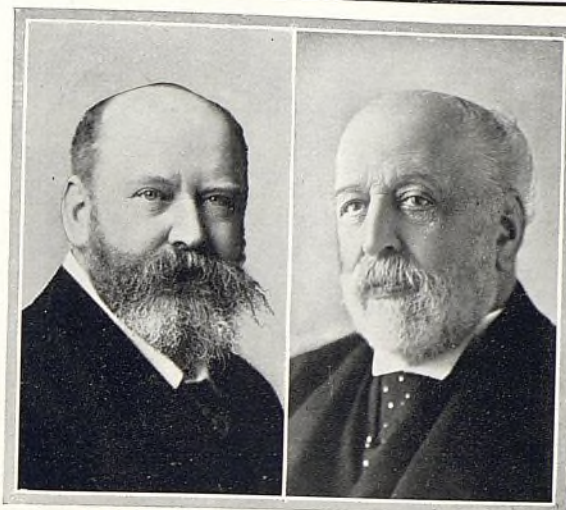
The above poem was published in Germany on August 6, 1914, and shows what value may be attached to recent German protestations with regard to France

## The WEEK'S FIGHTING in the WESTERN and EASTERN THEATRES of WAR

**The Western Theatre.**—During the last few days the French have been making very considerable headway in the Woivre district situated below Verdun between the Meuse and Moselle, which district, for the best part, consists of wooded and hilly country.

In this region the Germans managed some time ago to establish themselves at St. Mihiel; the French are now making a violent assault on the German communications and threatening St. Mihiel from both sides. To the north of St. Mihiel the recent operations include attacks at Combrès and Les Eparges, and an advance is also being made at other points along the line—at Bois le Prétre, at Fey-en-Haye, which was captured on March 31, and Regnéville, captured on last Saturday. This advance by the French means that they are slowly closing in on the German communications, and, in particular, on to the railway running through the Rupt de Mad—an advance which will vitally affect the German hold on St. Mihiel.

Along the rest of the fighting line it would appear that, apart from the usual trench warfare, which goes on unceasingly, and the steady advance in the Champagne, there have been no great operations on which to comment.



The Late Lord Rothschild and the Successor to the Peerage

Lord Rothschild (on right), whose death occurred on March 31, was born on November 8, 1840. He was one of England's greatest financiers and was head of the famous house of Rothschild. The Hon. Lionel Walter Rothschild (on left), who succeeds to the peerage, is forty-six years of age

**The Eastern Theatre.**—It is now clear that the loss of Przemyśl is a terrible blow to the defence of the Carpathians. The garrison was enormously stronger than had been believed, and, besides sick and wounded, over 120,000 prisoners have been taken by the Russians. This, of course, indicates that the strength of the besieging army now set free for field operations is in proportion. Russian reports state that it was very weak for its task, but it can hardly be less than 250,000 strong.

The Russian occupation of Memel, which it was suggested in THE SPHERE of March 27 was made with small forces, turns out to have been a mere raid. The

## THE GUARD OF THE NORTH SEA

Firm and strong are our dikes,  
And they keep true guard  
That our Fatherland on a stormy night  
By the flood is not overwhelmed.  
They sound a halt to the wild waves,  
"You nevermore pierce through here!"

Strong as are the ramparts,  
Still stronger are the ships;  
Swift and armoured on the sea,  
They lie our homes protecting.  
German fleet, our strong,  
Well-built sea castle,  
Keep near with your iron boundary  
And let no enemy through.

Guard of the North Sea, at our doors  
On all enemies keep watch!  
In protection keep us.  
In thy hands safely rests  
Heligoland, the strong mountain.  
Always ready its greeting to send,  
"Halt! no Briton comes through here."

The above is a literal translation of the poem shown in the picture below, "The Guard of the North Sea," and shows how the Germans look upon their navy

place has been reoccupied, though the Russians claim that the demonstration has diverted considerable forces to this remote corner of the war area.

Fighting is in progress on a line between Pilwiski and Augustowo, decidedly nearer the Prussian border than the Niemen. The attack on Ossowetz seems practically to have been abandoned.

In the Carpathians a general Russian advance is apparently in progress, despite the deep snow. The most important individual Russian success

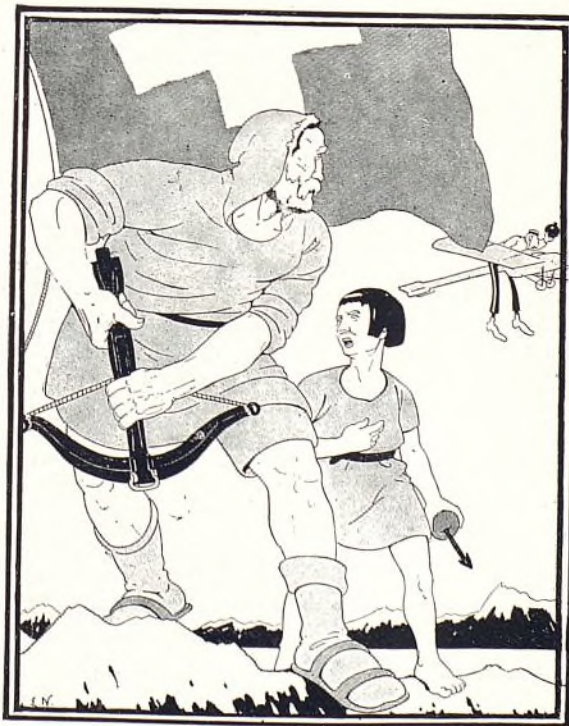
seems to have been that on March 30 in the Lupkow Pass, in which the Austrians lost 6,000 prisoners and dozens of machine guns. On April 1 fresh progress was made at various points, chiefly in the Uzok, the Austro-Germans losing 7,000 prisoners and ten machine guns. On April 2 a considerable Russian success was reported near Bartfeld, 2,000 prisoners and several guns being taken.

**Colonial Operations.**—The operations of the Central Force of the Union troops have recently met with an important success. The town of Aus, situated on the railway about ninety miles east of Luderitzbucht, was occupied on April 1. The town and its surroundings were found to be strongly fortified. There was, however, no opposition offered by the Germans, who evacuated the town after poisoning the wells and destroying everything useful. Aus lies between a fruitful and productive stretch of country on the one hand and a ninety miles stretch of desert on the other hand, and is an important centre in South-West Africa. It will, doubtless, shortly serve as a base for the further operations of the Defence Force.



Honouring the Brave Dead

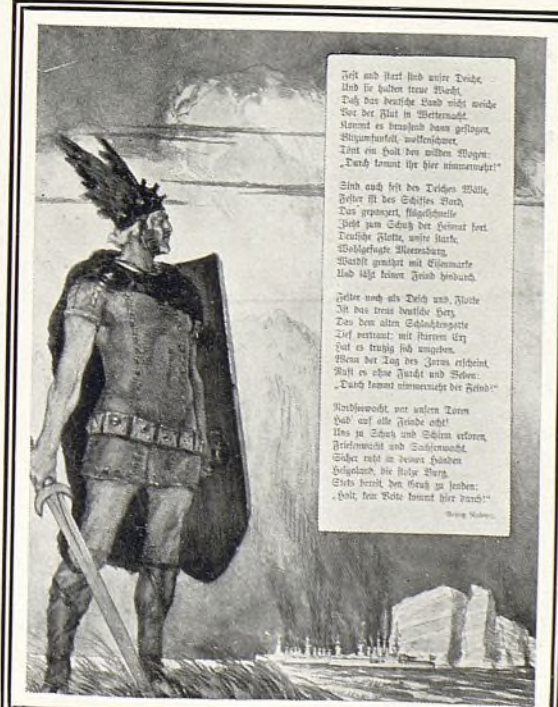
French peasant women planting flowers on the graves of British soldiers who fell in battle in Northern France



"An Opportunity for Skill"



"In Ægir's Workshop"



"The Guard of the North Sea"

The above three illustrations, which are reproduced from German newspapers, show how the German people regard both themselves and us in relation to the war. They also indicate how the German mind has become thoroughly steeped in Wagnerian ideas and Wagnerian habits of thinking. The Viking in the picture on the right, keeping watch over the North Sea, is a truly Wagnerian conception, as are also the picture on the left and the centre picture, in which Ægir is seen giving a "Meisterbrief" to the German Emperor. A literal translation of the poem in the picture on the right is given above. Another poem in a German newspaper, "The Resurrection of Bismarck," couples that dead statesman's name with those of Wotan and Thor



## SOME PATHETIC MEMORIALS of the BATTLEFIELD.



RELICS OF THE BATTLEFIELD

Copyright of THE SPHERE

All these letters and photographs were picked up on Belgian battlefields and found on the dead bodies of soldiers. They are letters and portraits belonging to British officers and privates and were obtained from peasants or handed over by convents in Belgium to Mr. Page Gaston, an American now in London, who was the first English-speaking person to make a survey of the battlefields around Mons. Some of these pathetic relics bear the

stains of battle and represent letters which were sent from home but never read. Others were written by dying men but never posted. They will now be distributed officially to relatives so far as is possible, and will be priceless mementoes of famous battles as well as assist in clearing up the mystery attaching to many officers and men who are still entered merely as "missing."



# The SINKING of the STEAMSHIP, "FALABA."



Copyrighted in the U.S.A.

HOW THE "FALABA" WAS TORPEDOED WHILST THE BOATS WERE BEING SLUNG OUT

Drawn by Cecil King from photographic material supplied

The appearance of the submarine and the subsequent sinking of the "Falaba" has been related by the chief officer of the latter vessel, who stated that it was on Sunday morning, March 28, when the submarine was sighted. When first seen she was flying the British ensign, but later she hauled it down and flew the German flag. The vessel's course was altered, but the submarine overhauled them in about ten minutes and signalled, "Stop and abandon ship."

Five boats had been slung out when a torpedo was fired. The first boat capsized and the occupants were thrown into the water. The submarine steamed over from port to starboard, got into position, and fired a torpedo. Several boats had not been lowered and a number of the crew and passengers were on deck. The submarine made no attempt to help them, and as a result of the sinking of the vessel 111 lives were lost.



# A BRISK ACTION at the DARDANELLES: Some NEAT WORK by H.M.S. "VENGEANCE."



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H.M.S. "VENGEANCE" ATTACKS THE FORTS

A neat little piece of work stands out from among the earlier performances at the opening of the attack upon the Dardanelles. On this particular day H.M.S. "Vengeance" began by bombarding a big fort, and reducing it to silence. The "Vengeance" then went in on a course which enabled her to bombard all the forts at short range with her

secondary armament (see also front cover illustration). For a short time it was a merry life on board the "Vengeance," for she soon encountered a hot cross fire from the forts. Shells fell thick and fast around her, throwing up columns of water, but she passed through scatheless, only collecting a few splinters of shells which dropped on her as souvenirs from



BOTH SIDES OF THE DARDANELLES ENTRANCE

DRAWN BY CECIL KING FROM SKETCHES BY AN EYE-WITNESS

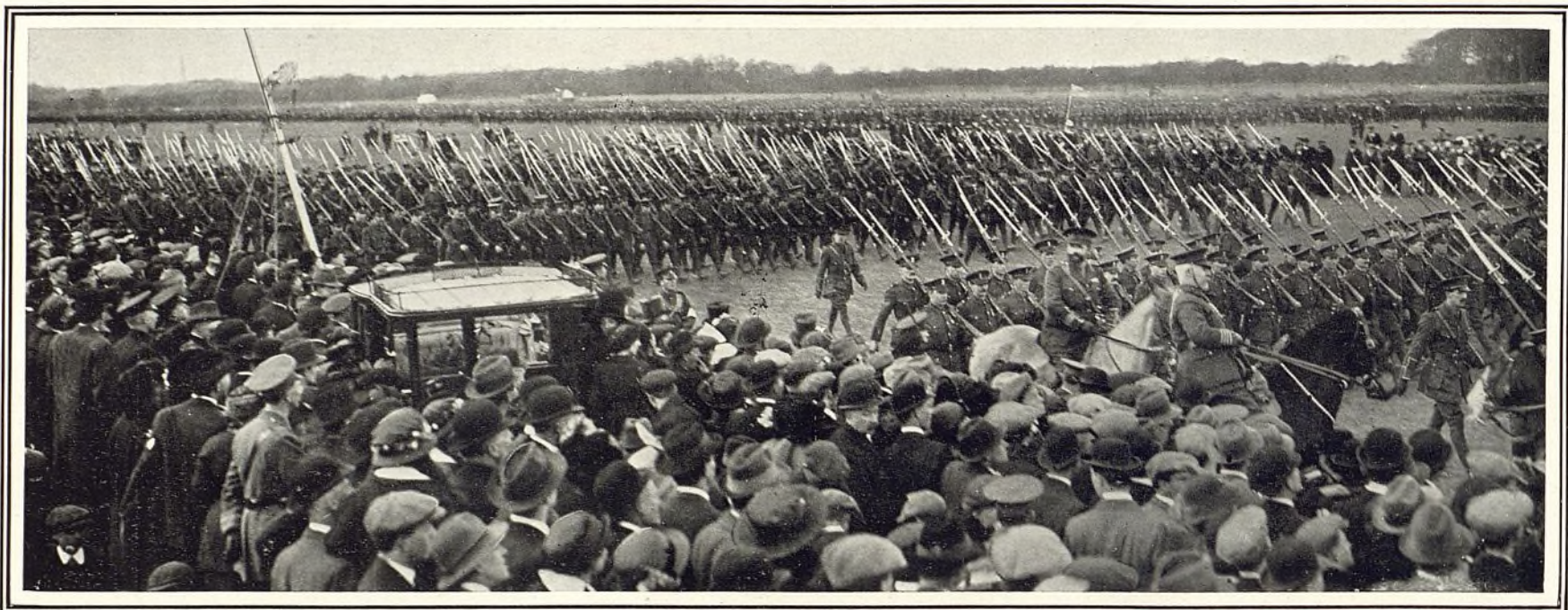
the sky. The ship came out of action flying the signal, "Permission to continue the action." Two of the forts were observed to be heavily afire. Darkness came on and the "Vengeance" was able to wash up.

On another day some excellent practice was made against the mills shown on the

extreme right. These were discovered to be sheltering snipers, so the "Vengeance" was detailed to shell the ridge. It was very neatly done. One shell to each windmill. The windmill walls simply vanished and the tops sat on the ground. After this—before the "Vengeance" landed a party—the magazines in Kum Kali Fort blew up.



## The NATIONALIST VOLUNTEERS on Parade *In Phoenix Park, Dublin.*



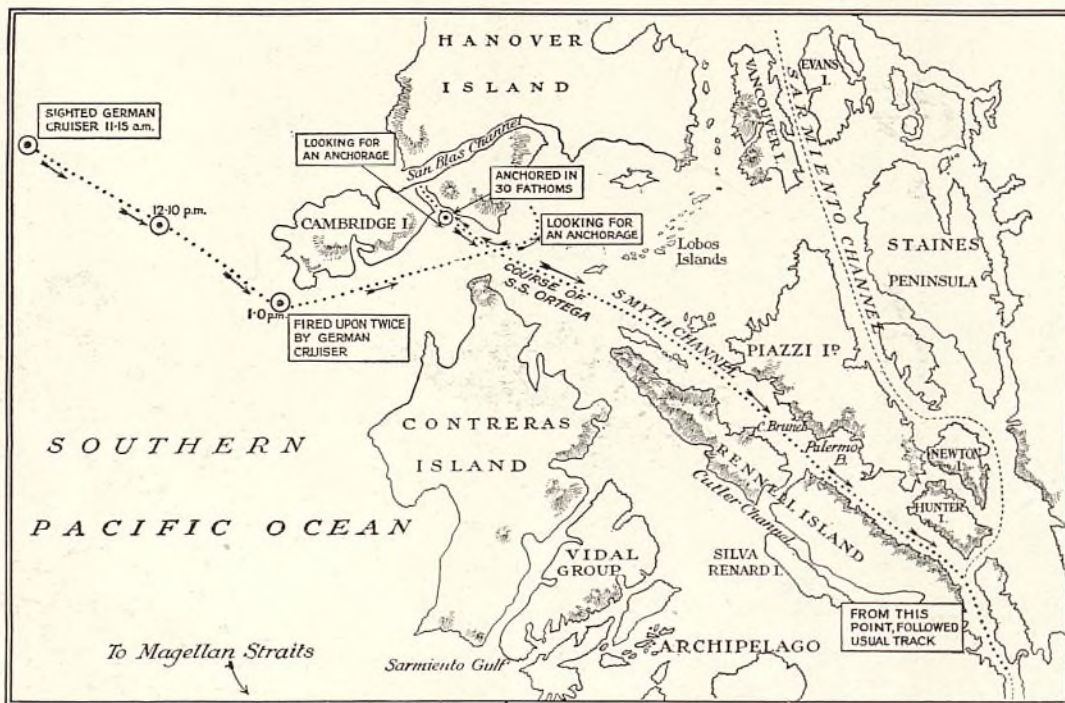
THE REVIEW OF THE NATIONALIST VOLUNTEERS IN PHOENIX PARK, DUBLIN, ON EASTER SUNDAY

The volunteers who assembled on Sunday last in Phoenix Park, Dublin, came from all parts of Ireland, and numbered over 25,000. After passing the saluting base at Phoenix Park the volunteers marched through the streets of Dublin, saluting Mr. John Redmond, who was standing under the Parnell Monument. This is the first time in history that Ireland has collected armed forces under the control of its national leaders with the sympathy and assistance of the British Government.

## The Escape of R.M.S. "Ortega" from the "Dresden."

Now that the German raiding cruiser, *Dresden*, has been finally disposed of by British warships the story of the escape of the *Ortega*, when pursued by the *Dresden*, will have an added interest. The accompanying illustration is the first authoritative account of the *Ortega's* escape, the chart from which it was drawn being marked by Captain Kinnier, the master of the ship, himself. The *Ortega* sailed from Valparaiso with some 300 French reservists on board. When she had arrived close to the western entrance of the Straits of Magellan the German cruiser, *Dresden*, suddenly appeared and gave chase. The normal speed of the *Ortega* is only some fourteen knots per hour, whereas the speed of the German cruiser was at least twenty-one knots per hour.

