

THE SPHERE

JUNE



5, 1915.

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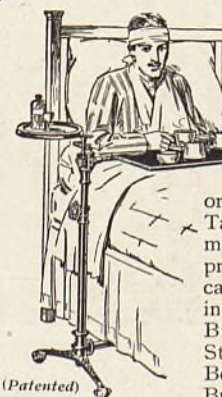


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THE SPHERE

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THE RATE OF POSTAGE OF THIS WEEK'S SPHERE is as follows:—Anywhere in the United Kingdom, 4d. per copy, to Canada 1d. per copy (under 1½ lb.). Elsewhere abroad the rate would be 3d. FOR EVERY TWO OUNCES. Care should, therefore, be taken to WEIGH AND STAMP correctly all copies before forwarding.

THE GREAT EUROPEAN WAR: WEEK by WEEK.



"If Europe Keeps on Increasing those Ranges"
Drawn by F. G. Cooper for "Collier's Weekly"



Rescued from Festubert
"Jeannette la Bassée"—a little dog rescued from Festubert and brought to England. This dog and a cat were the only animals left alive in the village by the Germans after they abandoned it



"Anything for Me from Germany?"
Drawn by Rollin Kirby for the New York "World"

THE OPERATIONS IN THE WESTERN THEATRE OF WAR

The thrust in the direction of Lens is still being steadily pushed by the French; amongst the more important successes in this region is the capture of Ablain-St. Nazaire on May 28. This represents one further stage in the new offensive. After repulsing heavy German counter-attacks near Ablain, prior to the total capture of the village, the French then carried, first, the greater part and afterwards the whole of the houses occupied by the enemy. Also at Neuville St. Vaast and Souchez in the same neighbourhood—at both of which places the Germans were severely beaten—the French made much progress, consolidating their recently-won positions, and advancing still further. Throughout the whole of this region there is a marked co-ordination of effort directed against the German salient around Lens, and the continual hammering to which the German line is now being subjected must shortly cause its complete withdrawal from before the town, and a corresponding advance of the French.

Along the British front progress is also being maintained before Festubert—the area of the recent advance. Since May 16—which is the date on which the great forward movement was begun—the enemy's line has been pierced on a front of over three miles. The total number of prisoners taken during the operations is considerably over 700, and in addition to these about ten machine guns also fell into British hands.

THE OPERATIONS IN THE EASTERN THEATRE OF WAR.

The focus of the struggle in the Eastern theatre of war continues to be on the San and round Przemysl. It is suggested that the Austro-Germans are attempting to surround the half-destroyed fortress, and the

Austrian reports appear to indicate that such is indeed the intention. In appearance Przemysl constitutes an awkward salient in the Russian line, and it has been conjectured that the Russians may abandon it in order to strengthen their line, as they evacuated Lodz in December. The heights west of Przemysl, however, afford excellent defensive positions, and it would appear that a withdrawal would merely mean the giving up a good vantage ground for a bad one.

Given that the Russians can cover the base of the Przemysl salient their position does not seem to be unfavourable. In south-

east Poland they have resumed the offensive and driven their opponents back towards the Nida. This more or less turns the flank of the German line on the San. The head of von Mackensen's phalanx across the San has been fiercely assailed and pressed back against the river, if not across it, near Sieniawa. Elsewhere the fortune of the terrific struggle—probably the bloodiest in the war—remains undecided. Farther to the south-east the Russian offensive is being prosecuted with energy, and has reached Perekinsko, forty miles south-east of Strij.

The Germans have once more bombarded Ossovetz, without, however, obtaining any result.



The new directors of British naval policy

The Right Hon. A. J. Balfour. — Succeeds Mr. Winston Churchill as First Lord of the Admiralty. He has had much administrative experience, and from 1895-1906 he was First Lord of the Treasury and leader of the House of Commons.

Admiral Sir Henry Jackson, K.C.V.O., F.R.S.—The new First Sea Lord, is chiefly known for his services in connection with wireless telegraphy. He is just over sixty years of age, and stands next above Sir John Jellicoe in seniority.



A Recruiting Band Entering the Quadrangle of the Law Courts

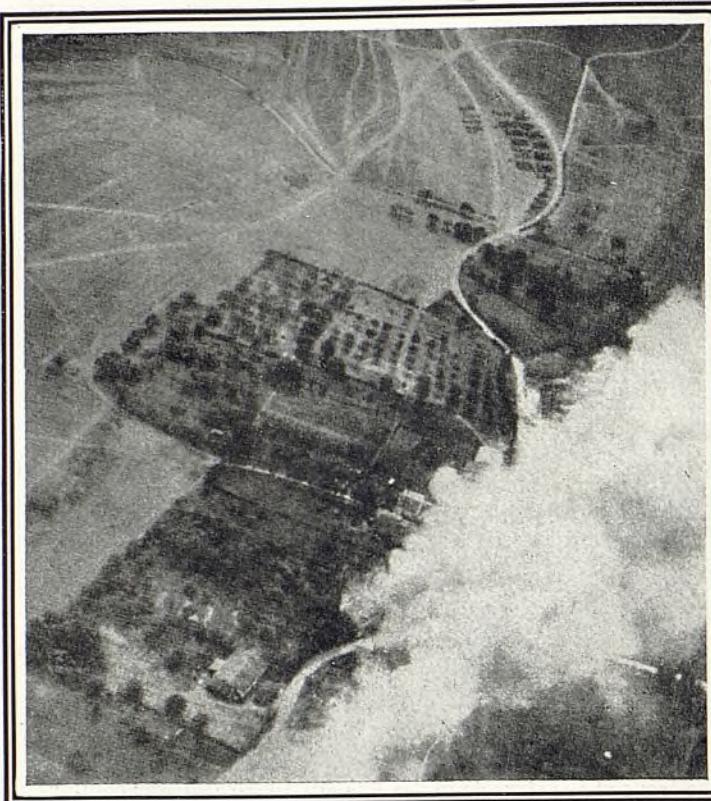
A new use to which the quadrangle of the Law Courts is being put is the holding there of recruiting meetings. The above view shows the band of the 6th City of London Rifles entering the gateway to the quadrangle after a march. There are still vacancies in this battalion for suitable men; applications should be made at the depot of the 3/6th City of London Rifles at 57a, Farringdon Road, E.C.



Civilians from Occupied French Territory Passing Through Geneva

The Germans are now finding that the civilians in the French territory they still occupy are too numerous for their liking, and they are, accordingly, sending them back to France via Switzerland. This is done solely from selfish reasons as they fear for the food supply. From March 5 to May 20 alone 130 trains, conveying about 60,000 French civilians, mostly women and children, were thus returned.

THE ZEPPELIN VISIT TO LONDON : Some Points



A Burning Village

As seen and photographed by a German airman. Some troops were visible at the same time near the road



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The Fog Pall which Sometimes Shrouds

The varying atmospheric conditions existing over London make the problem of locating any particular part by no means easy. Sometimes the night is bright and clear with every star visible, but at other times the foggy

On Tuesday morning (June 1) the Admiralty made the announcement that :—
Zeppelins are reported to have been seen near Ramsgate and Brentwood, and in certain outlying districts of London. Many fires are reported, but these cannot be absolutely connected with the visit of airships.