Captain Kinnier succeeded, however, in whacking the old ship (she was built in 1906) up to a good



The First Authoritative Map of the Escape of the "Ortega"

The cruiser was sighted at 11.15 a.m., and the "Ortega" immediately made for Cambridge Island, being twice fired on at about 1 p.m. After looking about for some time for an anchorage the "Ortega" proceeded along Smyth Channel, connecting up with a better-known passage to the south of Hunter Island. The course of the "Ortega" and the search for an anchorage near Cambridge Island are indicated by dotted lines.

eighteen knots. The master headed his ship straight for the entrance of a passage known as Nelson Strait, between Cambridge and Contreras Islands, hotly pursued by the German cruiser, which fired at him with two heavy bow guns.

In order to realise the hardihood of this action on the part of the master of the *Ortega* it must be remembered that Nelson Strait is entirely uncharted, and that the narrow, tortuous passage in question constitutes a veritable nightmare for navigators, bristling as it does with reefs and pinnacle-rocks, swept by fierce currents and tide-rips, and with the cliffs on each side sheer-to.

However, the master of the *Ortega* managed to get his vessel safely through this dangerous passage by sending boats ahead to sound every yard of the way. Eventually, by a miracle of luck and good seamanship, he worked his way into Smyth Channel.



The National Guard (City of London Volunteer Corps) at Brighton

The National Guard spent the Easter holidays in training at Brighton. The regiment paraded in the morning at nine o'clock and exercised for four or five hours in platoon and company and extended-order drill on the Downs. The above scene is typical of what is taking place all round the coast of Great Britain. The parades and foreshores of certain places are now being used for drilling and instructing volunteers and soldiers.



Miss Muriel Thompson

Of the First Aid Nursing Yeomanry Corps, who was recently decorated by King Albert. She is one of the few women who have actually been right up to the trenches to assist the wounded.



## The FIELD TELEGRAPH and HOW IT IS REPAIRED.

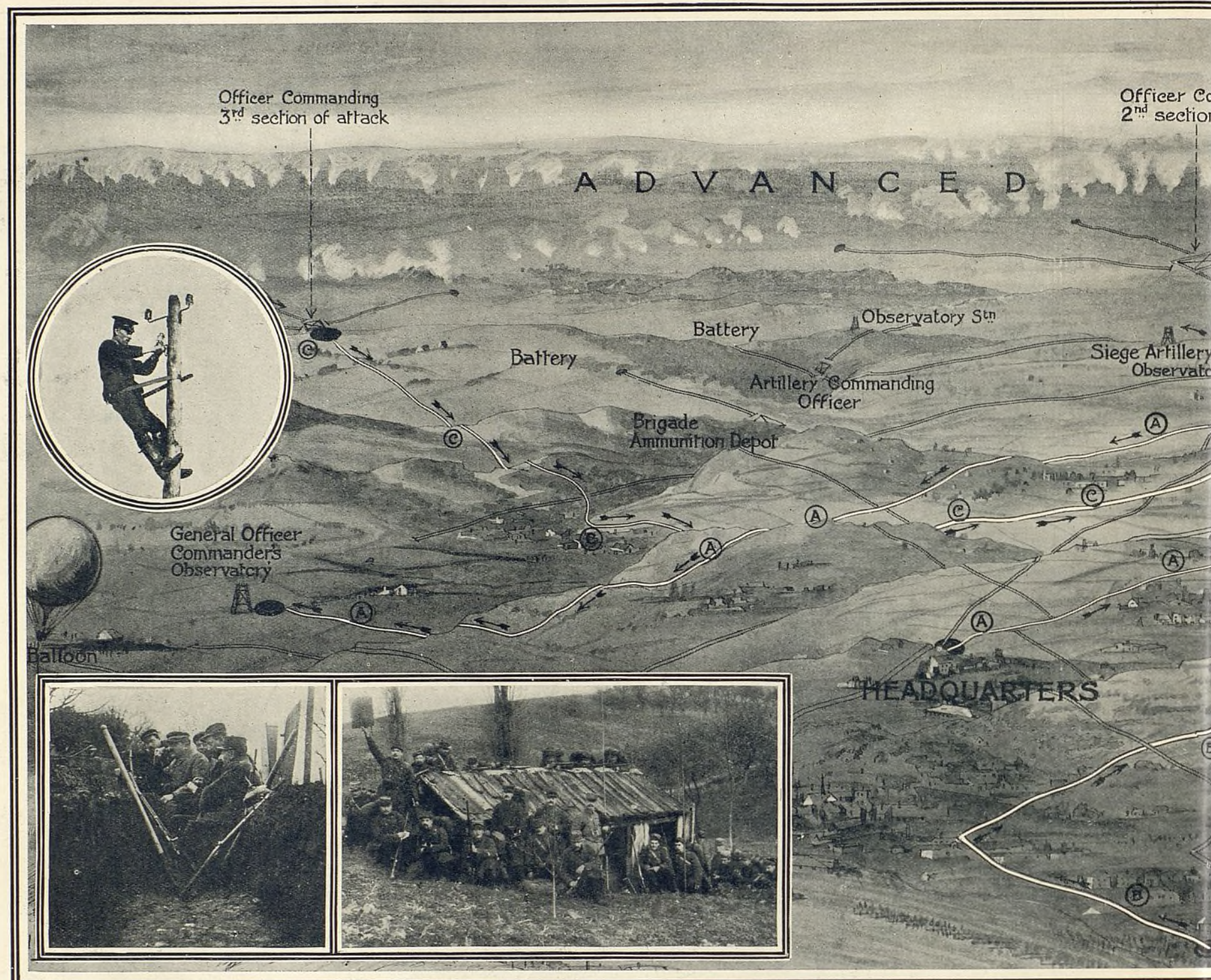


A TELEGRAPH DETACHMENT OF THE FRENCH ENGINEERS REPAIRING TELEGRAPH LINES NEAR THE FRONT

The above view shows a telegraph detachment of French engineers, whose special function it is to keep the telegraph wires near the front in good repair. The wire is carried on a reel strapped to a board on the back of one of the soldiers. The wire is paid out by the second soldier, who unwinds the reel as it is required. Near the firing line these telegraph wires need constant attention owing to the frequent breakages from one cause or another. On the following two pages will be found other illustrations and matter concerning the use of the telegraph and telephone at the front



## "TO ALL UNITS": How the Elaborate Field Telephone



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Telephoning in French Lines

A French Telephone Hut with its Guard

A DIAGRAMMATIC VIEW OF THE FIELD TELEPHONE

The field-telephone system is a very complicated affair. It possesses not only individual lines of telephone wires leading from place to place but has an exchange which enables any one position to speak to any other position. The above view will give the reader some idea of the mental picture which the chief telephone officer has in his mind when he thinks of his day's work. The problems of food transport, ammunition supplies, and so forth are not

for him. What he sees is a widely-extended arrangement of metallic wires stretching over roads and ditches, up hills and down dales, linking artillery observers' positions with battery commanders' dug-outs and everybody with the base, the whole mass of wires meeting at the exchange as a kind of ganglion. It is not necessary to detail all the ramifications shown above; three typical lines marked A, B, and C may be taken. "A" represents headquarters,



A Well-hidden French Telephone Den

The telephone lines are hidden away in ditches, and if time allows carefully screened from view

### "LIKE A TAPE MACHINE AT THE CLUB" How the "Buzzer" Tells the News in the Trenches

The part which the telephone and telegraph are playing in this war can scarcely be exaggerated. Every battery is dependent for much of its information upon hidden observers with telephones at their ears. Orders and instructions of all kinds are sent all over the field of operations by means of telephones or telegraphic instruments, or by telephones used as "buzzers," which, when the line is weak, gives out to the ear a long and short buzz. By this means the Morse code is used instead of the human voice, although a layman would think an ordinary telephone instrument alone was in use. The military telegraph service is a most interesting one as the following quotations show. One man writes:—

"The Germans when retreating played havoc with the French lines, cutting the wires and cutting and burning the poles down, and that made it much harder for us to get rid of our work, as before we could really get to work our linesmen, who are also mostly P.O. fellows, had to go out and put things a bit straight. We are constantly moving from place to place, so all our instruments are made to pack away, and in about half-an-hour after we get the word to close we are all ready to proceed to our next town.

#### Like a Bee Buzzing

Further towards the front and linked up with us the messages are sent by a fellow on a cable cart, from which the line is laid down as they go along. The fellow works this with an instrument which sounds something like a bee buzzing, and one office is on the cart and another in a two-sided tent. Of course, this is all constructed for laying and taking up quickly, as the enemy may be very near, and sometimes you see them coming along at full gallop still picking up the cable. So you see there is a complete path from the landing place right up to the fighting, and as it is impossible to get letters about the country we do nearly all the correspondence."

#### "I Say, We are being Shelled"

Another one writes that they generally get news *via* the telephone into their dug-out observing station. "It is exciting when you hear the 'buzzer' beginning 'To all units'—something like the tape machine at the club. It may go on something

## Service is Worked by the Allies Along the Western Line.



EXCHANGE WITH ITS NUMEROUS RAMIFICATIONS

Belgian Army Telephone Operators at Work in and Behind the Trenches

DRAWN BY G. BRON

which wishes to speak to the general officer commanding the observatory on the extreme left of the system. The line marked "A" can be followed by means of the arrows, and proceeds over the country until it reaches the exchange; the caller gets plugged through to the second line "A," connecting with the observatory on the extreme left. In the second case "B," the advance depot, wishes to speak to the officer commanding the first section of the attack. Here again the wires pass in the direction shown by the arrows, and out in the direction of the extreme right. In the final case "C," artillery officer, wishes to speak to the base. The line can be seen travelling towards the exchange and again leaving for the base, which is really some distance away. The chief positions we have referred to are indicated by black circles in their approximate positions.

about a new cure for frost-bites thought out by an eminent doctor as he warms his toes by a Harley Street fire, or it may be the news of another North Sea victory. I would like to have 'buzzed' back, 'Well roared, Lion!' to Admiral Beatty on the last occasion."

Lieutenant A. A. Jayne, R.E., Assistant Traffic Manager of Telegraphs and Telephones, writes in the January number of *The Telegraph and Telephone Journal* describing the working at telephone headquarters: "Night has its excitements as well as day. An operator announces that he is losing 'X'—and quite steadily is ticked out, 'I say, we are being shelled and are—' The rest of the sentence is easily guessed, and that is the signal to rush any urgent work through to 'X'—on another wire before they are lost completely. Soon, however, communication to that point stops altogether, but not for very long as a rule, for a telegraphist must send something telegraphic if it is only on a spoon at dinner. Presently we are called very steadfastly, and the distant station must have got in from a pole outside the place receiving so much attention from the enemies' guns. Sometimes the engineering parties get too far ahead with their work, and then communication ceases very abruptly.

#### The Telegraphists are Keen Soldiers too

"The arrangements and organisation of the military telegraph rooms in war time are not so rough-and-ready as many people would imagine. That everything in use is designed for the purposes of dismantling and setting up again at a moment's notice is true, but order prevails throughout. Improvements in apparatus, in devices in the instrument rooms, and in the working are being made almost daily. The double-current Wheatstone duplex sets are now being placed on a baseboard, so that when the time arrives for moving the apparatus can be carried away *en bloc*, and as the internal wiring is fixed it will be only a matter of a few minutes to join up at the new office. Similar arrangements are made in regard to the other apparatus. Formerly the testboards, known as commutators, were connected and simply placed on a table. These are now fixed to baseboards.

"Upon arrival in this little town I found General Headquarters located in a large college. The telegraphs occupy quite a large room and conditions are fairly comfortable. When the number of chairs proves to be insufficient, boxes are used. No sounder screens are to be found, and again boxes, used for packing instrument sets, are brought into action for keeping contiguous sounders at a respectful distance. The staff come on duty in full marching order, and while at work room has to be found for neatly stowing rifles and equipment away. It is difficult to recognise telegraphists during war time, for when they parade for duty they look as good and as keen soldiers as one would wish to meet."



"To all Units"—Receiving a General Call from the Base

The military operator is here seen using the "buzzer," which is closely pressed to his ear as he listens to the message from headquarters. The message is being "buzzed" in Morse code



## The German Occupation and Administration of Belgium.



Dr. von Sandt, the Chief German Administrator of the Occupied Portion of Belgium, and the Members of the Civil Administration

The above picture shows the officials appointed by the German Government to govern and administer the occupied portion of Belgium. Reading from left to right the names are: Front row (sitting)—Privy Councillor Major von Lumm, Captain of Horse von der Lanken, Dr. von Sandt—the chief administrator, Privy Councillor Captain Mehlhorn, Privy Councillor Dr. Bittmann; second row—Prince George von Sachsen-Meiningen, Councillor Lieutenant Kempf, Dr. Felix Somary, Privy Councillor Lieutenant Bornhard, Captain of Horse Bücking, Bank Manager Lieutenant Gutleben, Captain of Horse Count Harrach, Acting Councillor von Radowitz, Administration Councillor Captain von Wussow, Administrator and Govern-

ment Surveyor of Buildings Degener, Bank Manager Dr. Schacht, Councillor of Justice Schauer; third row—Privy Councillor Captain Pochhammer, Lieutenant Baron von Stein, Assistant-Judge von Friedberg, Assistant-Judge Schäffer, Herr Schotthöfer, Dr. Ried, Lieutenant Dr. Hütten, Dr. Böninger, Lieutenant Honigmann, Councillor of Justice Trimborn, Herr Georg Behrens, Administration Councillor Löblich, Privy Councillor Brückner, Public Prosecutor Lieutenant Bluhme, Captain of Horse Prince zu Ratibor und Corvey, Burgomaster Lieutenant von Loebell, Privy Councillor Captain of Horse Kaufmann; fourth row—Herr Treutler, Dr. Lohmayer, Consul Dr. Asmis, Assistant Judge Dr. Reuthner, Professor Rathgen

### MALINES CATHEDRAL TOWER, used for OBSERVATION PURPOSES by the GERMANS

The following account of the uses to which Malines Cathedral was put during the great assault on Antwerp is taken from a German newspaper: "Climbing up narrow winding stairs, past many telephone wires, I reached the belfry of Malines Cathedral. It was filled with German soldiers. The artillery battle along the Nethe was being directed from here by means of the telescope and the telephone. Commanding officers were standing by the largest telescope watching the effect of the enemy's artillery and the attack of our own guns. With wonderful calmness they gave their precise orders to the man at the telephone, who repeated them in a similar way. Reports came through to complete the personal observation of the commanding officer. 'Five hundred metres. Fire. Thirty metres to the right—forty forward. Too much, twenty back—just right. Fire!' and so on.

"Malines lies right across the main road to Antwerp, while to the right and left is arable land with rough hedges, little woods, and villages, which make fighting everywhere very difficult. In a wood to the right, near the road, stood the nearest of the batteries which were directed from here,

but which was almost out of sight. Others were further forward and others, again, were to the side. The enemy's batteries in the distance were quite invisible, their position only being located by the flash of firing and the smoke of the bursting shell. Again and again the batteries were silenced. Then they rapidly changed position and opened fire from another place, obliging the officers up here in the tower to select fresh situations for our batteries.

"We could see quite clearly how the shells struck the houses of Waelhem village and how immediately the flames burst up. Black smoke curled up darkly, and through our glasses we could see the walls splitting and falling.

"On October 9 Antwerp capitulated. Three days later I stood on the tower of the cathedral and thought how I had watched at night the glow

of battle from the Palais de Justice in Brussels and had seen from the cathedral tower of Malines the circle of fortresses which seemed unattainable. Less than a week had passed, and now the magnificent city lay at my feet smiling in the October sunshine—a German possession. The importance of this fortress cannot be over-estimated. Everyone must know the great part which Antwerp has played in the history of the world, in the gradual evolution of Europe, and the position which she holds as a centre of commerce and wealth. And those who knew, as I did, the extraordinary defensive preparations, not only in the forts but in the endless system of trenches, barbed-wire entanglements, pitfalls, and inundations which had rendered this town almost the strongest fortress in the world, together with the tremendous amount of guns, ammunition, and all kinds of warlike material with which it was stored, cannot but be astounded that this fortress lies conquered before us.

"Below me the scene was spread out in wonderful beauty, the many-coloured roofs and the tangle of streets in which our victorious troops were moving, sharp and clear, but small as Lilliputians. I could see the motors darting through the streets, the divisions of the troops, and the transport waggons. Very little destruction could be seen from my position, but indeed Antwerp had by great good luck suffered very little, and none of the priceless buildings or valuable collections have been seriously injured."