A later official message stated that :—
About ninety bombs, mostly of an incendiary character, were dropped from hostile aircraft in various localities not far distant from each other. A number of fires (of which only three were large enough to require the services of fire engines) broke out. All fires were promptly and effectively dealt with; only one of these fires necessitated a district call. The fires were all caused by the incendiary bombs referred to. No public building was injured, but a number of private premises were damaged by fire or water. The number of casualties is small. So far as at present ascertained one infant, one boy, one man, and one woman were killed, and another woman is so seriously injured that her life is despaired of.

It will be noted that the German airmen have been gradually increasing the orbit of their operations. Early in the morning of May 10 they appeared over Southend and dropped some eighty bombs on the town and surrounding district. One woman was killed, four houses were wrecked, and a timber yard burnt out. A week later bombs were dropped on Ramsgate in the early hours of the morning, killing two persons and wrecking the Bull and George Hotel. The hostile craft was pursued by British aeroplanes, and, being met by similar machines from Dunkirk, was seriously damaged.

On May 26 Southend received a second visitation. The damage to property was less than on the previous occasion, but again two persons were killed, one of them—a woman—receiving her death from a fragment of shell fired at the Zeppelin by an anti-aircraft gun.



Officers and Crew of a Zeppelin who have been Awarded the Iron Cross for some Act of Extraordinary Heroism

For which precise raid on "fortified positions" these heroes were decorated we do not know. Their names are as follows—Group standing on the ground, from left to right, includes Navigating Engineer Elias, Lieutenant Seibt, Captain Masius, Lieutenant Zimmer, Chief Pilot Müller, and Machinist Hildebrandt. The group above, Sergeant Kaufmann, Pilot, Sündenhaus, Machinist Naumann, Machinist Schling, and Machinist Leichte. It will be noticed that the crew of this Zeppelin consists of twelve men, so that when one hears stories of forty men being brought down with a Zeppelin one has good reason for doubt



Repairing a German

This illustration is from a German newspaper, and illustrates an incident which actually occurred—one of the crew climbed out on the aluminium stays to clear away a broken propeller, a work which evidently required a steady hand and nerve. Let us hope that a great deal more of this work will be necessary in the near future.

in Connection with the Count's Villa-burning Exploits.



London from any Prying Eyes

upper air hangs like a curtain above the heads of London's sleeping inhabitants. Then prying eyes from above would be likely to miss their way altogether if the fog be extensive and complete enough.



Paris as Seen by a German Airman

This view was obtained by a German airman when flying over St. Germain during one of the aerial raids upon the French capital

An American writer discusses the real military significance of the Zeppelin as follows: "How useful Germany's fourteen Zeppelins have been, or for that matter the airships of France, the only other nation which has a fleet comparable with that of Germany, we shall know only after a treaty of peace has been signed. A craft which can slip through the air with the speed of an express train and cruise about for thirty-six hours, which is fitted with searchlights for nocturnal prowling, which carries machine guns to repel aggressive aeroplanes, is obviously a piece of mechanism that has its uses. But what are they? To send up a Zeppelin in order to watch the effect of artillery fire would be reckless under ordinary circumstances. Captive balloons, aeroplanes, and small dirigibles perform that task satisfactorily without endangering many lives and without entailing a heavy financial risk. To employ the Zeppelins for daylight reconnoitring is possible, but also hazardous. An aeroplane is so much smaller as a target, so much swifter as a vehicle, so much cheaper as an investment, that it would naturally be selected for ordinary scouting. No wonder that official dispatches tell us much of the aeroplane and the exploits of its pilot but very little of the dirigible."

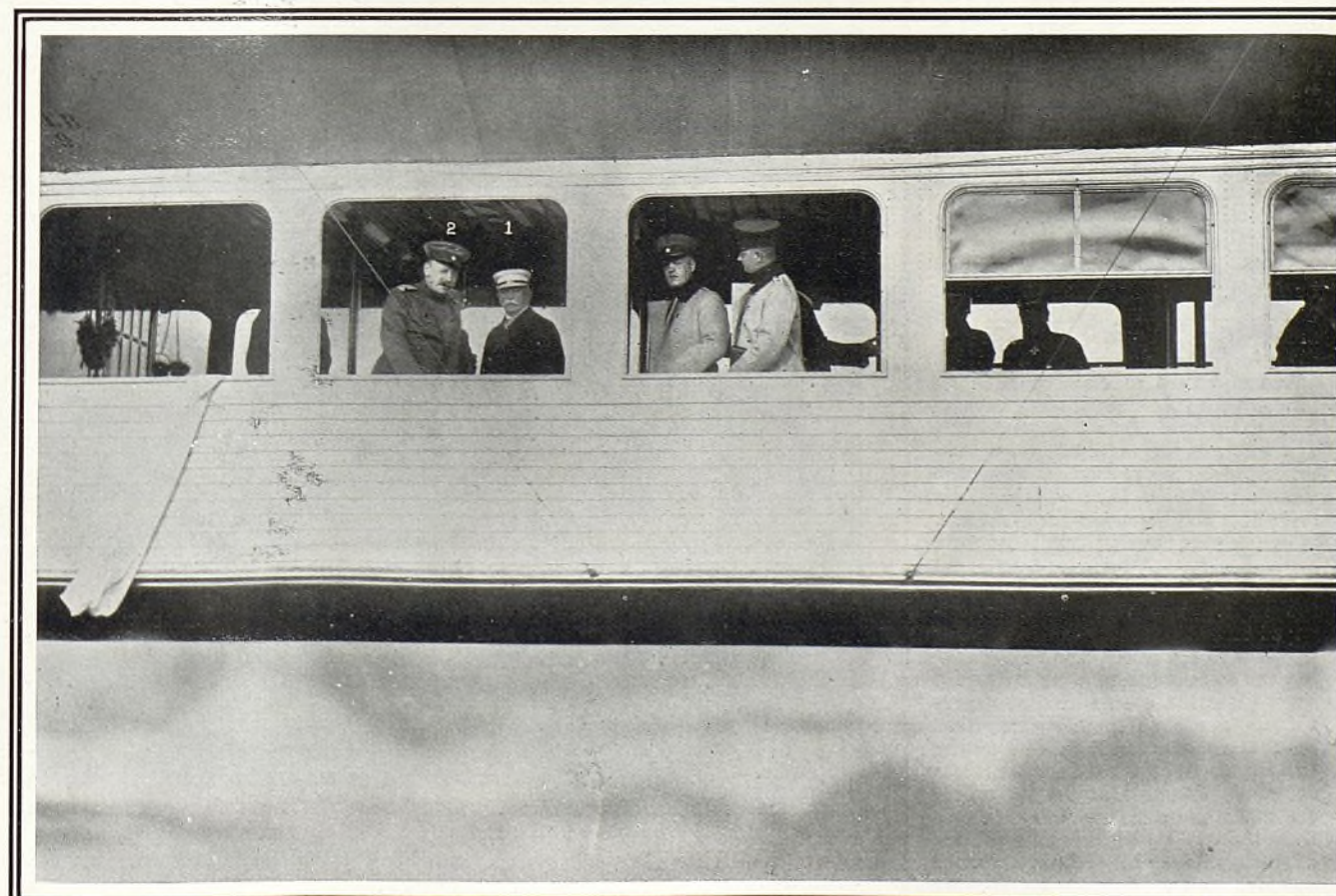
The last issue of *Flight* suggests that for combating the fumes from fires or bombs a solution of hypo. is useful: "There would be no harm in having a solution, about six ounces to the pint of water—it is quite a cheap chemical—in some convenient place, and as many pieces of woollen cloth side by side as will suffice for each individual household."