The German Occupation of Belgium—A Scene in Brussels

The above view shows the first sitting of the Brussels military medical commission in the great Senate Hall of the Belgian Parliament building. Seated in the foreground, the third officer from the left, is Surgeon-General Dr. Stechow, and seated next him, further towards the centre, is Privy Councillor Professor Dr. Pannwitz



# The GERMANS in BRUSSELS : *A Scene in One of the Halls of the Palais de Justice.*

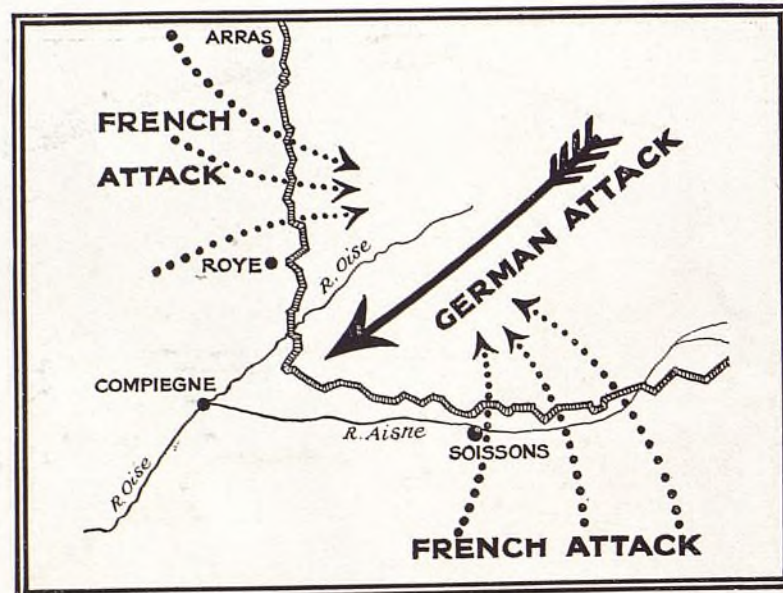


GERMAN SOLDIERS IN BRUSSELS QUARTERED IN THE COUR D'APPEL OF THE PALACE OF JUSTICE

The number of the regular German garrison in Brussels is, as a general rule about 3,000 to 4,000, but with soldiers constantly passing to and from the fighting line there is hardly ever less than about 10,000 soldiers present in the city. Of these a number are quartered in the famous Palais de Justice in the centre of the town. The above view shows how the soldiers have arranged one of the finest halls of the building for their own purposes. Running down the centre of the hall are the racks in which the well-kept rifles are stored. The desks and the various projections round the walls are used for accommodating helmets, caps, clothing, and more rifles. Above this scene the beautiful allegorical design by Jean Delville keeps watch



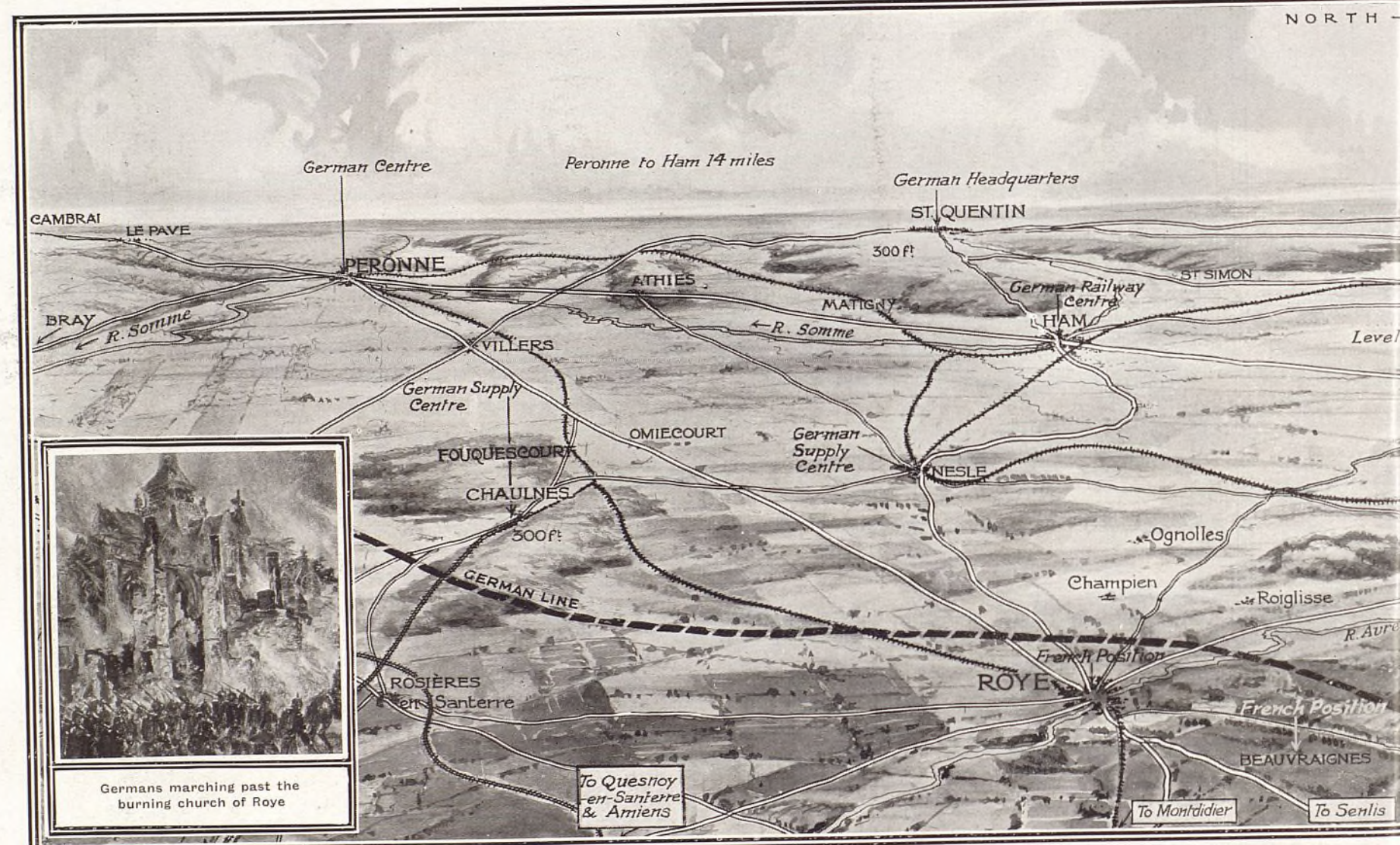
# The GREAT BEND in the WESTERN FIRING



How French Attacks Checkmate any German Thrust Upon Paris

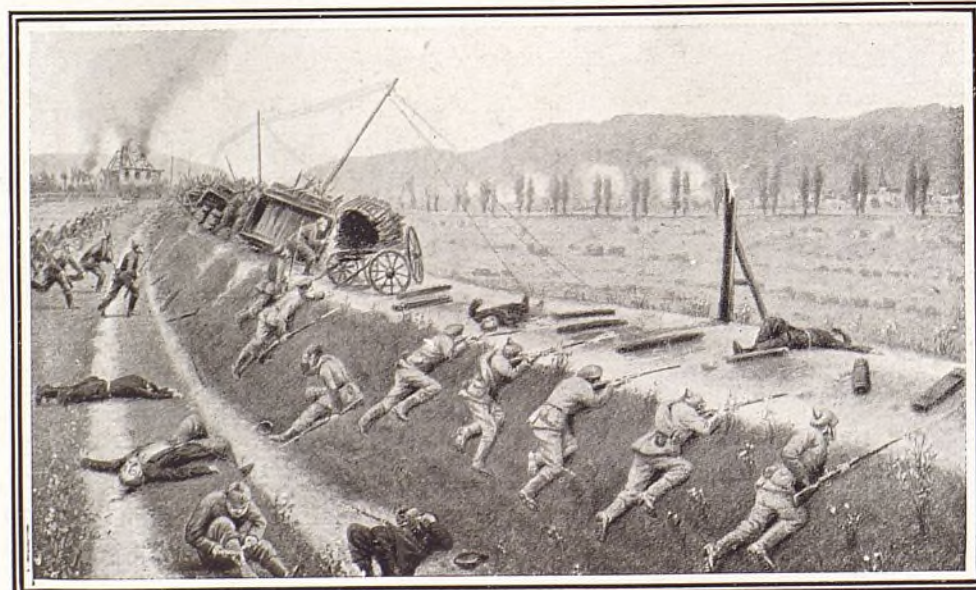


From a sketch by Professor Hans von Hoyek, special artist of the "Illustrirte Zeitung"



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WHERE THE GERMAN LINE RUNS WITHIN FIFTY-THREE MILES OF PARIS—THE BRAY TO RIBECOURT



The German troops are here seen attacking the French forces near Chaumes. The drawing is by Professor Wilhelm Barth, and represents an earlier engagement when the battle line was more to the east, before both sides had dug themselves in and produced a deadlock.

The sector of the western firing line illustrated this week is of particular interest, for we have now reached that portion of the line which contains the great bend or angle which thrusts itself closest to Paris. The nearest German troops to the French capital are on the line between Lassigny and Ribecourt. Previous sections of the western firing line have been illustrated in THE SPHERE as under:—

Northernmost sector.—Nieuport-Dixmude—March 6	10 miles
Dixmude-Ypres—March 6	12 miles
Second sector.—Ypres-Armentières—March 13	12 miles
Third sector.—Armentières-La Bassée—March 20	12 1/2 miles
Fourth sector.—La Bassée-Arras—March 27	13 1/2 miles
Fifth sector.—Arras-Bray—April 3	22 miles
	82 miles

If placed end to end the six drawings give a continuous panorama of this northern part of the western line.

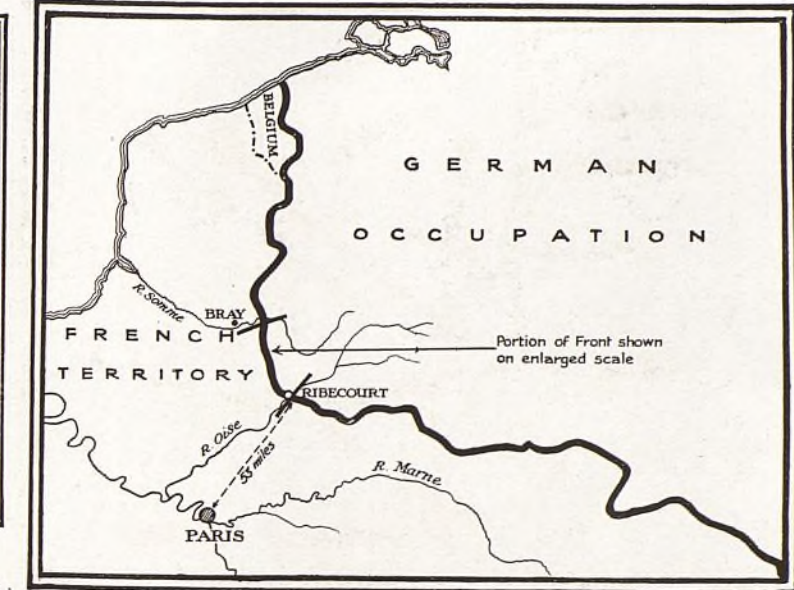
The position of the portion illustrated in this week's issue is shown on the small sketch-map above, together with another diagram showing how the German forward thrust is checkmated by the lateral pressure which can be exercised immediately by the French. Though this is the area nearest to Paris, the Germans have been unable to make any forward movement.

In the bird's-eye view given here the German line is shown as a black band extending from the left south of Chaumes, past Roye, which is now in French hands in front of Lassigny, which has been in German possession for some little time, and in front of Ribecourt, which is also in German hands. There is a wide stretch of level country here stretching between Peronne and Roye and between Ham and Noyon, bordered by hilly undulating country extending from Peronne

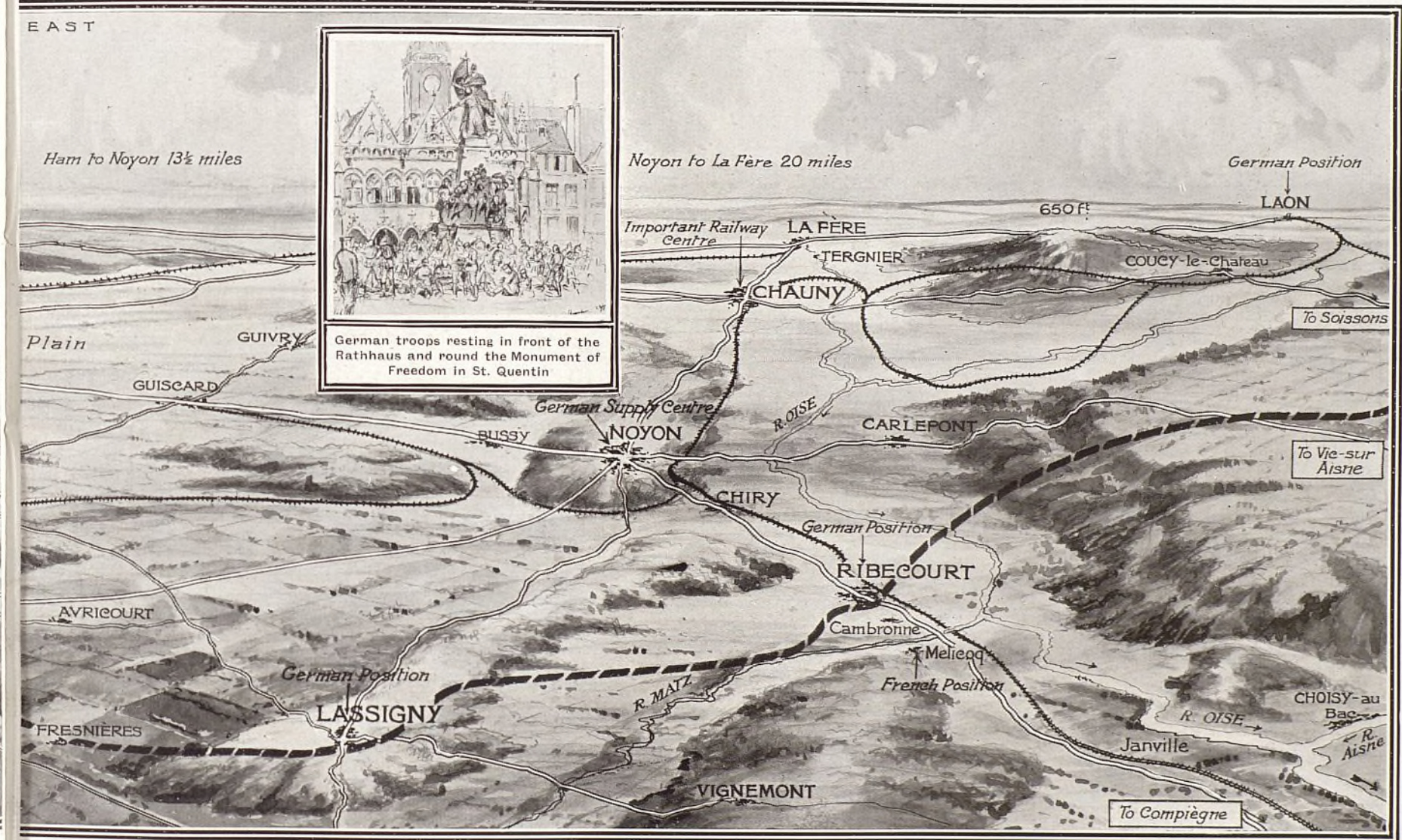
# LINE—Where the Germans are Nearest to Paris: Special "Sphere" Maps.



Showing the effects of a shell on French troops (see view below for position of Champien)



Key Map Showing Section of the Western Line Nearest to Paris and Illustrated Above



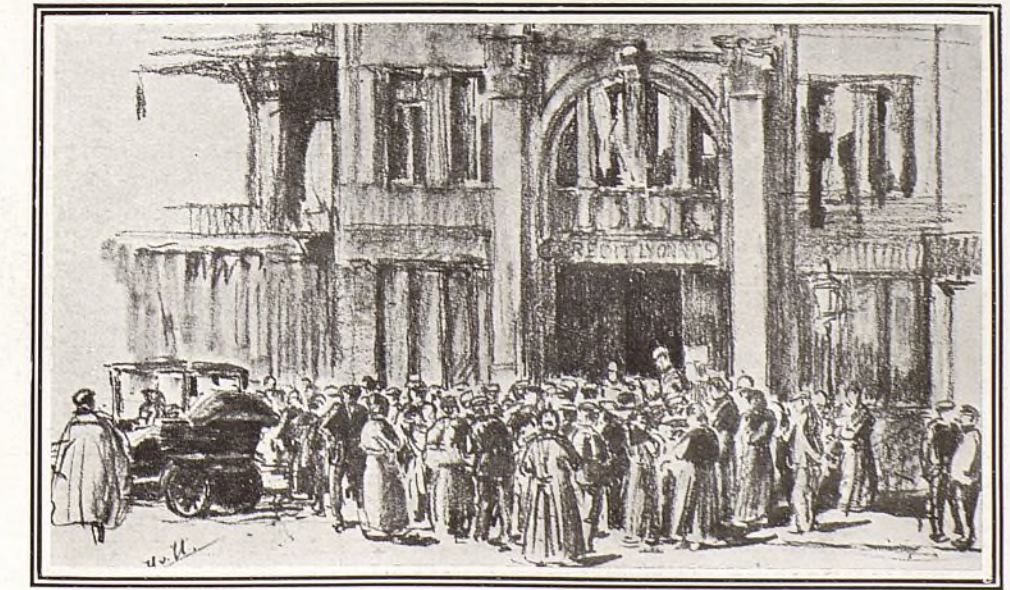
SECTOR IN THE WESTERN FIRING LINE IN WHICH THE TRENCHES BEND DUE EAST

Special SPHERE diagram

towards St. Quentin, which is now a busy German centre. There is also a patch of hilly country near Chaumes and between Roye and Noyon. Lassigny itself stands high at the end of a ridge overlooking the little river Matz, which flows into the river Oise. Noyon, another German centre, is also on higher ground. Here six roads meet. On the extreme right-hand side of the view we come upon the edge of the plateau running to the north of the Aisne. The railways here are not very direct; they loop and curve in order to supply local needs.

The French line saw some very furious fighting towards the close of last year. After the desperate fighting at Quesnoy-en-Santerre, where the enemy left over 6,000 dead and wounded on the field, the fighting centred around Lihons, which was bombarded heavily by the Germans, who then attacked along the Chaumes road—a mile and a quarter to the east. Roye and Lassigny also saw many desperate conflicts; the French were eventually able to drive the Germans beyond the town at Roye, but at Lassigny the enemy is still in possession. Towards the south of the line the fighting has been mainly confined to attempts on the part of the French to obtain possession of Tergnier—a most important communication centre near La Fere and under the slopes of some high ground reaching to 650 ft. The French are already very near to Noyon, and are bringing great pressure to bear on the flank of the German line in order to obtain possession of Tergnier.

The only other incidents of note would appear to be the wrecking by the French of some German trenches to the north-west of the village of Fouguescourt, near the town of Roye, towards the middle of January. There was also a little activity to the east of Quesnoy-en-Santerre, where several German blockhouses were destroyed at the same time as those in the neighbourhood of Albert, farther to the north.



St. Quentin has been in German hands for many months, and has become a busy centre of distribution to the battle line to the west. The life of the local population is ordered for them in the strictest manner. No one can move out of the town without a permit.



# THE WORK OF THE R.A.M.C. BEHIND THE WESTERN FIRING LINE : A Scene at a Convent Door.



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CONVEYING THE WOUNDED INTO A CONVENT WHICH HAD BEEN CONVERTED INTO A R.A.M.C. STATION

DRAWN BY CHRISTOPHER CLARK FROM PERSONAL DESCRIPTION, MARCH, 1915

The above scene has been drawn from a sketch and personal narrative communicated by an officer who was himself conveyed to the convent for treatment. "I don't remember much of the journey along the road except the swift rush of the motor

ambulance through the darkness and an occasional bump and jolt as the car ran over some debris on the road. What I do remember is arriving at the door of an ecclesiastical-looking building with the light streaming out through a stone doorway with mouldings

round it. I was able to watch the scene, for I lay there for a little time until my turn came to be taken in. I didn't worry. One gets wonderfully still in such circumstances as I was in. A lamp hung over my head, and I could see occasionally white forms moving

about—nurses of some kind who were assisting and carrying hot water for the wounded. Then I was carried into a brightly-lit hall, the schoolroom, I afterwards learnt, of the convent, which had been converted into a station for the R.A.M.C."



# GUNS OF THE BRITISH ARMY NOW IN USE IN NORTHERN FRANCE : THE 60-PDR. GUN.



SOME FINE 60-PDRS. OF THE ROYAL GARRISON ARTILLERY HIDDEN AWAY IN

Quite a number of these fine guns of the R.G.A. were hidden away behind screens of boughs when this picture was obtained. A large number of gunners were present in this once pretty valley, but

only a couple can be seen on the immediate left. The full detachment for each gun numbers ten men. From this position the great length of the barrel of these guns—13 ft.—is fully observable. The recoil apparatus



A FRENCH VALLEY AND SCREENED WITH BOUGHS FROM AVIATORS' EYES

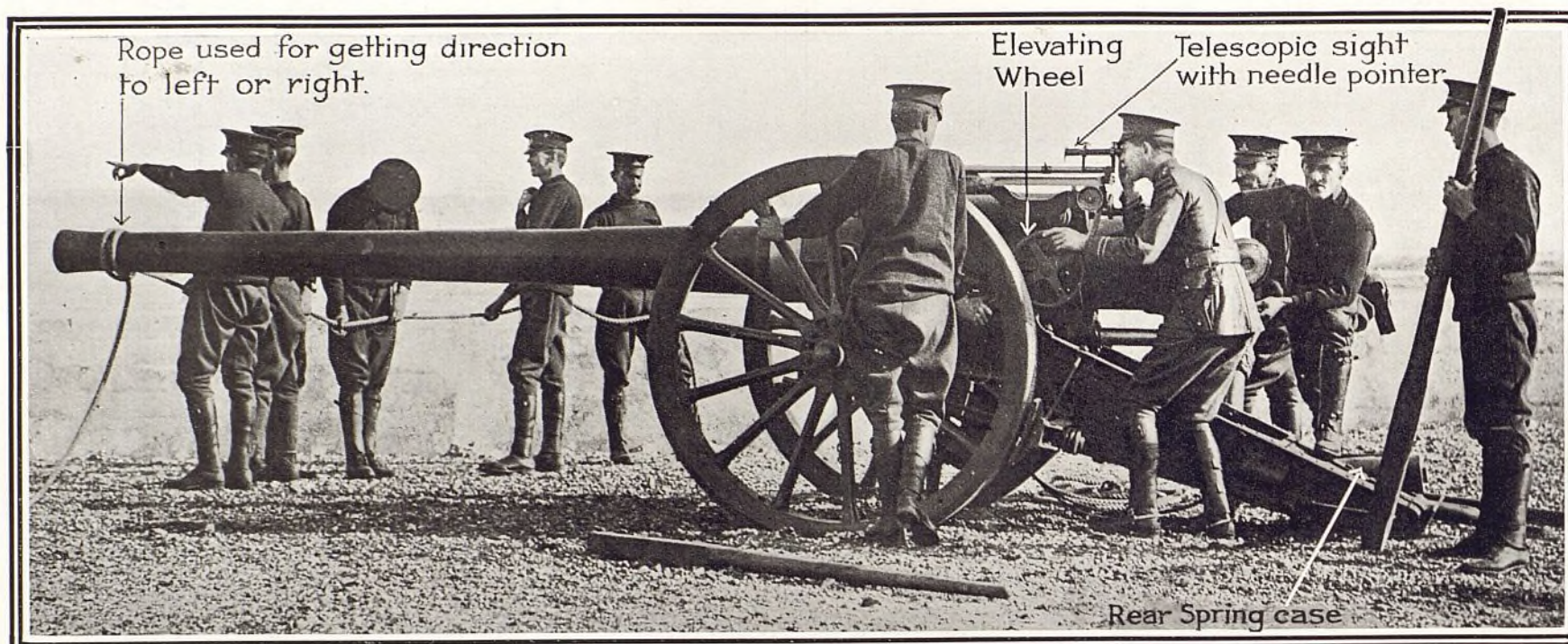
*From a direct photographic enlargement*

is partly to be seen here and there where the screen of boughs is not hiding the gun. These guns are carried on a cradle fitted with both traversing and elevating mechanisms. The Royal Garrison Artillery may

well be proud of the service which these guns have rendered in the field during recent months. A full description of this type of gun was given on pp. 224 and 225 of THE SPHERE for February 27.



# GUNS of the BRITISH ARMY : *The 4.7 Naval Gun on a Field Mounting.*

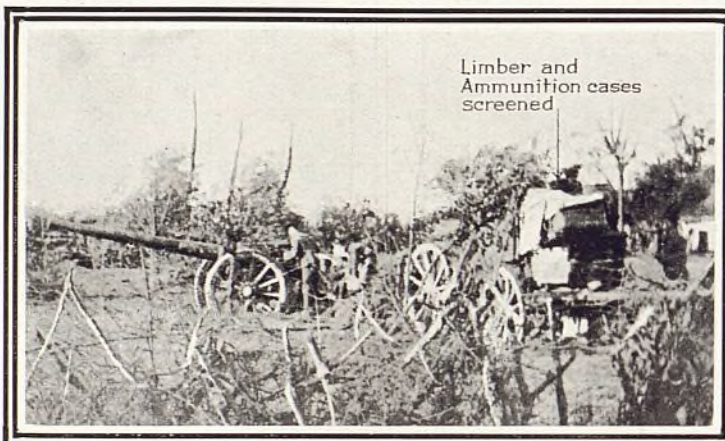


A 4.7 with its Detachment of Ten Men Laying the Gun

Nos. 6, 7, 8, 9, and 10 are holding the drag ropes in order to slew the gun barrel to right or left as ordered. The elevating and depressing of the barrel is accomplished by turning the handle shown on the left side of the gun

## THE LONG-BARRELLED "4.7"

This is a gun which by reason of the halo which surrounds it from African days is better known to the public than others. Its long slender barrel, too, is a conspicuous feature easily memorised. Other guns, of perhaps more deserving characters, have not had their virtues writ so large as the "4.7." Another conspicuous feature which distinguishes it from the other guns illustrated in this series is the fact that it does not possess traversing gear. In other words, the barrel cannot be moved to left or right by turning a handle on the gun. The whole gun has to be shifted as shown in the first illustration. The long shiny barrel, of which the gunners are so proud, has the virtues and the defects of its greatness. If you want to turn it in a country lane, one is reminded of a very handsome long-bodied car trying to turn in a narrow turning off Bond Street; it is not so nippy about the business as a short-bodied taxi. So it is with the "4.7," but you get used to that, and the long barrel gives a deadly precision of flight to the 45-pdr. shell with which it can knock out its rivals in a very few seconds of time. It will be noticed that the "4.7" only carries a limber, which is full of tools and fittings; the ammunition is carried



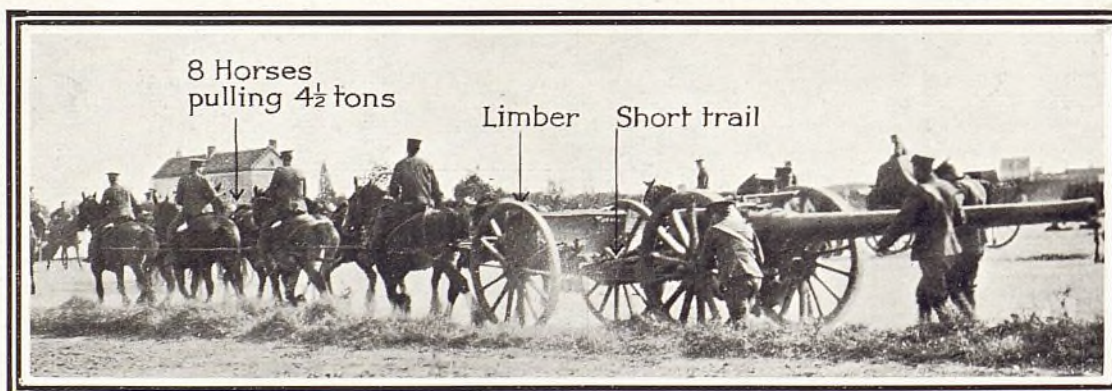
How a 4.7 Gun is Concealed by Saplings and Branches from the Enemy's Observation

Ammunition baskets are visible on the right

## AND HOW IT IS WORKED.

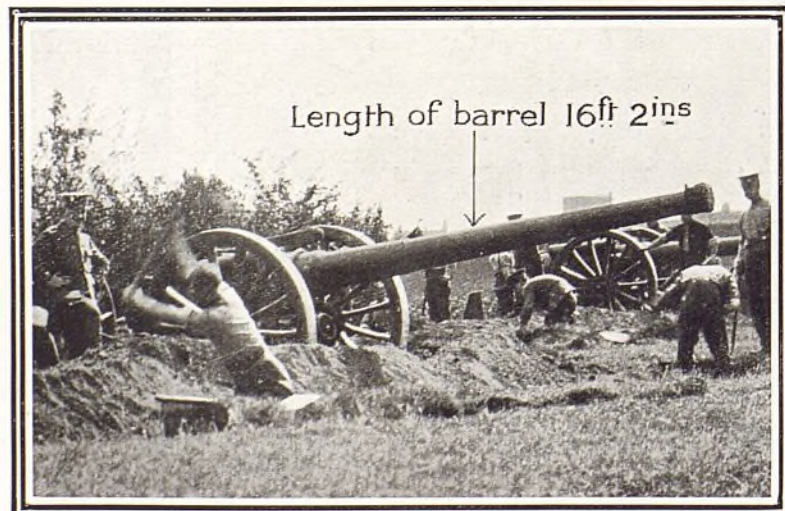
forward separately. The four smaller pictures shown here were all taken in France for the purpose of showing this gun at work. The gun fires lyddite common shell, and shrapnel. The first type of projectile is made of forged steel with stout walls. The interior space is filled with lyddite, which is itself exploded by a tube of picric powder that runs down the centre of the shell. The shrapnel shell which this gun sends whistling through the air has lighter walls and is filled with 580 bullets, which are dispersed by a bursting charge in the base. Both shells are projected by cordite cartridges. At the moment of discharge the barrel recedes in its cradle for about 12 in. This hydraulic mechanism is underneath the cradle, so does not show in the views given here. The spade is also underneath and enters the ground between the wheels. As the gun recoils it digs into the earth, and a steel cable pulls on the spring case shown in the uppermost illustration.

[Previous articles in this series illustrating and describing British guns now in use at the front will be found in the following issues: January 30th, 13, 15, and 18-pdr. guns; February 6th, 4.5 and 6-in. howitzers; and February 27th, 60-pdr. Royal Garrison Artillery gun.]

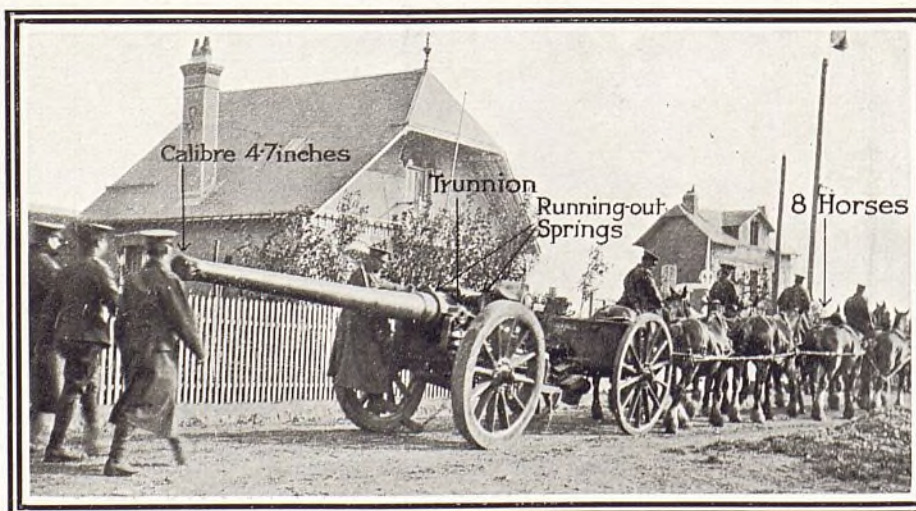


The 4.7 with its Limber Weighing 4 1/2 Tons on the Way to the Front

A distinctive feature of the gun is its short trail



In France—The 16-ft. Barrel of the 4.7 Gun



Eight Horses Conveying the 4.7 from the Coast of France

These two views were taken in rear of the northern fighting line. In the view on the left the emplacement is being dug for the gun, and in the other the gun is being conveyed along a coast road. At the moment when the view was taken the gun was proceeding at a walking pace, several members of the detachment following on foot. The broad heavy wheels are well shown in the second view



# THE ROLL OF HONOUR

THE FOLLOWING OFFICERS HAVE ALL DIED IN THE SERVICE OF THEIR COUNTRY, EITHER IN ACTION, FROM WOUNDS, OR OTHER CAUSES DIRECTLY INCIDENTAL TO THE GREAT WAR.



**Captain B. C. Sparrow**  
39th Garhwal Rifles. Aged 33. Served in South Africa, obtaining the Queen's medal with 5 clasps



**Captain W. S. Montgomery**  
6th Liverpool Regiment. Aged 34. The younger son of Mr. Hugh Montgomery of Bromborough



**Captain J. Dixon**  
2nd Middlesex Regiment. Aged 30 years; gazetted from the Militia in 1904, became captain in 1914



**Captain E. C. Gates**  
13th London Regiment. Aged 24 years. He was the elder son of Mr. Percy Gates, L.C.C.



**Captain T. Reed**  
67th Punjabis (attached 59th Scinde Rifles). Second son of the late Talbot Baines Reed



**2nd Lieut. D. H. Gotch**  
Worcestershire Regt. Aged 23. Joined the Artists Rifles in February, 1914, obtaining his commission last January



**2nd Lieutenant H. A. W. Beausire**  
1st Battalion, Royal Fusiliers. Aged 23 years. He joined from the Reserve of Officers



**Lieutenant J. C. Steel**  
1st Argyll and Sutherland Highlanders. Aged 21. Received his commission in 1912



**Lieutenant F. A. Sutton**  
2nd Battalion, South Lancashire Regiment. He received his commission in June, 1914



**Lieutenant R. P. Bates**  
2nd Battalion, Devonshire Regiment. Aged 25 years. He was gazetted to the Devonshire Regiment in 1910



**Lieutenant H. G. Mathieson**  
3rd London Regiment. He received his commission in September last. Killed on his twenty-seventh birthday



**Lieutenant N. Donaldson**  
Royal Field Artillery. Aged 36. He rejoined the R.F.A. on the outbreak of war



**2nd Lieutenant C. H. Kirkaldy**  
1st Seaforth Highlanders. Aged 28 years. Younger son of Mr. Thomas Kirkaldy



**Lieutenant W. A. Burges**  
Royal Irish Rifles. Received his commission in 1910, promoted lieutenant in 1914



**2nd Lieut. C. E. Cumming**  
Royal Field Artillery. Aged 25 years. He joined the Special Reserve in September, 1909



**Major J. S. Ward**  
Princess Patricia's Canadian L.I., late Rifle Brigade. Aged 38 years. He received a commission in the King's African Rifles in 1900; gazetted to the Rifle Brigade in 1901, resigning in 1908



**Captain H. R. S. Pulman**  
3rd Battalion, London Regiment. Aged 47 years. He became captain in September, 1906. He had been connected with the Volunteer and Territorial forces for over 25 years, and was a member of the Westminster City Council



**Commander H. C. Carr, R.N.**  
H.M.S. "Bayano." Aged 42. He was the fourth son of the late John Carr of Newcastle-on-Tyne. He went down in the North Sea on March 11



**Captain A. V. Makant**  
5th Loyal North Lancashire Regiment. Aged 26 years. He was gazetted to a lieutenantancy in October, 1911, and was promoted captain in December last. He was the second son of Mr. J. W. Makant of Bolton



**Lieut.-Colonel G. B. Laurie**  
1st Battalion, Royal Irish Rifles. Aged 47 years. He saw active service in Egypt and in South Africa. Since October, 1912, he had been in command of the 1st Battalion

Pro patria mori

Ayuntamiento de Madrid





Reproduced from a drawing by Professor W. Stower in the "Illustrirte Zeitung" of Leipzig  
 "The English Battle-Cruiser 'Lion' being Torpedoed by Our Craft and Damaged by Our Salvo-firing"

## How the Germans Won the Battle of the Dogger Bank.

By Rear-Admiral z. D. A. Meurer

The article which follows is of considerable interest as showing the kind of information served out to the German public by naval authorities. Even at this date it will cause surprise to the reader that Rear-Admiral Meurer should have put his name to the extraordinary series of statements made herein

After six months of fierce struggle upon land on both east and west frontiers the heavy guns of our battle-cruisers have at last entered into the arena and fought in the glorious contest between the German and English naval power. The conflict on sea has only just commenced. The English 'Dreadnoughts,' after months of concealment, have come out of their hidingplace and placed themselves in the battle line. The result has not been what they expected, and which, by reason of their superior force, they had justification in expecting, for instead of winning a victory and ruling the North Sea the British participants in this first fought-out struggle are lying very badly wounded in the naval hospitals of their home—the English naval dockyards.

One must not confuse one's mind by trusting to the untrue accounts published in the English newspapers. In spite of the fact that the English admiral admits that he broke off the fight himself—that is, ordered a retreat—the English press cannot do enough in rejoicing over the magnificent results of the British battle-cruisers. But he who breaks off the fight cannot speak of victory. The English admiral carefully guards himself from such a statement whereby he would have made himself ridiculous to all people who understood the real facts. As the ground for his retreat to the home coasts, he asserts the appearance of German submarines, but the heavy losses which his ship had sustained doubtless prevailed upon him still more. As Germans we can rejoice in the result of the battle. The 24th of January will stand as a great historical day in the records of the German Navy, for it has afforded the proof that we, as far as present conditions go, have become a superior power upon the sea. This battle has certainly not yet brought us the final decision for which we all hope, but it is a remarkable prelude for that great day.

The rear-admiral is wrong here. Neither the British people nor the British press regarded the action of the Dogger Bank as a great naval battle. "Another baby-killing raid foiled" was the popular expression of the event. It was regarded as a naval sortie which had been driven back with distinct loss to the raiders.

In order to get a proper estimate of this event it is necessary to ascertain the facts by comparing the accurate German official reports with the contradictory chaos of English and neutral newspaper reports. With the English press in particular one has to learn to read between the lines—more circumspection being required to obtain truth on the Thames than on the Seine or the Neva. There is every reason for this, for the truth would be very unpleasant to the English newspaper reader, who up till now has rested quite calm and secure, relying upon the invincible superiority of his mighty fleet. It has cost him a great deal of money—now it should bring some results.