The German official report of the attack on London reads as follows: "As a reprisal for the bombardment of the open town of Ludwigshafen, we last night threw numerous bombs on the wharves and docks of London." It may be recalled that what was bombarded at Ludwigshafen was not the open town, but the great chemical works where, it is believed, the poison gas of the Germans is manufactured.



Airship in Mid-air

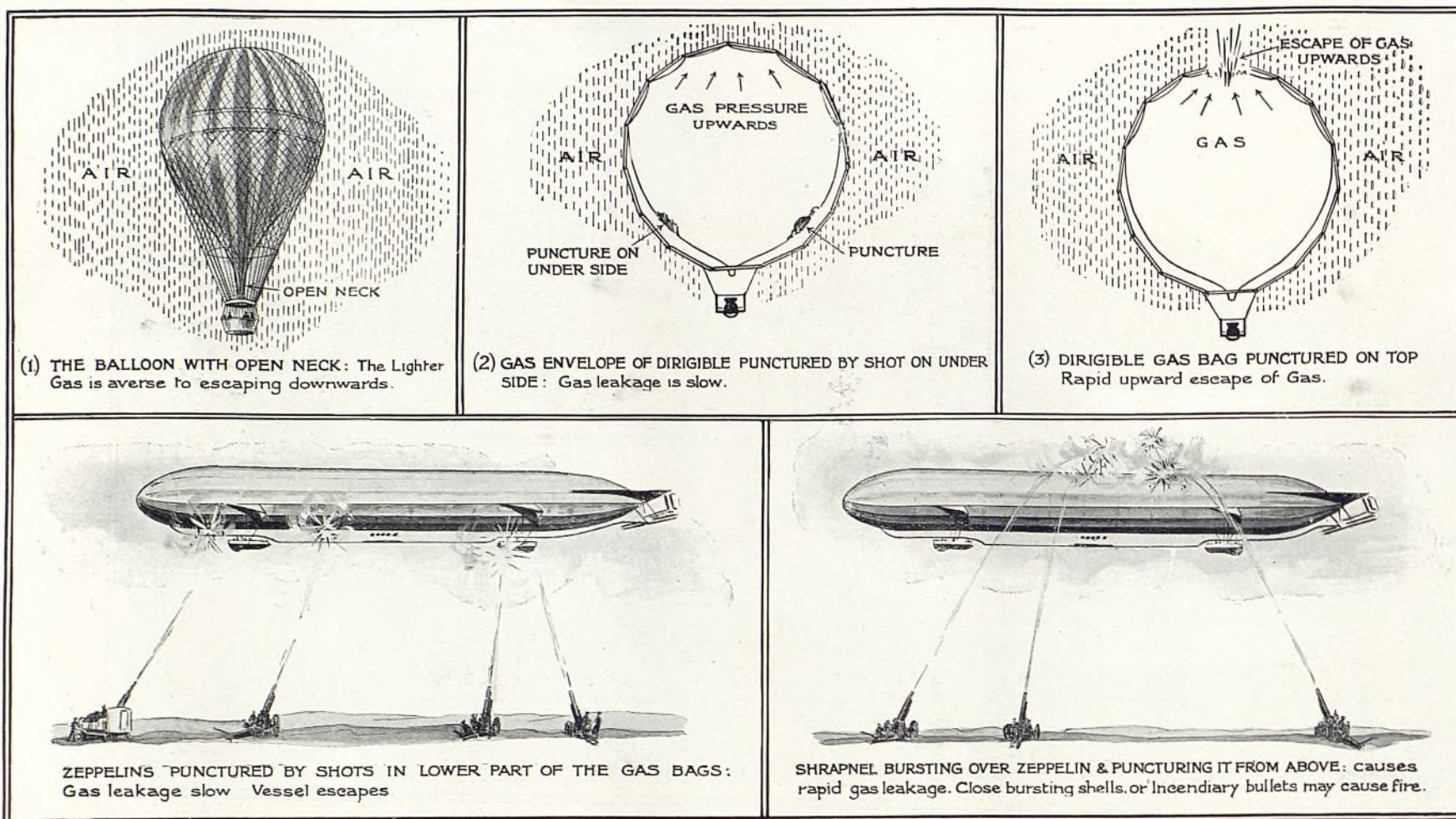
broken propeller, a work which evidently required a steady hand and nerve. Let us hope that a great deal more of this work will be necessary in the near future.



The Benefactor of Mankind, Count Zeppelin, with his Majesty the King of Saxony in the Central Cabin of a Zeppelin Airship

The count is seen standing with the King in the second window from the left. The count (1) stands on the right, the King (2) on the left. Two staff officers in attendance on the King can be seen in another window. They are evidently of the type which Senator Beveridge finds so charming. Count Zeppelin is now a man of seventy-six years of age. He fought as a captain in the Franco-Prussian War and later began to interest himself in aircraft. It was in 1900 that he completed his first dirigible with balloonet sub-divisions. He had many failures before arriving at the present form of the Zeppelin

WHERE a ZEPPELIN is VULNERABLE : And Where it is Protected.