For the consideration of the strategical position at the beginning of the battle of January 24 one must remember the crushing impression which the bold stroke of the German ships on the East coast of England at Scarborough and Hartlepool had made on English public opinion. Its success had shown the defencelessness of the coast towns and the uselessness of the English system of mines, which only hinder and endanger her own navigation.

In my article on this event [this contribution to naval history has escaped our notice] I pointed out that the proper answer to the clever effort of the German ships was not the outpouring of insults on the Germans by Mr. Churchill but the letting out of the English to battle. Evidently people in England thought the same, that fighting with words was not sufficient, and determined upon deeds. When the German reconnoitring squadron under Rear-Admiral Hippen put out to sea, bent upon another attack on January 24, they found in the morning not far from the English coast a strong squadron of English battle-cruisers under Admiral Beatty on watch. The English fleet had obviously been warned or had received news of the setting out of the German ships.

In order to make the subsequent events clear to the lay mind it is necessary to explain the strength of the opposing squadrons. The German squadron consisted of—apart from many small cruisers and two torpedo-boat flotillas—of three modern battle-cruisers (Seydlitz, Moltke, and Derfflinger), of which the two first are fitted with ten 28-cm. guns, the last and newest with eight 30-cm., all ships being provided with a strong secondary battery of twelve 15-cm. guns. The fourth ship was the old-armoured cruiser, Blücher, which was furnished with twelve 21-cm. guns, but was too weak and too slow (twenty-five knots highest speed) to engage in a serious fight with the newest battle-cruisers of a speed of twenty-seven to twenty-eight knots.

Why, then, her presence with a squadron which required speed as an essential to success on a raiding expedition?

On the English side were five modern battle-cruisers, among them three super-Dreadnoughts, fitted with eight 34-cm. guns, the two others having eight 30-cm., but all, except the latest battle-cruiser, the Tiger, having only an unimportant second battery. Consequently there were twenty-four 34-cm., sixteen 30-cm. guns on the

English side against eight 30-cm., twenty 28-cm., and twelve 21-cm. on the German. Also the English light cruisers were superior to the German, but during the battle were very little in evidence.

Actually, the fighting was very different from the impression given here. Admiral Beatty stated that the "Lion" and "Tiger," having drawn ahead of remainder of squadron, were in action alone for some time. The German light cruisers refused to fight the British but made for home after a brief mêlée.

That the German admiral feared neither superiority in numbers of ships or guns, and had no need to fear, the result of the battle has proved; but that a fight in the neighbourhood of the English coast, where further enemy squadrons might appear, would undoubtedly bring him into great danger is equally clear. He therefore turned and fled, drawing the enemy away from the English coast towards the German. The English, conscious of their superiority, followed for many hours with the utmost speed the easterly direction of the German ships. Out of this strategical position developed the so-called 'running battle' in which both antagonists steered almost the same course and the fighting distance changed very little, an advantage for those who possessed the better artillery. In this the English believed themselves superior, because a 34-cm. gun must obviously be more powerful than a 24-cm. gun. But it is really not the case.

At an extraordinary distance, more than 15,000 metres, the English ships began to fire, naturally without any results. The English guns only reached the last ship of the German line, the Blücher, whose low speed made her fall behind [Admiral Beatty's officers saw the leading ship and No. 3 of the German line on fire, so this statement is evidently quite inaccurate]. An unlucky shot rendered her unmanageable, and under the furious attack of one battleship after another she became quite crippled, and finally sank after being hit by a torpedo, keeping up firing to the last moment, with 'excellent effect' according to the English report—no less than the destruction of two destroyers. [No destroyers were sunk or seriously injured.] Against tremendous odds the bold ship sank fighting like a hero. But in the meantime the German admiral had apparently drawn off obliquely with his three battle-cruisers from the leading line of the enemy, bringing the latter into a very unfavourable position with regard to wind and light. In this position the English flagship, the Lion, became so severely damaged that she fell out of the line and the English admiral hoisted his flag on the Princess Royal. Whether another English battle-cruiser was also obliged to fall out of the line is doubtful, but it is certain that such a damaged ship was sunk by a German torpedo boat. This fact is not only, of course, asserted by the attacking boat, but also by the German fleet, and confirmed by the German naval airship, so that no lying on the English side can possibly have any effect. The name of the sunk ship will soon reappear on one of the newly-built English ships so that public opinion in England will soon be quieted. [Only the "Lion" and "Tiger" were hit, says Admiral Beatty in his despatch describing the action. The remainder of the squadron were not hit.] The disorder of the English line and the presence of the justly-feared German submarines caused Admiral Beatty, according to his own account, to break off about mid-day and to steer back to his home harbours. So was the battle decided in favour of the German squadron.

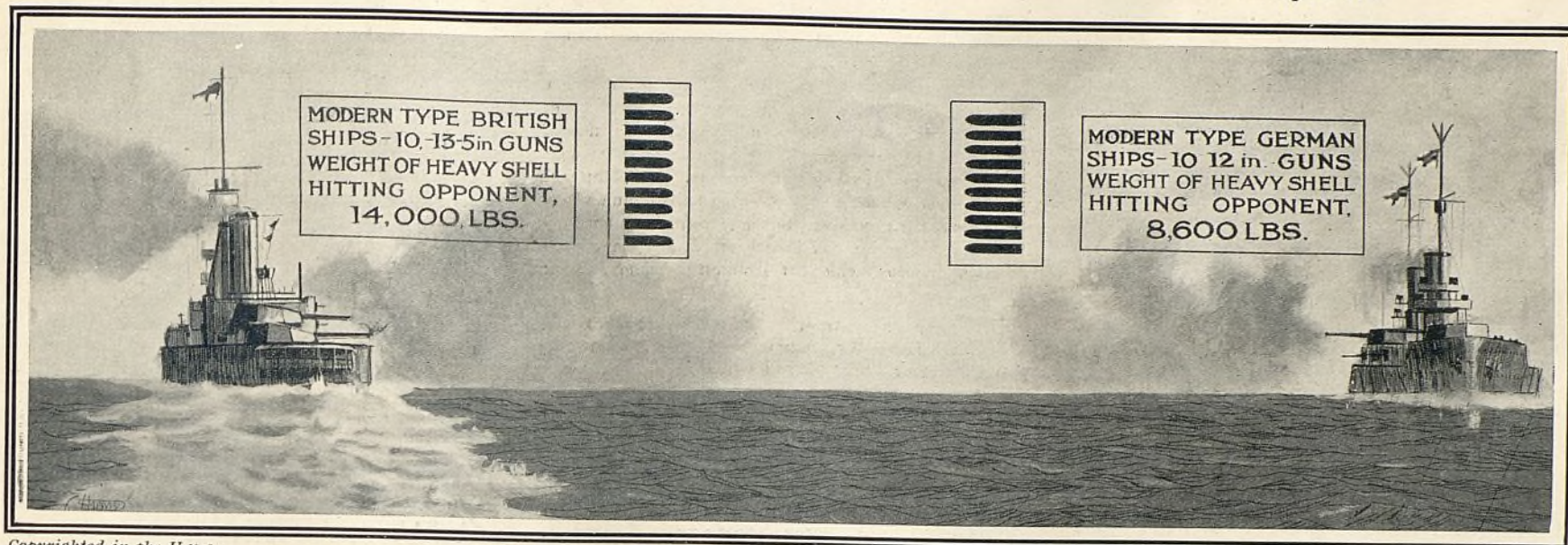
On estimating the results of this noteworthy first encounter between modern giant ships, the first thing of importance is the great difference in the losses of the opponents. On the German side an old armoured cruiser was sunk, only two of the other battleships being hit at all during the many hours of the fight (except a small cruiser), and one of those only through a lucky shot. On the other hand, the English suffered the loss of a modern battle-cruiser and three destroyers, as well as heavy damage to at least two battle-cruisers and as many destroyers. Not only the German Navy but the whole German people can look back with pride upon this great day of January 24. It opens up the happy prospect of still greater success. The German superiority has been proved, not only in leadership but in weapons, above all in the heavy artillery. The German 30-cm. and 28-cm. guns won the battle, at long-range shooting, over the much-famed 34-cm. giant guns of the English owing to superior handling. Therein lies the secret of the success over the enemy's preponderating force.

One cannot hope for this knowledge to penetrate quickly into England, for the people there live and breathe on lies. But these very lies, which will soon spread all over the world, are only an infallible proof of weakness. This weakness, of course, does not apply to the real naval might of England, whose strength and material power is not doubted. Only this last battle in the North Sea has again pointed the moral that numbers decide less in naval warfare than anxious souls believe.

It seems a pity that after this demonstration of superiority, the German fleet does not make use of its supposed ascendancy.



# SOME NAVAL NOTES : *Weight of Broadside Discharges Compared.*



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Ten German Shells Against Ten British, Showing the Difference in Weight

Drawn by G. H. Davis

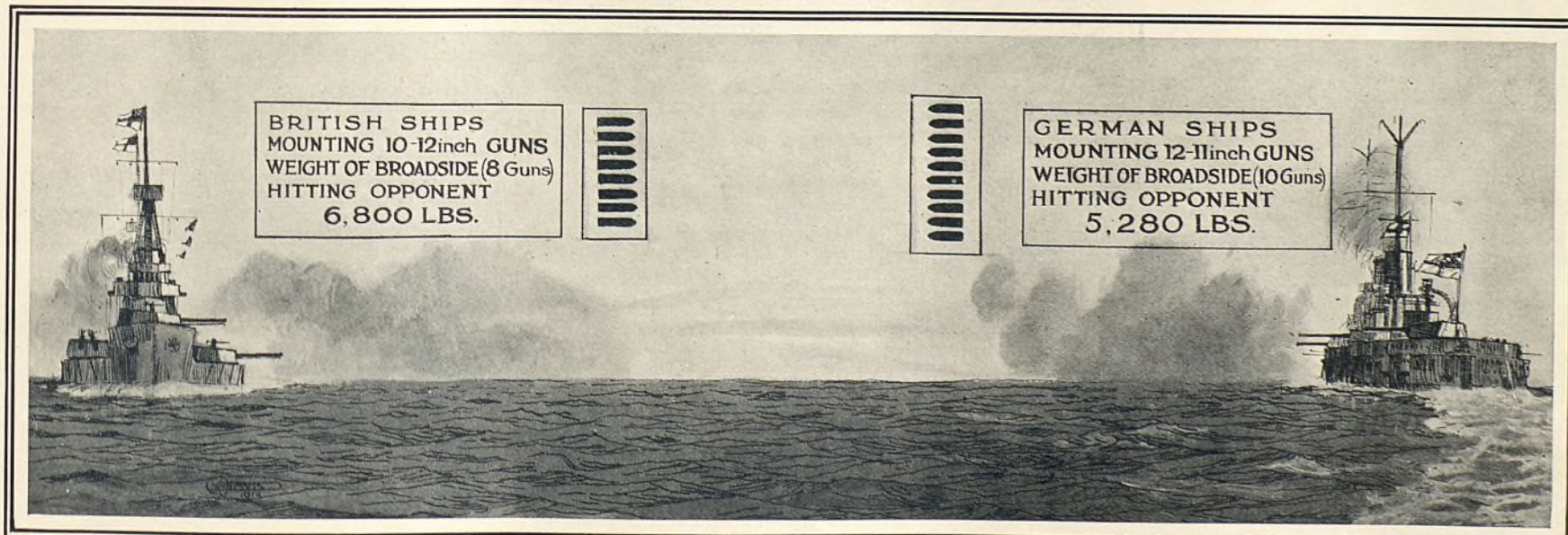
In this diagram we have a modern British super-Dreadnought firing a discharge of ten shells from her 13.5 guns against a modern German vessel firing the same number of heavy shells. The first weigh 14,000 lb., and the second 8,600 lb. This gives a superiority of 5,400 lb. to the British vessel



Camera Pictures from the Fleet on Guard in British Waters  
A storm brewing on the wide waters



An angry blow on the starboard bow



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8. to 10-Discharge of Earlier Dreadnoughts Compared with German Vessels of Same Period

Drawn by G. H. Davis

In this diagram we see a Dreadnought carrying ten 12-in. guns firing eight guns on a broadside. This gives us eight heavy shells against ten heavy shells of the German vessel carrying 11-in. guns. Here again the weight of discharge is greater on the British side. The superiority is not so marked as in the upper case, but amounts to 1,520 lb. to each broadside discharged



## A FEW DAYS AGO : A Random Chronicle. By V. V. V.

One does not want to pit the sacrifices or spirit of one country against another, and I am sure that France, Russia, Belgium, and Serbia are behaving nobly. But it must be remembered, especially by those who were once inclined to wonder if England had been doing her utmost at the front, that we are only just becoming a military nation. Few of the soldiers and none of the young civilians who have volunteered so readily to fight ever expected, before August last, that there would be war in their time. Our army and navy both number countless aged officers who have never seen active service at all in all their long lives. In thinking of the heroism of the thousands of gallant officers and men who have already died or been wounded, one has to remember this. In a country where there is conscription a certain automatic familiarity with the idea of war is ever present. Here it did not exist.

The fall of Przemysl has put an end to a joke which was beginning to be very tiresome. It has been impossible ever since the fortress was first attacked for the majority of persons to resist a remark as to its unpronounceability. I had myself never attempted to pronounce it while operations were proceeding. Directly they were finished an expert told me it is called "Zee-measle." Immediately I had learned this I read an announcement that the name is to be changed.

*Aprèpos* of stale jokes, it seems that the plumbers of America have at last struck. A trade

journal called *Domestic Engineering* has turned on their behalf, and in a leader it thus outlines a new campaign:—

The so-called funny sentiment conveyed by certain jokes tends to contaminate the popular point of view, and thus erroneous conceptions develop and increase.

Go to the editor of the local paper for which you subscribe or in which you advertise. Tell him you will supply him, once a month, with a half-column news-story about the plumbing business, written in entertaining newspaper style and informing his readers of the valuable service which the plumber renders to the community.

That may suit America, but here the joke will persist. Why, there is at this moment a popular sketch being played called "Plumbers," in which every particular of the old satire is perpetuated. Whether the author found it in that superb work of humour, Mr. Sullivan's *British Working Man*, I do not know; but all is said there.

I wonder what the general idea of M. Max, the intrepid and humorous burgomaster of Brussels, for whose release 20,000 Belgians are petitioning, is. When he was represented recently at an entertainment, which included the heroes of the war, he was 6 ft. tall and had a black beard. An English lady who met him in Brussels at a civic banquet tells me that he is exceedingly short and has hair, beard, and moustache of a fiery redness.

An innovation in tributes to theatrical stars is recorded at the Coliseum, where at the return of Genée in a new set of dances, in addition to the usual floral gifts, a Pekingese dog was presented by an admirer, being handed up as though it too was a bouquet. A Pekingese is worth dancing for. I know something about dogs, and I have kept in my time many varieties, and I give it as my reasoned opinion that there is no more attractive canine companion for anyone than a Pekingese can be. It is small only in size.

What would be the position of a taxi-cab's fare if the door suddenly flew open (as it so often does, especially when shut by a gutter boy) and, hitting against something, was smashed? I suppose the responsibility would rest with the driver, but I do not envy the fare's feelings while this conclusion was being arrived at.

Here are two stories from the national home of such things, America:—

(1) "Good morning, Mrs. Clancy," said a friend, "an' how's the family?" "They's all doing well," said Mrs. Clancy, "with the exception of me old man. He's been enjoyin' poor health now for some time, but this morning he complained of feeling better."

(2) A country clergyman while on his round of visits asked the young son of his hostess if he had heard of the parables. "Oh, yes," was the reply. "Good! And which of them do you like best?" The boy squirmed, but at last, heeding his mother's frowns, answered, "I guess I like that one where somebody 'loafs and fishes.'"

## A LITERARY LETTER : "You Never Know Your Luck."

LONDON, April 5, 1915.

I have received from Winnipeg the accompanying illustration of the memorial to Laurence Irving and his wife which was unveiled by Sir Johnston Forbes-Robertson in the theatre in that city, this being the last theatre in which Mr. Laurence Irving and his wife performed prior to their sailing on *The Empress of Ireland*, which, it will be remembered, was wrecked when they and so many others were tragically drowned. Mr. Laurence Irving, like his brother, Mr. H. B. Irving, who is still happily with us, was a gifted man of letters as well as a good actor. Well do I recall being seated by Mr. Irving at a dinner when his enthusiasm for literature, and particularly for the work of Tolstoy, greatly attracted me.

Mr. Frank Dilnot has just published through the Aldine Publishing Company a little sixpenny volume of essays entitled *The Worthies of Hyben*. Mr. Dilnot is the editor of *The Daily Citizen*, which paper, I see, devoted a column to a review of his book. This raises an interesting ethical question as to how far editors should allow their books, when they attempt authorship, to be reviewed in newspapers which they control. Mr. Dilnot is young at the game. I am, I am sorry to say, a veteran. I have been editing newspapers for twenty-five years, and during that period I have written at least half-a-dozen books.

I have never, however, once allowed a single reference to these books to appear in any newspaper for which I was directly responsible, and I believe this practice obtains with most of the editors of important newspapers in this country. The reason is obvious. What can be the value of a review of a man's book which appears in a paper for the contents of which that man is responsible? Reviewers are all honest men, we know, but few of them would wish to be truthful at the expense of their editor; and I can imagine a self-respecting interviewer declining the task. Certainly no editor-author would value the butter if it were spread too thick, and few would bear with equanimity the strictures of the too-candid friend.

All the same, the fact that I have written three or four pages of introduction to Mr. Jeffery Farnol's new story, *The Chronicles of the Imp* (Sampson Low, Marston and Co.), shall not prevent me saying a word in praise of that story here. *The Morning Post* reviewer, indeed, with that cheery insolence which scribblers always adopt towards one another, says in an appreciation of the book, "Why drag in Mr. S—?" and I do not pretend to understand why the publisher should have thought it necessary to have dragged in "Mr. S—." That was his affair, not mine. I expected this remark, and told the publishers that they were rashly inviting it—so well do I know those hungry creatures who haunt newspaper offices and make a piteous living out of this kind of reviewing.