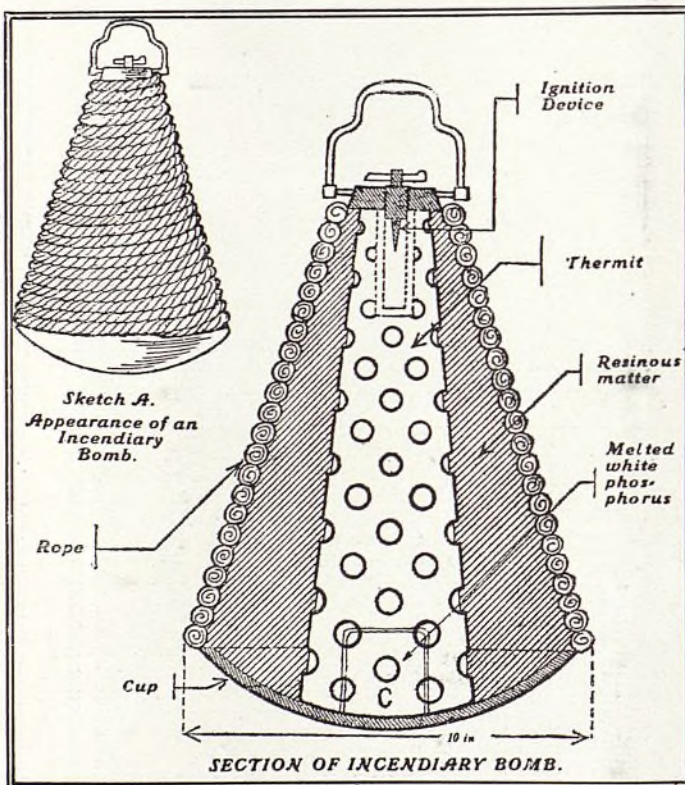


WHY A PUNCTURE ON THE UNDERSIDE OF A ZEPPELIN NEED NOT PROVE FATAL

It is important to note that Zeppelin airships are not vulnerable to the same degree all over the airship. A wound in a certain part would damage the airship to a far greater degree than in another. This is owing to the fact that the Zeppelin is held aloft in the air by a gas which has a persistent upward tendency. There is an interesting application of the diving bell principle to be noted here. A vessel full of air if depressed mouth downwards in water will resist the ingress of water and the air will remain imprisoned rather than force

its way downward against the water. On the same principle the ordinary gas balloon ascends with its downward-pointing neck open, and in this case the lighter gas is averse to descending. But puncture the upper part of the diving bell in water or the balloon in air and the lighter element rapidly escapes upwards. So when the Zeppelin is punctured at its base the gas leaks out very slowly. The proper plan is to puncture it on the upper side. But best of all is it to ignite the gas.

Several kinds of bombs are dropped from Zeppelins. Some of them are explosive, causing a violent but local detonation. Another type, which is here illustrated, is known as an incendiary bomb. It readily fires buildings and their contents owing to the fierce nature of the flames and the molten metal generated by the chemicals used. Fires caused by incendiary bombs may be prevented from spreading, regardless of the high temperature generated at the actual seat of the outbreak, if water be promptly applied in fair bulk, force, and continuity, say from a series of buckets energetically thrown or hand pumps vigorously worked. Sand or loose soil similarly thrown might be useful in the absence of water, but would not have the necessary cooling effect. The application of single buckets of water, single shovels of sand, and so forth, it may be said, would be comparatively valueless, a concentration of the available liquid first-aid appliances being required to bring about a real slackening of the fire.



SECTION of a ZEPPELIN INCENDIARY BOMB

The following points concerning the nature of Zeppelin incendiary bombs should be noted:—

(a) The bomb, as a rule, is conical, of 10 in. diameter at the base, corded round, and has a metal handle at the apex (see A).

(b) The base is a flat cup, on to which a pierced metal funnel is fitted, having the ignition device and handle fitted at the top.

(c) The funnel is generally filled with Thermit, which upon ignition generates intense heat and by the time of the concussion has taken the form of molten metal of the extraordinary high temperature of over 5,000 deg. Fahr. The molten metal is spread by the concussion.

(d) Outside the funnel is a padding of a highly inflammable or resinous material bound on with an inflammable form of rope. The resinous material creates a pungent smoke.

(e) There is generally some melted white phosphorus in the bottom of the cap which develops nauseous fumes.

(f) In some cases celluloid chippings are added and occasionally a small quantity of petrol.

The British Fire Prevention Syndicate make the following suggestions to householders who may happen to come within too intimate relations with Zeppelin bombs:—

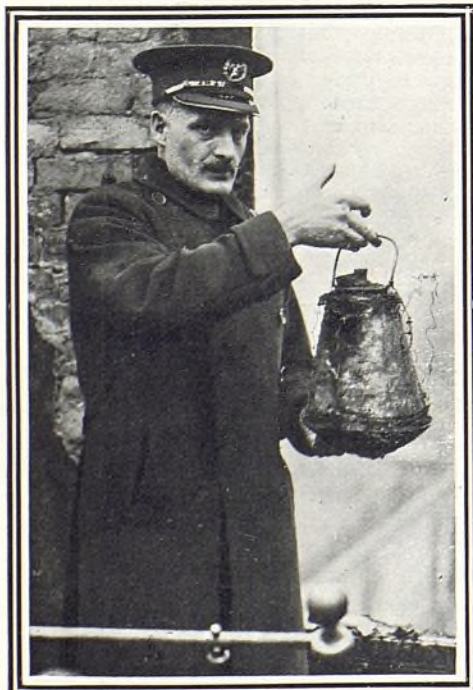
Buckets of water (supplemented where feasible by ordinary hand pumps) are recommended as the most suitable and economical fire appliances, and, where oil or spirit is used, buckets of sand.

Don't wait until a fire occurs to find the best way out in the dark. Think of a couple of ways out beforehand.

If there is a dense smoke from a fire, remember that the air is clearer near the ground, so crawl on the floor, with a handkerchief, wet rag, or respirator in front of your mouth.

Ascertain the quickest means of obtaining assistance from the Fire Brigade and Police. Post up the necessary particulars, nearest fire-alarm, etc., on the ground floor.

Turn off gas and electric light at the meters. Don't run or shout. Keep calm as an example to others.



An Incendiary Bomb which Failed in its Object

This bomb still shows the general framework complete



An Incendiary Bomb After Doing its Worst

The bomb on the right has scattered its blazing Thermit at a temperature of 3-5,000 deg. Fahr.

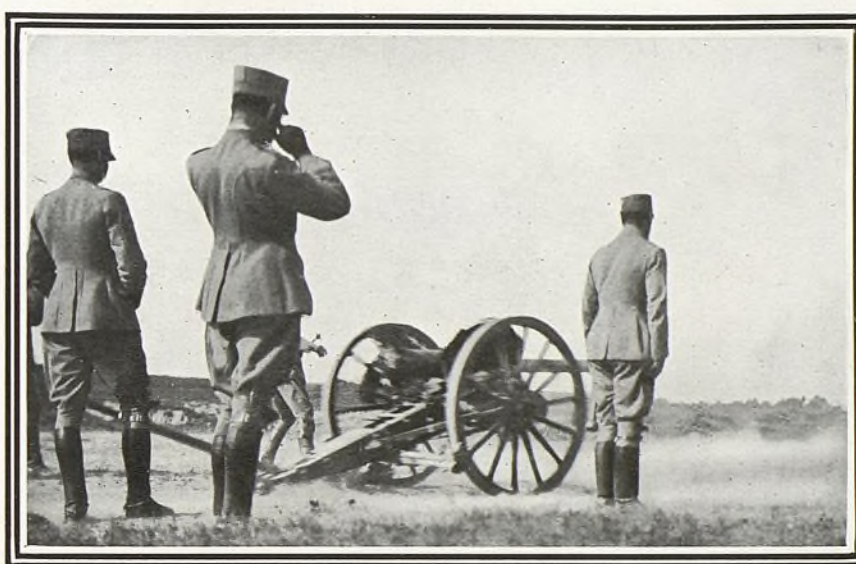
THE ITALIAN ARTILLERY : The New 75-mm. Gun.



The New Italian Field Gun, Invented by Colonel Deport of the French Army



The New Italian Gun Weighs only 20 Cwt.



Firing an Italian Field Gun

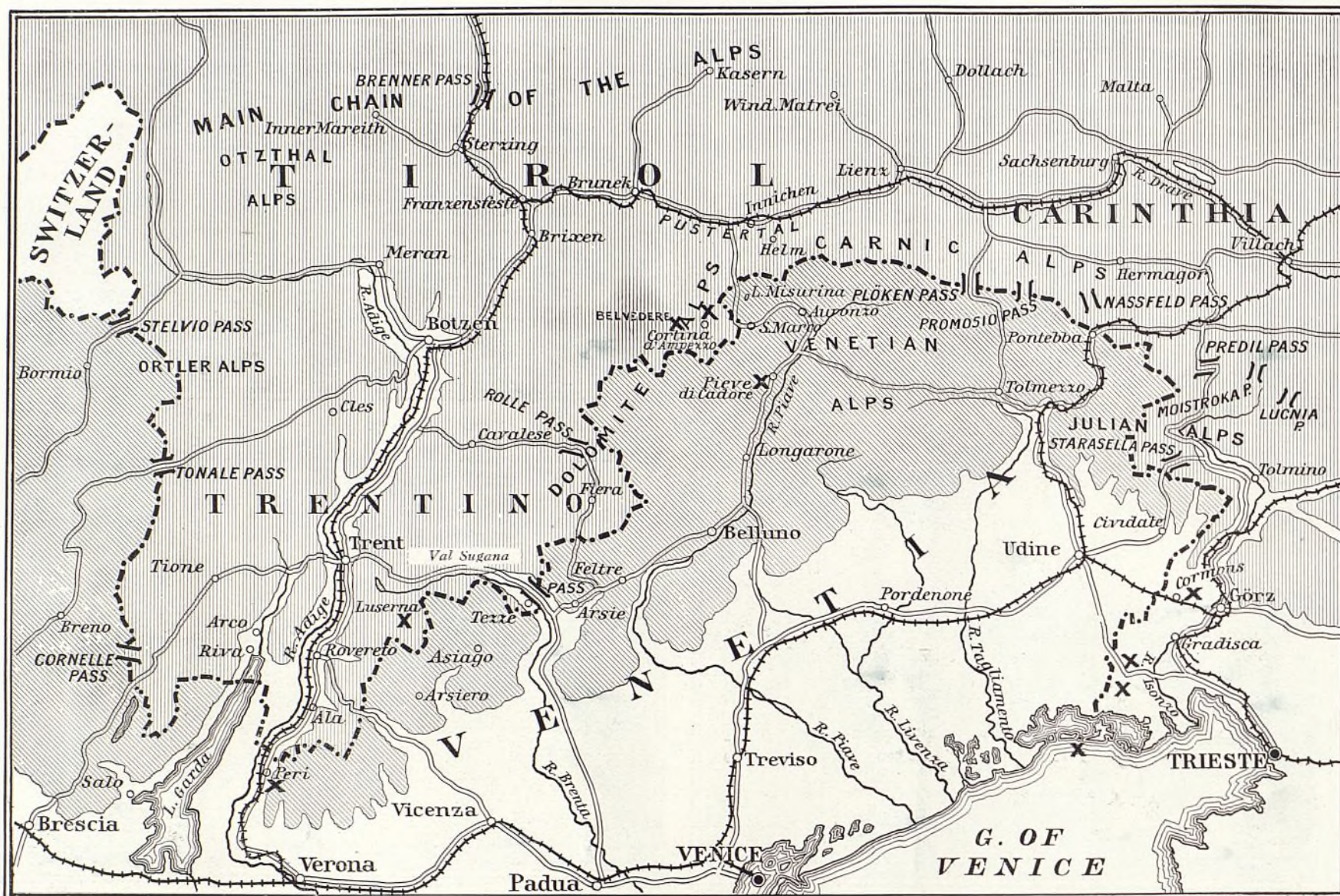


Italian Officers in their Field Service Uniforms of Grey-green. All the Caps have a Big Shady Peak

The Italian field batteries have recently been partially armed with a 75-mm. gun of the Deport pattern. The mechanism of this gun was invented by Colonel Deport, who was the principal designer of the 75-mm. French service gun, which has earned such great praise in the recent fighting in the western theatre of this great war. The Deport gun is remarkable for its lightness when compared with the weight of its shell power. The gun fires a 16-lb. shell and weighs with its shield slightly under 20 cwt., and when fully limbered with twenty rounds in the limber it barely weighs 29 cwt. behind the team. This result is obtained by means of its compressed-air buffer, which is also the means of running up the gun. There is, however, one very great drawback to the compressed-air recoil gear, which consists in its variable resistance. The buffer has with this pattern to be some

12 in. longer than with the hydraulic buffer, and a recoil of about 5 ft. has to be arranged for. The great advantage of this gun is the lightness of its carriage, the wheels of which are 4 ft. 8 in. in diameter. The breech action of the gun is the eccentric screw with a partial automatic action. A spike has been also specially introduced for this gun in place of the spade which is used in the French field 75-mm. gun. The point of the trail is fixed firmly to the ground by means of a stout steel bar driven in by a hammer. Some of the most recent patterns of this gun issued to the Italian troops have a compound hydraulic buffer. The carriage has what is called a "scissors" trail, the portions opening out to an angle of 50 degrees when firing. The two portions are nailed to the ground as before. This pattern of gun can be elevated up to 55 degrees.

The AUSTRO-ITALIAN PASSES: *Special "Sphere" Map.*



WHERE THE ITALIAN TROOPS ARE ADVANCING INTO AUSTRIAN TERRITORY (INDICATED BY CROSSES)

SOME NOTES on the ITALIAN POSITION

By L. M. Davidson

On four separate fronts to-day Italy is fighting for the restoration of her lost provinces over a frontier some 300 miles in extent, from the lofty triangle where she meets Switzerland and Austria close to the top of the Stelvio Pass to Porto Buso on the shores of the Adriatic.

Whichever of her borders we examine it will be found that great mountains, and in the Dolomite groups, high rocky walls, over the centre of which more often than not the frontier line runs, separate her from her neighbours, with the exception of the flat country of the Udine.

Putting political considerations on one side, it was felt by those who longed for the entry of Italy into the European conflict, and who were well aware of the character of the country through which she would have to operate, that not until the full strength of the spring sun had warmed the southern mountain slopes would it be possible or wise for her to take her place by the side of the Allies of the Entente.

How constantly in the last few months has one not had to curb one's irritation at the impatient and doubting friends of Italy who would sooner have had her "unready" than wait for her?

"Do not worry, Italy is all right; she will not be hustled, she knows what she is about, she is coming in—but, it will be with the melting of the snows, and not before," has been the only way to answer such people.

Not all have understood that everything required by an army intending to face Austria had to be taken

up-hill over snow passes, and often guns, munitions, and supplies have had to be dragged or carried up narrow rocky paths still frostbound, and at best most likely slippery from slimy mud, or along woodcutters' paths under pines only just released from their weight of winter snow.