The story, however, will be one of Mr. Farnol's greatest successes. *The Chronicles of the Imp* is a pretty love tale, the Imp being a small boy who proves of great assistance to the lovers. It is in quite another vein from Mr. Farnol's two great popular successes, *The Broad Highway* and *The Amateur Gentleman*, but Mr. Farnol is excellent in both veins—in the roving vagabond story and in the story of unadventurous love-making. His books are breezy and cheerful, and there is no solemn pretentiousness such as is too frequently to be found in the author who makes an appeal to a very large audience.

Another singularly pretty story which I have just read is Sir Gilbert Parker's new novel, *You Never Know your Luck* (Hodder and Stoughton). Sir Gilbert Parker places his action in a prairie town in the Rocky Mountains among very interesting people of the pioneer order. To them enters a young man from England, who, of course, brings a history with him from the old country. But to hint at the

regarding the veracity of the book is concerned, the matter rests, and the book itself is getting all the advantage which always accrues in publishing when an unjust charge against an author's *bonâ fides* is promptly and successfully countered.

Mr. Smith's simple-mindedness is shown in his ready acceptance of the publishers' explanation. The book may sell a million copies, and it will be none the less a fraud so far as it is what it claims to be—the actual work of a single individual and a record of her genuine experiences in Germany. The book has obviously had more than one hand in it. It is an unmistakable compilation, as I have already shown, I think, effectively in a previous Letter. The worst of it is that these successes encourage other publishers to continue to issue "faked" books, because they are sure to sell among the empty-minded people who form so strong an element among the patrons of the circulating libraries.

Among the half-dozen prose authors of the day who count in a quite remarkable manner no one would for a moment hesitate to give a place to Mr. Joseph Conrad. A new book by him is always an event in my eyes. It is clearly also an event in the eyes of that mysterious person, "the collector," for if you study, as I do, from week to week the pages of *The Publishers' Circular* and *The Clique* you will see that next to Mr. Thomas Hardy there is no author among the living—except possibly Mr. George Moore—more in demand for first editions. Among the authors deceased within my memory the most prominent name is that of George Gissing.

You may imagine then it was with peculiar pleasure that I unearthed the other day a letter from Mr. Conrad dated nearly twenty years ago in which he says:—

Allow me at this opportunity to tell you how much I appreciate your generous recognition of my work. Your attitude towards my books has been a source of the greatest pleasure to me.

This is a testimony which rejoices my heart, for when it was written, in the nineties of last century, Mr. Conrad did not stand where he does now. His new volume, of which Mr. Dent is the publisher, *Within the Tides*, is a volume of four stories, of which the first and the longest is the most powerful, although all are equally good and equally original.

One story only is reminiscent. "The Inn of the two Witches" deals with a horror that has its counterpart in Edgar Allan Poe's famous short story, *The Swing of the Pendulum*. Nevertheless, all these four stories must be pronounced masterly, and Mr. Conrad has given me one more first edition for my shelves which will never in my lifetime reach the second-hand book shop, as so much of the fiction one reads is bound to do. C. K. S.

A list of books received by "The Sphere" will be found on the second page of this issue.



The Memorial to Laurence Irving and his Wife, Mabel Hackney  
Which was unveiled in the Walker Theatre, Winnipeg, on March 1 by Sir Johnston Forbes-Robertson

trend of the story is to spoil an hour's pleasant enjoyment. This is Sir Gilbert Parker in his lighter vein. Here we have not the brilliant complications, the exceptional knowledge of one side of London life which Sir Gilbert showed in *The Judgment House*; we have merely a pretty story with an intensely delightful heroine, who does not, however, I am sorry to say, marry the hero in the last chapter.

Mr. J. Walter Smith, who writes on "The Book in London" in *The Boston Evening Transcript*, must be a very simple-minded person, for in giving an account of the huge sales (there have been seven editions, I believe) of a book entitled *What I Found Out in the House of a German Prince*, he tells us that the publishers were challenged as to the genuineness of the work, and continues:—

The reply was promptly made by the publishers that "before the book was published we received a written guarantee from the author that every word of it was true." There, so far as any public pronouncement



## To the Family Man

it is of supreme importance to make Provision for his Family after his death. Most men recognise this, but not everyone realises that a Life Policy, besides *assuring* this provision when needed, also affords an excellent Investment, absolutely gilt-edged and yielding a high rate of interest.

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G. J. LIDSTONE, *Manager & Actuary.*

LONDON: 28, Cornhill, E.C., and 5, Waterloo Place, S.W.

## A DISCOVERY.

Within the last few months, in fact since war was declared, cheese has been discovered.

Of course everybody knows that many varieties of cheese exist; large quantities are consumed every year. Nevertheless, cheese has only recently been discovered by the majority as a staple food; it has never been sufficiently appreciated as such.

The present high cost of living makes it imperative to buy food which gives the maximum amount of bodily nourishment for the lowest cost. Food experts strongly urge a larger consumption of cheese, simply because it answers most effectively to the need of economy plus food-value—one pound of cheese is equal in food value to three pounds of beef.

Cheese contains the most valuable elements for building up the body as well as providing it with the necessary heat. It is also an important brain food.

Most people naturally look upon meat, fish and eggs as strengthening, nourishing foods—they are, but any food expert, or your own doctor, will tell you that the comparative analyses of these three articles with cheese prove the latter to be the superior.

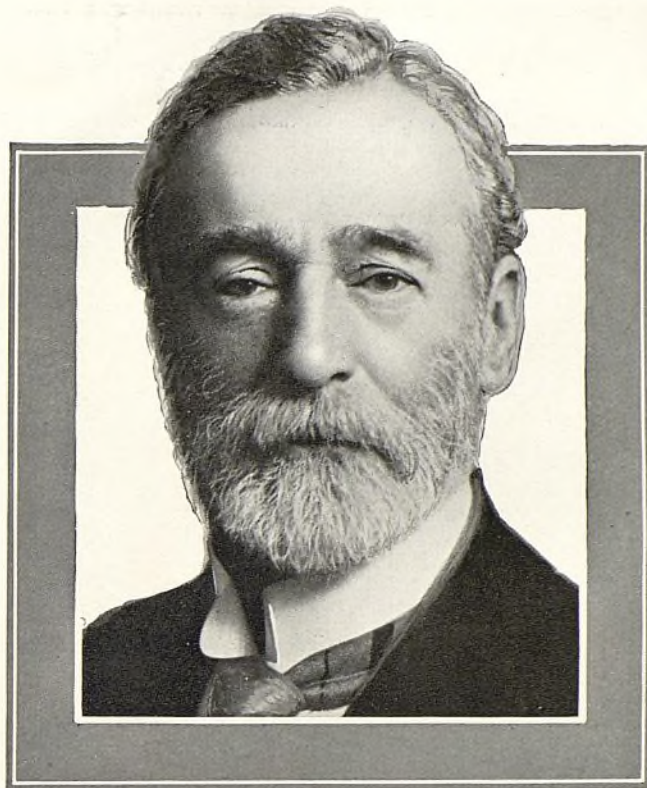
Eat more cheese is therefore sane advice for all.

If you wish for a cheese that is easily digested, dainty in appearance and delicious to taste, eat St. Ivel Lactic Cheese, which is an entirely British production, made only at Yeovil, Somerset.

There is an enormous demand for this popular cheese, which not only contains the nourishing qualities to be found in other cheese, but is largely consumed to obtain the benefit of the lactic cultures which are introduced into its composition.

These cultures destroy harmful poisons which other foods set up in the system.

The price of St. Ivel Lactic Cheese has *not been increased* since the outbreak of war, as in the case of most cheese. Supplies can be obtained from leading grocers and dairymen throughout the country at 6½d. a packet.



MR. C. F. ALLISON

Says Phosferine cures

Sleeplessness, Headaches, Neuralgia

He writes:—"My wife was suffering from lack of energy, sleeplessness, headaches, and neuralgia. I am glad to say that after a 3-days' course of Phosferine she lost these symptoms and felt wonderfully better in every respect. Considering she has been subject to these troubles on and off for months, we were more than pleased at the result. Since then we have always kept a bottle of Phosferine in the house, and when depressed, or anxious, or overtired, a few doses always puts us right. It is astonishing how quickly it brightens the outlook when one gets run-down or despondent."—2, Toronto Villas, 47, St. Paul's Road, London, N.

This observant gentleman is convinced his cheerful, happy, hopeful condition of mind is directly due to the timely increase of nervous vitality produced by Phosferine—it gave just that extra nourishment which the nerve forces need to replenish an over-exhausted system.

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Nervous Debility	Neuralgia	Lassitude	Backache
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Sleeplessness	Mental Exhaustion	Brain-Fag	Hysteria
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Phosferine has a world-wide repute for curing disorders of the nervous system more completely and speedily, and at less cost than any other preparation.

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The 2/9 tube is small enough to carry in the pocket, and contains 90 doses. Your sailor or soldier will be the better for Phosferine—send him a tube of tablets. Sold by all Chemists, Stores, etc. The 2/9 size contains nearly four times the 1/1½ size.



# WOMAN'S SPHERE IN WAR TIME. By Olivia.

Although poor Fashion has been having so many raps over the knuckles of late, she really has done her best to adapt herself to war-time conditions, and really and truly has succeeded admirably. The new modes have a sweet simplicity, a sort of "divine innocence," that should disarm all criticism, save that of chronic dyspeptics or malevolent hypercritics. The choice of materials is more or less a restricted one this year, and those we have lend themselves best to simple and gracious lines. The widened skirts are really very graceful and attractive, and some of the little coats quite adorable. A skirt, by the way, that admits of pockets—not a pocket, mark you, but pockets—ought to be welcomed after our lean and pocketless years. Within the memory of most of us pockets have travelled all round the person. Just for the moment, however, they seem to have come to anchor in front of the skirt, and take up much the same position as a man's trouser pockets, so that this season we shall often be seen—like the Eton boy—with a hand comfortably thrust into each pocket.

## The Tail Coat

As we have said, Fashion has something to suit all figures in her lucky-bag this season. If the short jacket does not become you, you may pursue your stately way in a long tail coat, with graceful box pleats at the back and a low belt. Or, you may eat your cake and have it, too, and effect a clever compromise by having both. In front the coat may be short, with sharp pointed fronts descending to just below the waist, then a hiatus filled in with vivid-coloured embroidery or soutache, and at the back the full skirts or tails of the coat. The coat itself may be collarless, but a quaint lawn or linen collar of the upstanding kind must be provided if you want to be *à la mode*. This constitutes a charming *tertium quid* in the three-piece frock, the short-pointed and rather open fronts just giving a fascinating glimpse of the bodice beneath.

## Voile, Faille, and Taffeta

It is safe to predict that the three most popular materials for frocks this year will be taffeta, faille, and voile. Often the two former will meet together in one gown. A great many lovely little frocks are being made in flowered and striped voiles, which seem to be more charming than ever this year. An extremely pretty little frock of flowered cotton voile had the skirt arranged with three deep flounces, each one bound with black satin, of which also were the deep swathed sash, the revers,

and cuffs. The sleeves were very long, as all sleeves are to be for the present. Some of them reach to the knuckles, and are very tight-fitting and shaped to the forearm and wrist. Another charming and effective frock I have just seen was of plain black voile over white, the skirt finely gathered into the waist and bound at the hem with narrow gold galon. The cross-over bodice was also bound round the *décolletage* with gold, and round the waist was a deep sash of gold tissue with long ends,

each finished with a black and gold tassel. It was extremely simple, but it had a rich effect achieved by the clever balancing of the two colours. (In this perfect balance of colour, by the way, lies nearly the whole secret of good effect in dress as in decoration.) A Quaker-grey faille with demure turn-over collar and cuffs of white ninon, the skirt entirely made in small pressed pleats, was deftly toned "up to strength" by a touch of black velvet ribbon at the neck and wrists. It would be an ideal *habit de demi-deuil*.

## "Luvisca"

The advent of a new material is always interesting, and makes a flutter in the world of dress. Quite a sensation is being caused at present by "Luvisca," a delightful silky fabric just produced by the famous firm of Courtauld's, of crape fame, and many of the newest and prettiest morning shirts are being made of it. Not the least among its many merits is the fact that it is British made, and its price is most modest. It is a skilful manufacture of artificial silk and cotton, so combined and treated that it looks and lasts as well as expensive pure silk, and it also washes excellently. It has all the beauty of silk, and a curious but proven feature is that it is less easily soiled than other fabrics. It can be had by the yard from all leading drapers, and is made in a charming range of coloured stripes on a white ground; and special attention must be called to the great variety of black and white stripes obtainable in it. For the 1915 type of shirt, with its severely simple lines, it is quite ideal.

## About Collars

The controversy about collars is still raging, and only time will show where it—and they—will end. But be they high or low collars are going to play an important rôle in dress this year, designers all vying with one another to produce the most original and novel effect. The advocates of both comfort and picturesqueness are for the continuance of the *décolleté* throat, and by reason of its coolness and comfort they will probably win the day in view of the coming summer. But the ranks in favour of the high "choker" variety are equally solid; while, as usual, there are also those who are ready for compromise. The result is that offers of a collar high at the back and low in front are extended to those who, in agonies of indecision, do not quite know which side of the fence to sit upon. Tulle and organdi muslin are among the most successful materials employed in the making of neck fripperies.



A Smart Shirt of "Luvisca"—The New British-made Fabric



It serves  
Attila  
right

He wouldn't give his liver a chance.  
And now see how posterity treats  
his name.

It wasn't his liver's fault. It was his fault for neglecting it. Like **your** liver, it was trying always to get the poisons of gloom and vindictiveness out of his blood, trying to make him sunny and sweet-tempered, kindly and considerate. The wonderful, persevering, well-intentioned chemistry of his liver was just the same

as yours, but it never was helped to do its work. Be warned! Gentle help at the right time—gentle, not drastic—is all your liver needs. And many years of experience and comparison have proved that the gentlest, friendliest, most appreciated help you can give it is to take now and then, **before** your liver is in serious trouble,

# Cockle's Pills

Sold by Chemists throughout the World, 1/1½ and 2/9.

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The brilliancy of

# "Luvisca"

the new Blouse & Shirting Material

is natural and not due to artificial finish, therefore no amount of washing diminishes it.

It may in fact be said to combine the merits of silk, wool, and cotton, having the sheen of the first, the warmth of the second, and the durability of the third.

Try it for your new Spring Blouses and you will be delighted.

"LUVISCA" is of entirely British make and shows you patterns of in every respect unique the stripes now so in structure, fashionable.

If any difficulty in obtaining please write the Manufacturers: COURTAULDS Ltd., 19, Aldermanbury, London, E.C., for name of nearest retailer.



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## THE BRITISH EMPIRE

THE LAND OF BEAUTY, VIRTUE, VALOUR, TRUTH. Oh! who would not fight for such a Land!



By FRANK DADD.

FOLLOW THE DRUM.

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In Sad Times, or Glad Times, and all Times, take

## 'ENO'S FRUIT SALT'

Health-Giving—Refreshing—Invigorating.

Known and Sold throughout the World.



### Protect Your Complexion

against the treacherous Spring Weather. Cold Winds alternating with the Hot Sunshine will play havoc with the skin. Prepare your skin to withstand their attack. A few drops of

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regularly applied, will keep your face and hands quite free from Sunburn, Irritation, and Roughness, and will soon produce a complexion as Smooth and Soft as Velvet. Try the wonderful effect of LA-ROLA upon your skin.

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### PALE COMPLEXIONS

may be greatly improved by just a touch of "LA-ROLA Rose Bloom," which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives THE BEAUTY SPOT! Boxes 1/-



MAN, IT'S

## NESTLÉ'S!

A soldier at the front says:—  
"Milk is our greatest luxury."

Our men at the front are constantly writing home:—"What we need most is milk for our tea; send us some Nestlé's Milk!"

Will you not help our brave soldiers to get what they so much need?

It is costly to send milk by post, but

Nestlé's have devised a plan by which you and your friends can club together and send milk to the front carriage free.

All you have to do is to combine and subscribe for a case of 48 large tins. For every 20 cases thus subscribed, Nestlé's will send one extra case free of charge. If your grocer does not know of the plan, please write us—a post-card will do—for a Subscription Card, and give us your grocer's name and address.

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No. 77.—NIGHTDRESS, handmade in cambric, trimmed with fine torchon insert on and Val lace edging, fine tucks finished with ribbon ... 19/11  
No. 78.—COMBINATIONS to match, handmade ... 21/-  
No. 79.—CAMISOLE to match, handmade 10/11

Nightdresses in Irish Linen Cambric, hand-embroidered and handmade, from 22/9 each.  
Ladies' Pyjamas in wool taffeta, from 14/11 each.

## Robinson & Cleaver Ltd

The Linen Hall,  
Regent Street, London, W.



Picot-edged frills of white tulle, mounted at the top of a black velvet ribbon, fastened with a diamond or jet clasp, make a pretty finish round the neck, and having thus far observed the new rule the corsage may then be worn as *décolleté* as you please.

### Frills and Furbelows

Among the comparatively few furbelows of the coming season will be feather boas, which are coming into their own again. The ostrich-feather boa is, of course, the aristocracy of these elegant trifles, but marabout and even less-respected varieties of feathers will play their part among neck fripperies. The wide marabout stole, daintily finished with rosettes of ostrich feather and ribbon, will be popular for evening wear, being light and warm as well as becoming. Ninon scarves edged with marabout are also charming for summer evenings, and give just the necessary warmth that an English night necessitates. Short dainty neck ruffles of ostrich feather finished with long silk tassels and boas to the waist will be worn, and give an invaluable look of finish. Later on tulle, chiffon, and silk flowers will be employed to make these ruffles.

### Beautiful War Jewellery

Almost the only kind of jewellery worn at present has come to be known as "war jewellery." Lovely of itself, it will have a unique and sometimes poignant interest in years to come as a memento of the greatest of all wars. Nearly everyone now is closely connected with some regiment or other by having given to it someone near and dear, and the desire to wear the badge of that particular regiment beautifully rendered in gold, enamels, and precious stones is only natural. Anyhow, almost everybody one meets is wearing one of these badge brooches. On this page are illustrated some perfectly exquisite specimens made by Messrs. Wilson and Gill of 139, Regent Street, who are making a special feature of this popular kind of jewellery. These brooches in plain gold are from 30s. and set with diamonds from £6. Their new "Service" wristlet watches, too, have the special advantage of being both damp-proof and dust-proof, front and back both unscrewing. In solid silver they cost 50s. and in 9-ct. gold £5, or in 18-ct. £7. Another delightful souvenir of the Great War that many people will be eager to possess is a finely-modelled statuette of a gallant figure, sword in hand, of an officer in service kit, which may be had in bronze for 5 guineas or in silver for £12, including a marble plinth. These little statues stand just

9½-in. high and are perfect in every detail. The head can be copied from a portrait, so that a life-like statue in miniature of anyone who has fought in the war can be had in bronze for £8 and in silver for £14 10s.