It should be remembered that Italy had the "mud-misery" experiences of the western front before her all these months, but whilst the Allies operated upon a fairly flat field, she, on the contrary, would almost always fight upon rising ground, and this must have been a big factor in making her bide her time until the melting of the snows, the sinking of the swollen torrents which very frequently at this time spread across many of the roads, besides the clearing away of the stone avalanches which would so much hinder the passage of troops, along the mountain roads.

Italy's high roads from the plains into the mountains are splendid, but after being covered for months with many feet of snow they are not ready for the passage of armies until they have been well mended and thoroughly dried. All this takes time.

Some of the lower passes are open in good weather by the end of May, but not all. The Tre Croci Pass has been open on May 26 between Cortina in Austria and Lake Misurina in Italy. The drive up from Cortina, along a narrow road between pastures covered with huge dandelions and forget-me-nots of the deepest blue, under a sky which matched them, whilst a scorching sun threw a haze over the rampart of rocks, is an experience not soon forgotten.

Every week will add fresh names to the list of open passes, but the highest of all between Italy and Austria, the Stelvio Pass (shown on the opposite page), whose absolute top is Austrian, is not usually open until July 22 or 23, and even then the road is dripping wet, and a passage is cut in the 5 ft. or 6 ft. high snow for carriage traffic.

Geographically the difficulties to be overcome in invading Tirol from Italy are enormous, most of the work being naturally up-hill; particularly is this the case on the Trentino front, as here there is much more and longer-lasting snow than on the Cadore front. On the Carnia front to the north-east of Tirol, the Italian Alpine regiments will be at home in a wild country with few roads, and no railways after Pontebba and Tolmezzo.

Taking the road from Chiusaforte and over the Predil Pass (3,795 ft.), across the frontier, the Italians will threaten the railway lines of Tarvis-Laibach; and if they can push on to Villach they will seriously menace the Klagenfurt junction and be astride the main line of Vienna-Triest, and also Vienna-Franzensfeste-Innsbruck; this no doubt is their objective in this district.

From the railhead at Tolmezzo the army follows the road used by Caesar through the Val di S. Pietro, leading to the Plöcken Monte Croce Pass (4,460 ft.), by which the Drau-Tal or Drave valley is reached, and the railway to Lienz again is threatened. Descending the Plöcken Pass to Kötschach the high road through the Ober Gail-Tal leads to the charming village of Hermagor, from whence never again shall pilgrims to the Gartnerkofel (7,210 ft.) in early June, behold its slopes glow with the glorious blue of the lovely *Wulfenia carinthiaca*; nowhere else in Europe is this beautiful plant to be found, and very probably it may share the fate of other hill slopes under shell fire and become exterminated.

There is no doubt that Italy by taking the initiative has at once closed all her doors to the enemy. By rushing troops up to all the mountain passes she has been enabled to occupy much of the enemy's frontier.

Good use has been made of the splendid Cà road from Auronzo along the Anzei river which separates Italy from Austria in the magnificent San Marco forest, up to Lake Misurina on the Italian frontier, whereby a great concentration of forces at three important points bids fair to cause Austria serious trouble in the Puster-Tal valley.

The rapid concentration of her forces at Cadore around Lago Misurina has enabled Italy to rush the Austrian frontier blockhouse at the Passo di Tre Croci and swoop down and occupy strategic points above Italian-speaking Cortina d'Ampezzo, where she will undoubtedly be welcomed by all the Italians, some of whom when asked "Why, as this is Austria, should you nearly all speak Italian?" reply to this remark with a shrug of the shoulders and a smile, "e la madre lingua," which settles the whole matter.

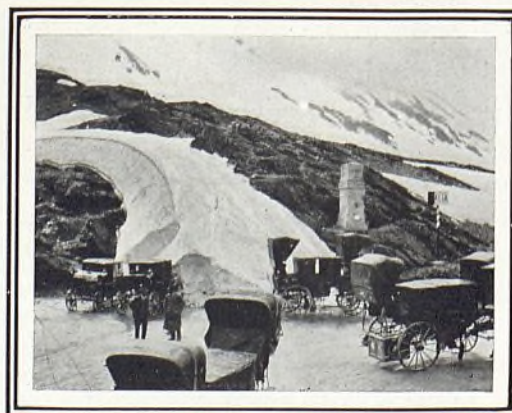
North-east of Lago Misurina the Italian forces have made good their time by occupying the Forcella Laveredo at the foot of the great Drei Zinnen on the high Sexten plateau; by continuing their path down the Altsenstein-Tal they may make themselves masters of the Septental, and from this point again menace the Puster-Tal railway at Innichen, but before this they are likely to have difficult work with the forts hidden high up amongst the tree slopes of the Gzellknoten and the Helm.

Should the troops still be victorious they will push on along the Puster-Tal to Bruneck, where hard work would await them in front of the chiasaforte of the Brenner Pass, the great mountain fortress of Franzensfeste, where they may be held up for long.



The Summit of the Stelvio Pass

The summit of Stelvio Pass, 9,041 ft. above sea level



The Frontier of Three Nations

Showing the Eben glacier at the back of Ferdinand's Höhe

The ITALIAN FRONTIER : A Famous and Typical Pass.



THE WINDINGS OF THE ROAD THROUGH THE STELVIO PASS—THE HIGHEST CARRIAGE ROAD IN EUROPE

In the days when Milan and Northern Italy were in the possession of Austria—before the advent of railways—the Austrians desired to connect their territories by a main road which should avoid the kingdom of Venezia (Venice). By high-handed methods they attempted to construct one through Grisons (Switzerland), where the mountain range was lower and where the difficulties of construction and cost would be less. This attempt was successfully resisted by the warlike inhabitants, and the Austrians were thus left with the only alternative, the Stelvio—or, as they call it, Stilfs. Briefly, this is the *raison d'être* of the far-famed Stelvio Pass, the highest carriage road in Europe, and, in fact, in the world. It was made throughout by hand,

and, alike in the difficulty of construction, perfection of surface, and beauty of scenery, it is without a rival. Upon its heavily-fortified summit, which is a tiny plateau about 100 yards square, is the boundary between Switzerland, Italy, and Austria. Moreover, it is some hundreds of feet above the line of perpetual snow and has therefore to be cleared by hand each year. It is open for traffic from the end of June to the middle of September. The height of the summit of the pass is 9,041 ft. and is reached by an average gradient of 1 in 11. The number of tourniquets (or hair-pin bends) is eighty, thirty-four on the Italian side and forty-six on the Austrian. The last four miles to the top on the latter side form a veritable ladder.

b

THE FRENCH ATTACK ON THE GERMANS NEAR



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FRENCH INFANTRY RETURNING TO THEIR CANTONMENT AFTER DRIVING THE

The Bois d'Ailly—which witnessed some of the heaviest fighting during the recent French advance around St. Mihiel—is about two miles to the south-east of that town, and is near the village of Ailly. The wood lies at the north-western extremity of the forest of Apremont, straddling a height of which the southern slopes descend rapidly towards a ravine. The Germans held an angular spur, including the outskirts of the wood on the lower part of the slope. The French trenches, following the ravine, went up the unwooded path of the hill on the border of

the wood until about half-way up the slope. In the spur the Germans had organised a very strong entrenchment, christened by the French "The Fort." In the wood itself their trenches were in three lines, one above the other, communicating with their rear by saps. All this position is now in French hands. The troops which carried it are soldiers who are calm and patient at their work and remarkable equally for their ardour and their sangfroid. The success is due to the military valour of these regiments, to the power of the means and material at the service of the French

ST. MIHIEL : A STIRRING INCIDENT AFTER THE CAPTURE OF THE BOIS D'AILLY BY THE FRENCH.