### Remarkable Evening Dresses

The evening gowns at Lucile's were distinctly remarkable and picturesque. One was made with a very full Velasquez effect at the sides of the skirt, which was, however, quite flat at the back and front. It was of pale grey tulle and silver lace, the lace fashioning the petticoat glimmering through clouds of tulle. A white taffeta and black velvet frock suggested the 'eighties. It had a square neck back and front and a low princess waist finished with a huge cut steel buckle. A fascinating *ingénue* frock of the 1860 period was in shell-pink under

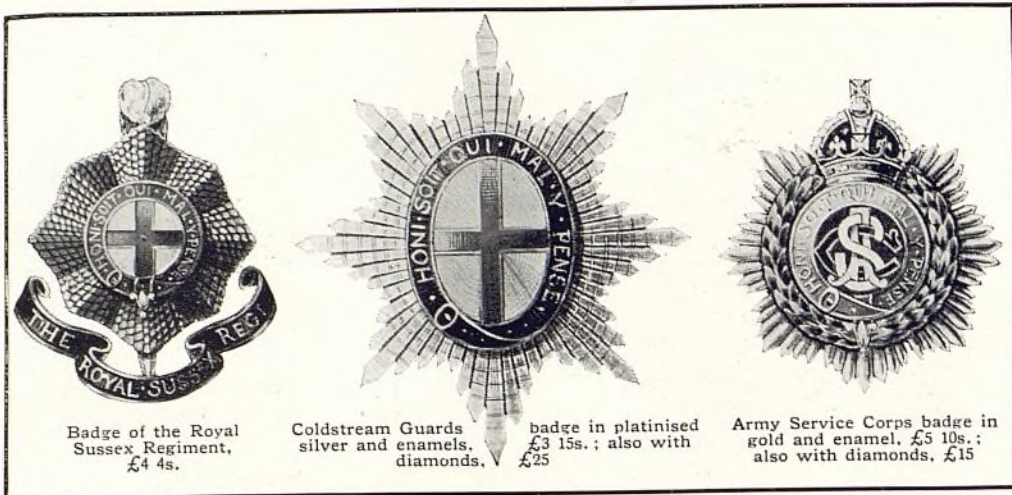
discreet coverings for our tightly and trimly dressed heads. They are all as minute as possible, most of them black, many of them simply dotted round with rather large flat flowers. Some are practically guiltless of any trimming at all. The new *coiffure* is austere attractive, giving almost the effect of a closely cropped head with a mysterious bulge unknown to phrenology somewhere at the back of the head. Puffings or stray locks or confusion of any sort, however artistic, is absolutely taboo, and savours either of slackness or bad style. The head must be thoroughly neat and trim and well groomed. This is the first and practically the last factor in good millinery and good dressing at the present moment, and time rather than money must be spent on achieving success in that subtle art. The fashions in hair-dressing, millinery, and in fact most departments, suggest a Spartan severity that would seem to necessitate the development of many good qualities in their following.

### Trim Ankles—a Hint

Now that skirts are going to be worn so short and full ankles will be more than ever in evidence, and the necessity for having one's stockings taut and trim will be all important. A great help in attaining this perfection of neatness is a really efficient suspender and one that can be thoroughly recommended for strength and durability. They bear the same far-famed and comprehensive name as this paper, and are called the "Sphere" suspenders; they have the added advantage of being of purely British manufacture. Fitted with a splendid and unique rubber grip, they securely hold the most delicate fabric without causing any of those deplorable "ladders." One of the latest forms of this suspender is Herculastic, which is reinforced at the top where the great strain obtains. This speciality outwears the corset and is consequently a positive boon and blessing. The manufacturers of Sphere suspenders also produce an excellent Sphere garter for menfolk, which is made in the same large factories at Leicester. A very interesting folder, with illustrations, entitled *The Evolution of the Suspender*, will be sent to readers on application.

### "Gabardine"

The above is the trade mark for a cloth of Messrs. Burberrys of Haymarket, and we regret that the name was inadvertently applied in our issue of March 20 to a material not of this firm's manufacture. OLIVIA.



Regimental Badge-brooches at Messrs. Wilson and Gill's, 134, Regent Street, W.

blue tulle laid on flat in varying widths. One or two of the afternoon gowns had little aprons of *plissé* muslin or silk, and a distinguished mourning dress was of dull black charmeuse, rather close fitting, and having a capuchin hood of white ninon that became a square collar at the back. Some of the little hats worn with these costumes were most attractive. There was one rather of the shape of a man's bowler pulled well down over the bare forehead and very close *coiffure* that to my mind made an ideal morning *chapeau*.

### The New Hats

Of hats there seems little to say. There is so little of them that description is difficult. What there is of them is extremely *chic* and smart, but they are simply

reinforced at the top where the great strain obtains. This speciality outwears the corset and is consequently a positive boon and blessing. The manufacturers of Sphere suspenders also produce an excellent Sphere garter for menfolk, which is made in the same large factories at Leicester. A very interesting folder, with illustrations, entitled *The Evolution of the Suspender*, will be sent to readers on application.

## A MOST SUITABLE GIFT.

# THE SPHERE AND TATLER Permanent Carbon Enlargements

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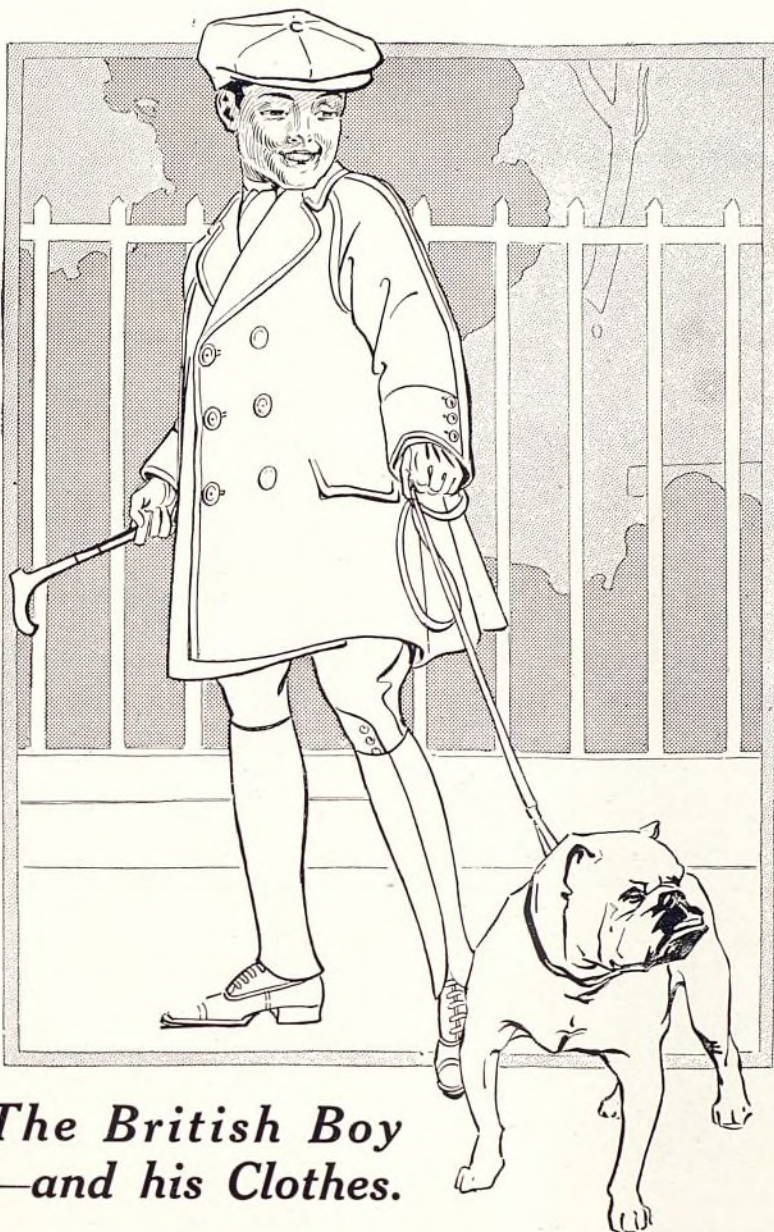
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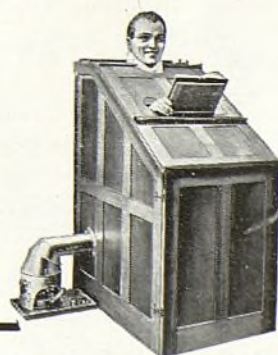
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Picot-edged frills of white tulle, mounted at the top of a black velvet ribbon, fastened with a diamond or jet clasp, make a pretty finish round the neck, and having thus far observed the new rule the corsage may then be worn as *décolleté* as you please.

### Frills and Furbelows

Among the comparatively few furbelows of the coming season will be feather boas, which are coming into their own again. The ostrich-feather boa is, of course, the aristocracy of these elegant trifles, but marabout and even less-respected varieties of feathers will play their part among neck fripperies. The wide marabout stole, daintily finished with rosettes of ostrich feather and ribbon, will be popular for evening wear, being light and warm as well as becoming. Ninon scarves edged with marabout are also charming for summer evenings, and give just the necessary warmth that an English night necessitates. Short dainty neck ruffles of ostrich feather finished with long silk tassels and boas to the waist will be worn, and give an invaluable look of finish. Later on tulle, chiffon, and silk flowers will be employed to make these ruffles.

### Beautiful War Jewellery

Almost the only kind of jewellery worn at present has come to be known as "war jewellery." Lovely of itself, it will have a unique and sometimes poignant interest in years to come as a memento of the greatest of all wars. Nearly everyone now is closely connected with some regiment or other by having given to it someone near and dear, and the desire to wear the badge of that particular regiment beautifully rendered in gold, enamels, and precious stones is only natural. Anyhow, almost everybody one meets is wearing one of these badge brooches. On this page are illustrated some perfectly exquisite specimens made by Messrs. Wilson and Gill of 139, Regent Street, who are making a special feature of this popular kind of jewellery. These brooches in plain gold are from 30s. and set with diamonds from £6. Their new "Service" wristlet watches, too, have the special advantage of being both damp-proof and dust-proof, front and back both unscrewing. In solid silver they cost 50s. and in 9-ct. gold £5, or in 18-ct. £7. Another delightful souvenir of the Great War that many people will be eager to possess is a finely-modelled statuette of a gallant figure, sword in hand, of an officer in service kit, which may be had in bronze for 5 guineas or in silver for £12, including a marble plinth. These little statues stand just

9½-in. high and are perfect in every detail. The head can be copied from a portrait, so that a life-like statue in miniature of anyone who has fought in the war can be had in bronze for £8 and in silver for £14 10s.

### Remarkable Evening Dresses

The evening gowns at Lucile's were distinctly remarkable and picturesque. One was made with a very full Velasquez effect at the sides of the skirt, which was, however, quite flat at the back and front. It was of pale grey tulle and silver lace, the lace fashioning the petticoat glimmering through clouds of tulle. A white taffeta and black velvet frock suggested the 'eighties. It had a square neck back and front and a low princess waist finished with a huge cut steel buckle. A fascinating *ingénue* frock of the 1860 period was in shell-pink under

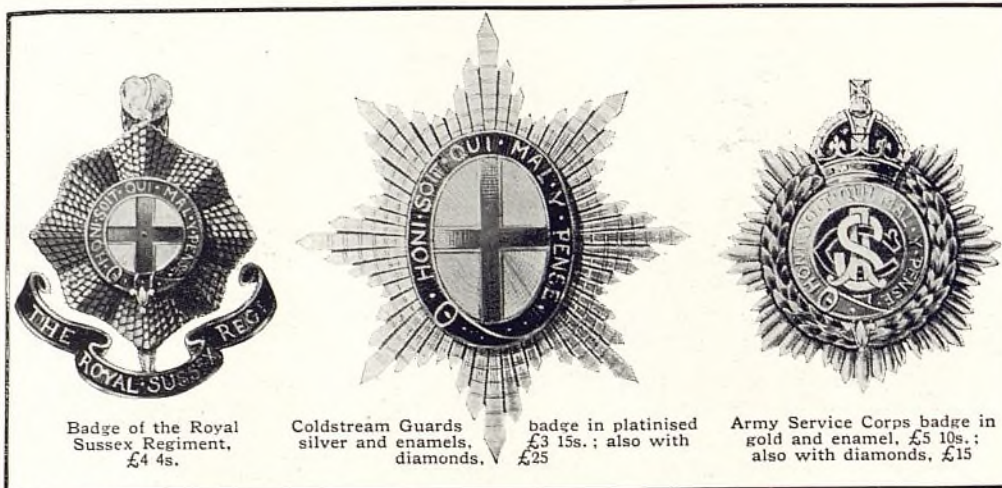
discreet coverings for our tightly and trimly dressed heads. They are all as minute as possible, most of them black, many of them simply dotted round with rather large flat flowers. Some are practically guiltless of any trimming at all. The new *coiffure* is austere attractive, giving almost the effect of a closely cropped head with a mysterious bulge unknown to phrenology somewhere at the back of the head. Puffings or stray locks or confusion of any sort, however artistic, is absolutely taboo, and savours either of slackness or bad style. The head must be thoroughly neat and trim and well groomed. This is the first and practically the last factor in good millinery and good dressing at the present moment, and time rather than money must be spent on achieving success in that subtle art. The fashions in hair-dressing, millinery, and in fact most departments, suggest a Spartan severity that would seem to necessitate the development of many good qualities in their following.

### Trim Ankles—a Hint

Now that skirts are going to be worn so short and full ankles will be more than ever in evidence, and the necessity for having one's stockings taut and trim will be all important. A great help in attaining this perfection of neatness is a really efficient suspender and one that can be thoroughly recommended for strength and durability. They bear the same far-famed and comprehensive name as this paper, and are yclept the "Sphere" suspenders; they have the added advantage of being of purely British manufacture. Fitted with a splendid and unique rubber grip, they securely hold the most delicate fabric without causing any of those deplorable "ladders." One of the latest forms of this suspender is Herculastic, which is reinforced at the top where the great strain obtains. This speciality outwears the corset and is consequently a positive boon and blessing. The manufacturers of Sphere suspenders also produce an excellent Sphere garter for menfolk, which is made in the same large factories at Leicester. A very interesting folder, with illustrations, entitled *The Evolution of the Suspender*, will be sent to readers on application.

### "Gabaraine"

The above is the trade mark for a cloth of Messrs. Burberrys of Haymarket, and we regret that the name was inadvertently applied in our issue of March 20 to a material not of this firm's manufacture. OLIVIA.



Regimental Badge-brooches at Messrs. Wilson and Gill's, 134, Regent Street, W.

blue tulle laid on flat in varying widths. One or two of the afternoon gowns had little aprons of *plissé* muslin or silk, and a distinguished mourning dress was of dull black charmeuse, rather close fitting, and having a capuchin hood of white ninon that became a square collar at the back. Some of the little hats worn with these costumes were most attractive. There was one rather of the shape of a man's bowler pulled well down over the bare forehead and very close *coiffure* that to my mind made an ideal morning *chapeau*.

### The New Hats

Of hats there seems little to say. There is so little of them that description is difficult. What there is of them is extremely *chic* and smart, but they are simply

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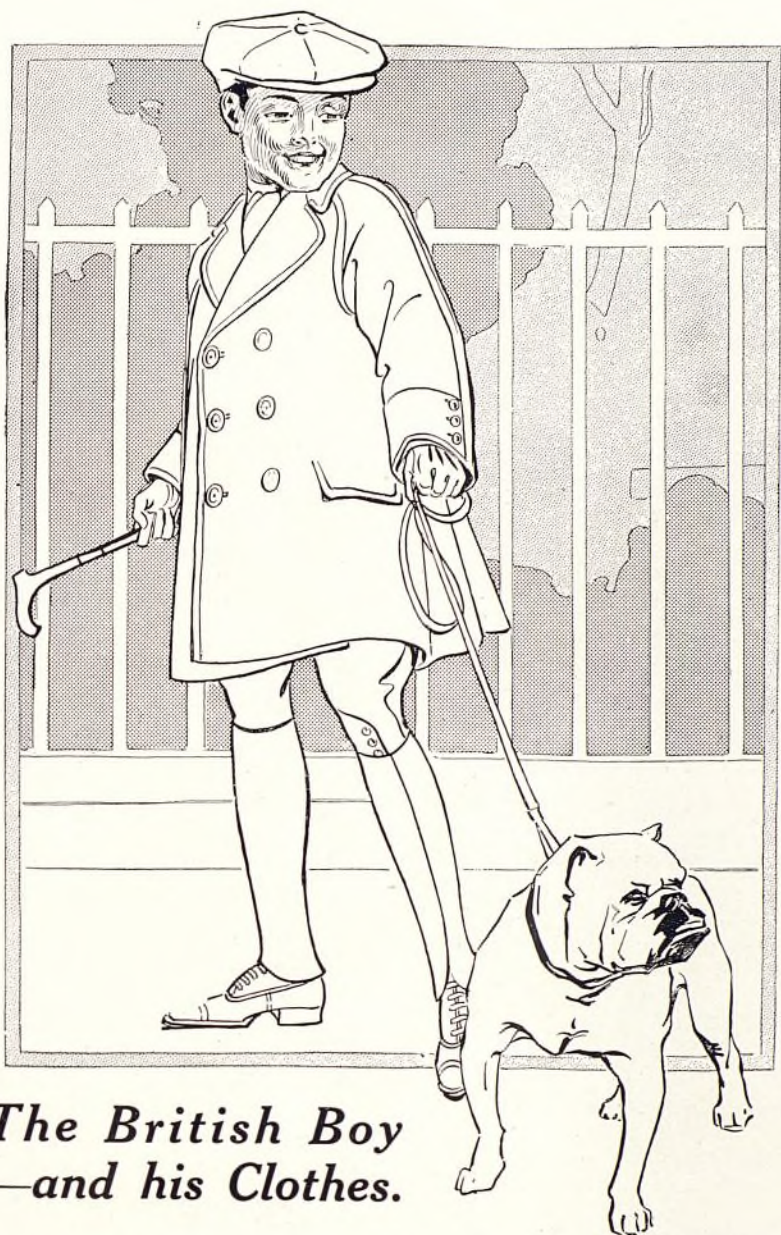
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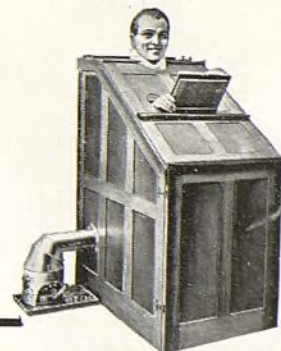
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## ARRANGEMENTS FOR THE COMFORT OF OUR

### A Home for Blind Soldiers

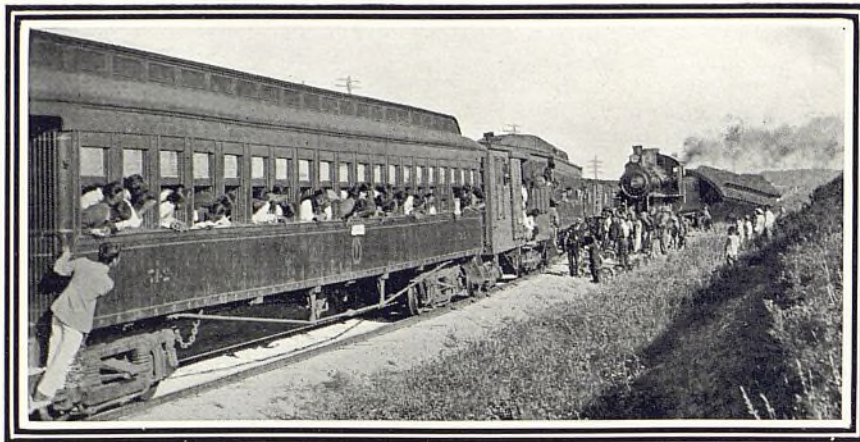
Mr. C. Arthur Pearson, as chairman of the Blinded Soldiers and Sailors' Care Committee, has sent us a letter dealing with the arrangements for the comfort and occupation of those soldiers who have lost their sight at the front. At present there are in this country nearly fifty of such soldiers, including three officers and three Belgians, while there is only one blinded sailor, a midshipman. Mr. Otto Kahn has generously placed his house, St. Dunstan's, Regent's Park, at the disposal of the committee. The gardens of this house run down to the lake of Regent's Park, and thus give opportunity of easy rowing, an ideal form of exercise for blind people. They are also engaged in learning carpentry, boot-repairing, basket-making, mat-making, and other industries. A grant has been made by the Prince of Wales's Fund, and the cost of running the Blinded Soldiers and Sailors' Hostel is borne by the National Institute for the Blind, the Red Cross Society, and the Order of St. John. Contributions are invited to a special fund to supply the men with typewriters and other apparatus. All the men are learning to read and write Braille.