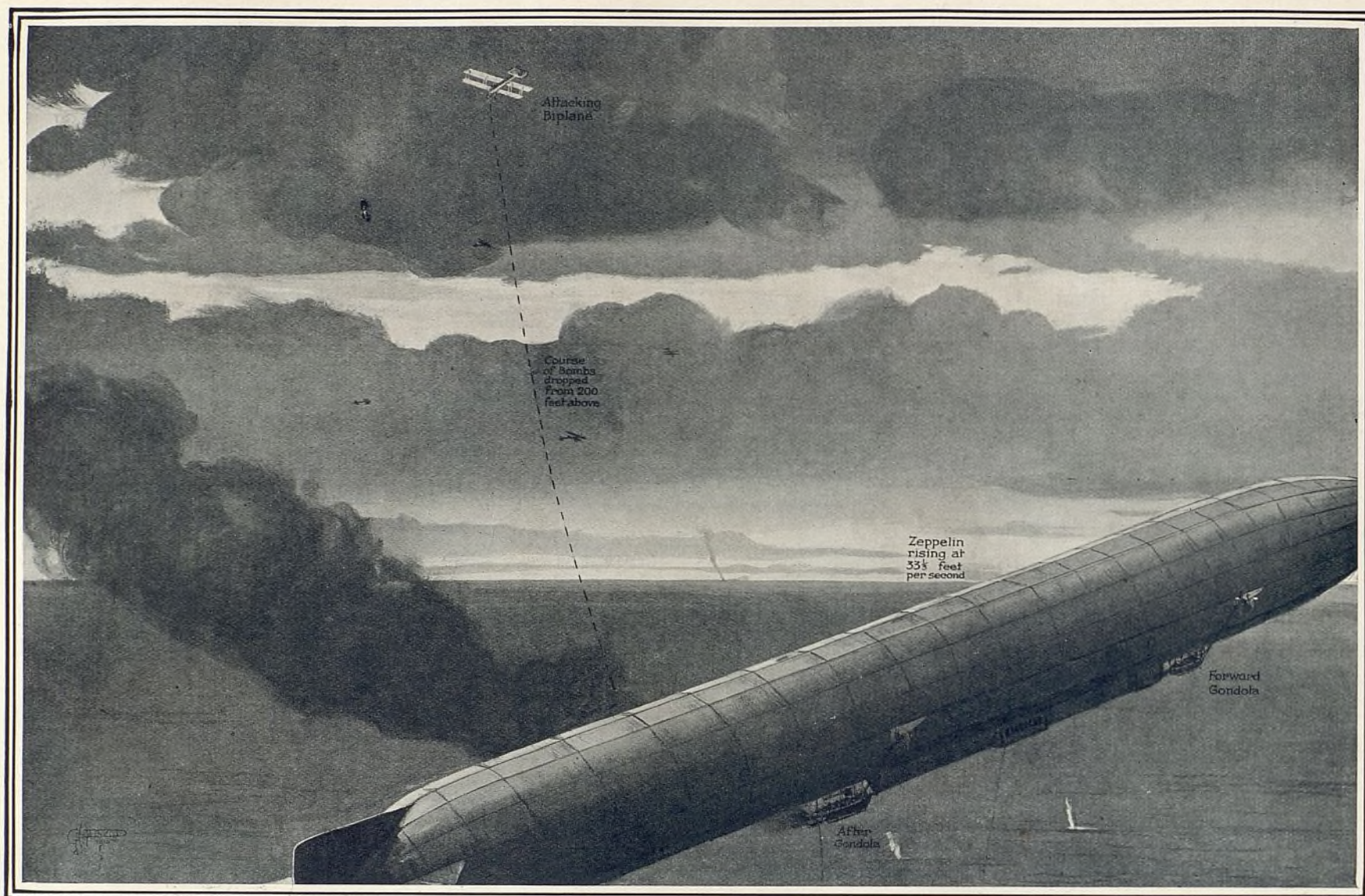
DRAWN BY PAUL THIRIAT, SPECIAL ARTIST OF "THE SPHERE" IN FRANCE

GERMANS FROM THEIR TRENCHES IN THE BOIS D'AILLY, NEAR ST. MIHIEL

and to the careful preparations for the attack. After the action one of the regiments which had taken part in the assault returned to its cantonment for a rest, preceded by a band and with colours flying. The men were covered with mud and dust, and the coats of some of them were still stained with blood. It is this latter scene which is depicted above. To quote from M. Thiriat himself: "The French infantry came back into their second line to rest after the action with their bands playing and colours flying. All the wounded soldiers who were able to walk would not

let their comrades go back without them. The return of the victorious regiments looked extremely picturesque. Their uniforms were covered with mud—they were as dirty as they possibly could be; the wounded, notwithstanding their pain, looked proud and glad to be there. The soldiers who had not had the honour of taking part in the action saluted their comrades and the colours with love and devotion, whilst the German prisoners looked on astonished at this patriotic demonstration, unable to understand its significance.

An EPOCH-MARKING CONTEST : The First Fight Between Aeroplanes and a Zeppelin.



HOW THE FIRST BOMB FROM AN AEROPLANE WAS DROPPED UPON A ZEPPELIN IN ACTUAL WARFARE

DRAWINGS BY G. H. DAVIS

The Zeppelin is shown in the front of the picture proceeding rapidly to the right. In addition to her forward speed she is at the same time rapidly rising at no less a speed than $33\frac{1}{2}$ ft. per second. The aeroplane is seen above at a distance of 200 ft. If one imagines the top of the Zeppelin as being level with the ground of St. Paul's Churchyard, then the aviator dropped his bomb from a little less than halfway up the cathedral. The machine which thus had the honour of first stabbing a Zeppelin in the ribs was not a seaplane—it carried no floats—but was an "Avro" biplane.

The Zeppelin which attacked Ramsgate early in the morning of May 17 was itself attacked by our aircraft from the air-stations at Eastchurch and Westgate

and chased seaward. When off Nieuport the giant gas bag was attacked by eight machines which had come out from Dunkirk, and it was one of these machines which is reported to have damaged it. The incident is of special interest owing to the fact that this is the first officially recorded action between an airship of the Zeppelin type and aeroplanes.