### A Wonderful Periscope

The Lifeguard Patent Pocket Periscope manufactured by F. Duerr and Sons of Manchester is by far the best periscope we have seen, alike in its economy of space and its practical working. It has a patent collapsible frame of tough steel, heavily coppered and dull nickelled to render it rustproof. The mirrors are of best British plate glass and can be easily replaced. The whole thing weighs only 22 oz., and cases 4 oz. It extends with a single movement to 2 ft. Owing to the construction this periscope can be readily slipped on the forearm, freeing the hands for use of rifle, etc., or can be placed in the pocket or belt case. It can be held in the left hand, leaving the right free to fire revolver, which can be accurately sighted at the enemy round corner of trench or of building without exposing the body. When closed the space available inside periscope for other articles is 4½ in. by 3½ in. by 1½ in., so that the periscope itself takes up very little space.

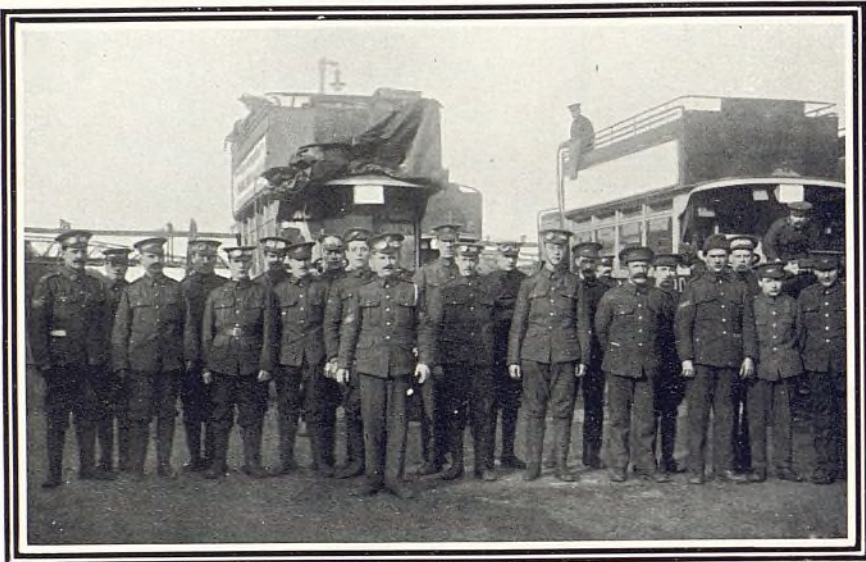
### The Princess Christian Hospital Train

The Princess Christian hospital train, which is now ready to be shipped to France, is due entirely to the initiative and energy of her Royal Highness, by whom also the necessary funds have been raised. It is the successor of the train which, under the same name, was sent to South Africa in 1899 and contributed so much to the comfort of the sick and wounded in that campaign. The experience thus gained has been utilised in the present



A Manchurian Railway Accident—Caused by Guerrilla Robbers

There was recently considerable unrest prevailing in Northern China amongst the nomad natives, who profit by any outbreak of hostilities by carrying on plundering operations for their own benefit. The Americans are responsible, under treaty, for guarding the Pekin-Tientsin-Mukden section of the line to Harbin, whilst the Japanese have also strengthened their Manchurian forces. One favourite device of the guerrilla robbers is to wreck and loot the trains, and the picture shows the actual scene of one such occurrence. By withdrawing a line at a curve the assailants managed to derail the Mukden train, but they were driven off by armed guards who scoured the country, while breakdown gangs hurriedly carried out the necessary repairs to allow traffic to continue.



The Headquarters Staff of the 90th 'Bus Company

The above group of omnibus drivers took the London Scottish down to the trenches prior to their memorable charge against the Prussian Guard. The omnibuses were under German artillery fire on the journey, two shells bursting within 100 yards to the left and one within 50 yards to the right of the party.

## BLINDED SOLDIERS AND SAILORS.

instance by Sir John Furley and Mr. William J. Fieldhouse, and it is somewhat remarkable that these gentlemen should twice within fifteen years have been called on to exert their skill and ingenuity in carrying out such an important undertaking. Again, for a second time, they have had recourse to the Birmingham Railway Carriage Company to construct a hospital train on their design and under the personal superintendence of Mr. Fieldhouse. It was first intended that there should be eight coaches, but the War Office desired that four others should be added for sitting-up patients.

### Remarkable Scenes at the Sandow Institute

The scenes to be witnessed daily at Mr. Sandow's famous Health Institute in St. James's Street, London, S.W., are of national interest. Officers returned from the front with nerves shattered in the trenches, young men anxious and eager to serve their country and to qualify for commissions in the navy or army, grizzled old veterans, men and women of all ages suffering from various infirmities, are to be seen here daily enthusiastically carrying out Mr. Sandow's methods of health and body culture. Not the least of Mr. Sandow's many great services to the nation is the personal time and money he is devoting to improving the national physique, a work which is and has been for him a genuine labour of love. There is a general feeling to-day that physical unfitness is something worse than a crime, and this awakening of the national conscience is vividly reflected at the Sandow Institute every day. Mr. Sandow is admittedly the greatest living specialist on physical health and strength, and as a nation we are under many obligations to this great pioneer of physical training and development. "A course of Sandow" is now recognised as the shortest and best way to general bodily well-being.

### National Refuges

His Majesty's inspector says: "There is abundant evidence of life and progress in the well-conducted school of the National Refuges, 164, Shaftesbury Avenue, London, W.C. Throughout the lads exhibit keen interest in their lessons and pride in good work. The manly spirit, self-effort, and high character of the instruction in the senior group are especially commendable, whilst literature and composition and pastel drawing are subjects which show distinct advance." In public examinations the lads acquitted themselves well. Six boys passed the Oxford Preliminary, half of them with honours, one in French, intermediate, another in the rudiments of music, higher, and a third in elementary shorthand. Work of this kind should not fail to get substantial financial assistance.



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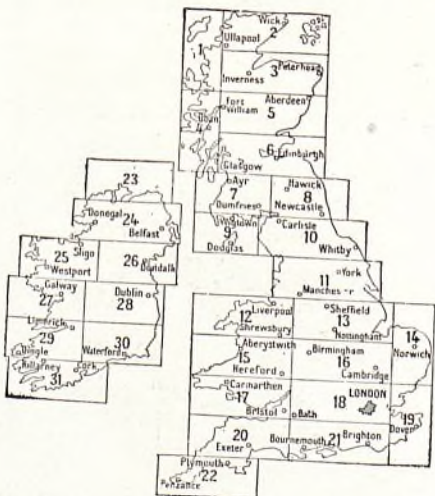
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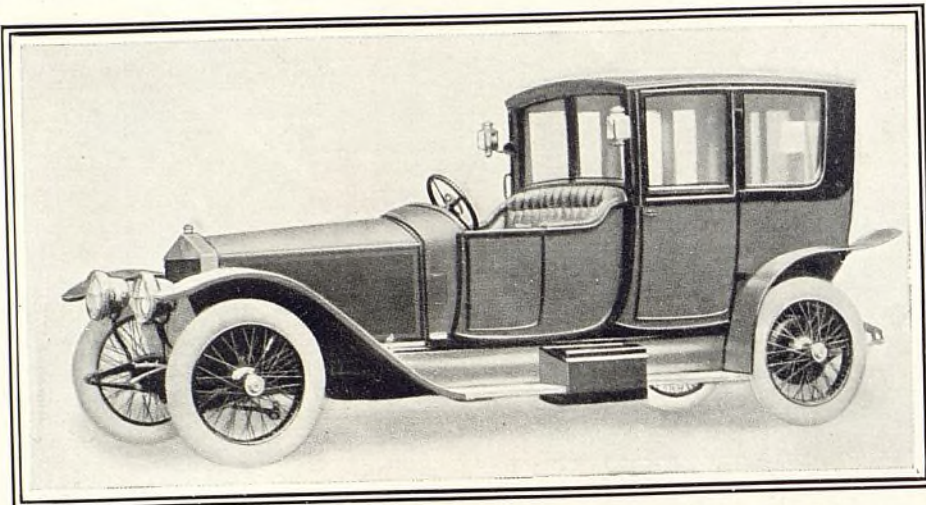
# IN THE PETROL WORLD. By R. P. Hearne.

Some interesting details of the work performed by motor lorries in the war area are contained in a letter received from the driver of a Napier three-quarter-ton lorry in Northern France and Flanders: "You will be interested to know that I had one of your two-ton lorries at — at the beginning of the war. I ran it some 500 miles, but was sorry to have to break it up to avoid capture by the Germans. After that I had a four-ton lorry of another make, and that I lost in the same way after driving it two days. Then after a week or so I took one of your three-quarter-ton lorries off the boat at —. I drove it between 3,000 and 4,000 miles, very often with five and six tons of shells and small ammunition. The first day I had it I drove it for forty-eight hours continuously without sleep with five tons of '303 ammunition—that is, rifle ammunition.

"From — via —, — to — the roads were particularly broken and bad through rain and the passage of new heavy artillery. It was a very hilly country, some hills three and four miles long and very steep. I never had occasion to touch a thing. Everything was perfect, and taking into consideration the roads, bad weather, big loads, continuous travelling, and heavy rains it was a very severe test. There was never a day passed without five or six lorries falling out, but the Napier never fell out once, and it was in every way perfect when I was invalidated home.

"One day, for curiosity's sake, I reckoned up what load I had on. Of course, we know the weight of each shell or box of ammunition, and I had ex-

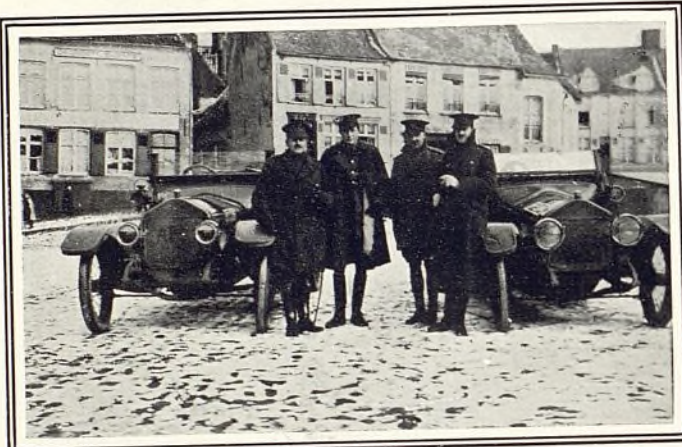
actly six tons and a half cwt., besides two R.F.A. gunners as escort, two drivers, and sixteen gallons of spare petrol. I think that was a fair load on a three-quarter-ton lorry." These details give a good idea of the splendid work done by our motor transports.



A Beautiful Example of the 1915 Sizaire-Berwick Town Carriage



Touring in Norway with a B.S.A. Car



Wolseley Cars on Active Service in Flanders

A most interesting and timely article has appeared in *The Daily News* from the pen of Mr. A. J. Wilson. Much of the success attained by the Dunlop tyre in making its name all over the world is due to Mr. Wilson's publicity work. In Mr. Wilson's opinion the firm that advertises skilfully and well out-distances the one that does not. The motor advertisers who advertise best are the most prosperous. Mr. Wilson comments on the reduction of the advertising of motor cars since the war, and in his opinion this will result in a long period of slack trade in the case of those manufacturers who have been and are now hiding their light under a bushel.

A fine compliment has been paid to the Sunbeam Motor Car Company. The Government has decided that for the duration of the war the entire output of the factory is to be utilised for military purposes. I feel sure that the company's appeal that the inconvenience should be borne in a patriotic spirit will be responded to.

In response to the demand for a high-grade electric-lighting installation for small cars, Messrs. C. A. Vandervell and Co., Acton Vale, London, W., have placed on the market a special set, the price of which is well within the reach of the light-car owner. Every motorist interested in the matter should obtain from Messrs. Vandervell a copy of their light-car lighting brochure. The lighting installation as specified at £18 10s. is "complete" in the true meaning of the word, i.e., it includes everything for carrying out a thorough electric-lighting installation in a most efficient manner.

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By STANLEY L. WOOD.



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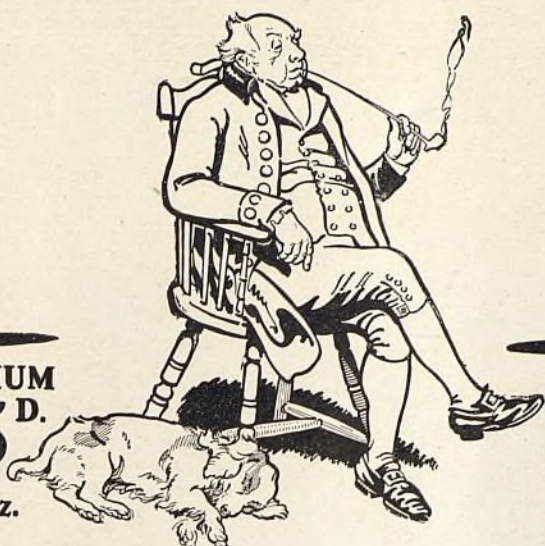
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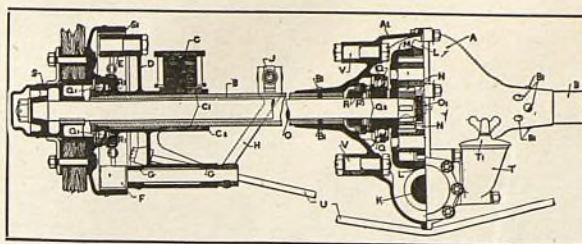
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greasers on these spring pads should be frequently used.

The main drive is through a worm "k" driving the worm wheel "L," and as the worm is situated underneath it will be seen that this gets full advantage of lubrication. The axle is lubricated through the oiler "T" after removing the lid "T l." This oiler is set at exactly the right height, so that too much lubricant cannot be inserted, hence there is no lubricant to leak out on to the brakes; while, in addition, oil-retaining washers are fitted at "r" and "r l."

Large-sized greasers and oil cups are fitted where necessary on the axle, and it is important to see that these are frequently used and kept well supplied with lubricant.

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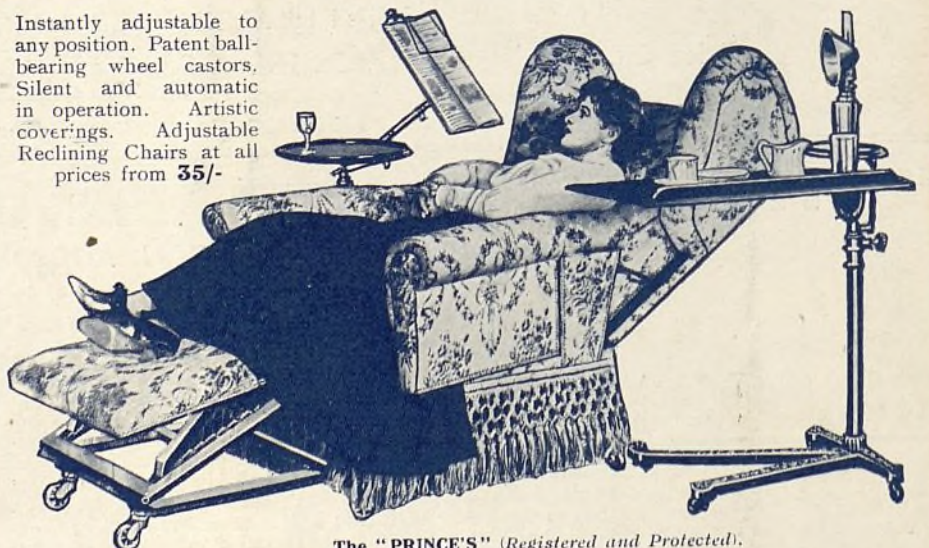
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