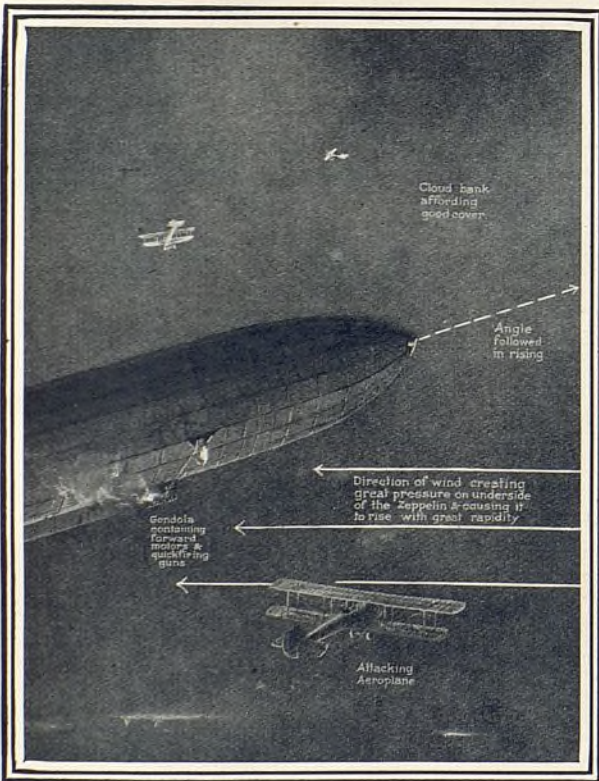
Though it was claimed that the dirigible was set on fire and went upwards tail down, it is not certain that she was damaged, for if she had been seriously set alight it is pretty certain she would have come to earth a flaming wreck.

Clouds as Hiding-places for Zeppelins

It must be remembered that whereas the heavier-than-air machine climbs in a series of spirals, as depicted on the annexed illustration, the dirigible goes aloft by rapidly tilting her nose and putting her tail down and sliding straight upwards. Attacked by so many fast machines the Zeppelin naturally looked round for a convenient cloud to use as cover, and finding what she sought, rapidly climbed upwards to prevent her opponents getting above her, and secondly, to utilise the cloud as a hiding place.

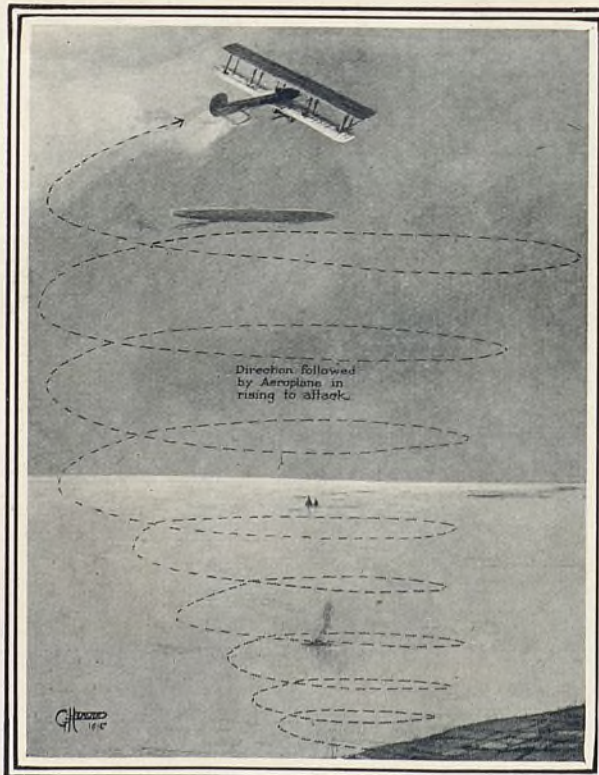
Flight-Commander Bigsworth in his "Avro" biplane managed to get above the Zeppelin and, as depicted in the above illustration, was able to drop four bombs when 200 ft. above the huge envelope. Smoke immediately rose as the Zeppelin tilted upwards, though no flames were seen. This means that the bomb did not do its work properly, or there is the other theory, that it did not hit the German at all, but the smoke seen was caused by the rapid upward climb of the airship forcing the oil in the sumps of the engines to run back

into the rear cylinders and cause them to be over-lubricated and spout out black smoke from the exhausts. A Zeppelin at full speed can rise 1,000 ft. in 30 secs.



How the Wind Pressure on the Underside of a Zeppelin Forces it Rapidly Upwards

The attacking aeroplane must be capable of very rapid soaring



How the Aeroplane Rises in Circles to Reach a High Level

The aeroplane cannot force its way directly upwards; it must soar round and round in circles

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 M. A. Fitzroy
4th Seaforth Highlanders. Aged 19. He obtained his commission in Sept. and captaincy in March



Capt. C. E. W. Bland, D.S.O.
K.O.S.B. Aged 33 years. He saw much service during the South African War in 1900-2



Captain T. H. O. Crawley
4th Worcestershire Regiment. Aged 30. He entered the army in 1906, becoming capt. in March last



Captain G. D. Mathew
2nd Gurkha Rifles. He obtained his first commission in Jan., 1901, and became capt. in Jan. 1911



Captain S. H. F. Muriel
1st Border Regiment. Aged 37. He served during the S. African War, being mentioned in despatches



2nd Lieutenant D. E. Hooper
2nd East Lancashire Regiment. He obtained his commission in the regiment as 2nd lieutenant in October, 1914



Lieutenant T. H. Daw
East Lancashire Regt. Aged 23. Mentioned in despatches in Jan. when he was wounded



2nd Lieutenant W. L. Palmer
3rd Monmouthshire Regiment. Aged 25 years. He was gazetted in September, 1914



Lieutenant W. M. West
1st Cambridgeshire Regiment. Aged 19 years. He received his commission in March, 1914



Lieutenant V. H. Hardy
1st York and Lancaster Regt. The youngest son of the late Captain Hardy and of Mrs. Nightingale of Sandown



Lieutenant H. Bertram Price
London Rifle Brigade. Aged 24 years. At the time of his death he was in command of a company



2nd Lieutenant E. H. Coleman
2nd Royal Irish Fusiliers. Aged 23. He received his commission in December last



Lieutenant T. L. Loder-Symonds
Scottish Rifles. Two of his brothers have been killed and another taken prisoner



2nd Lieutenant E. J. Darton
Royal Engineers. Aged 21. He died attempting to save one of his men at Colchester



2nd Lieutenant I. F. R. Miller
Royal Inniskilling Fusiliers. He was mentioned in despatches, being gazetted from the Militia to the Regulars



Lieut.-Colonel A. P. D. Birchall
4th Battalion Canadian Contingent. Aged 38 years. He served during the South African War; and in 1910 was seconded for service with the Royal Canadian Regiment



2nd Lieutenant A. J. L. Knight-Bruce
Royal Field Artillery. He received his commission in July last. He was the only surviving son of Major J. C. L. Knight-Bruce of Iden Grange, Staplehurst, at present commanding the Base Depot, 28th Division, at Rouen



Lieutenant P. W. Bradley
3rd Royal West Kent Regt. Aged 27 years. The son of Brigadier-General C. E. Bradley, C.B., interned as a prisoner-of-war in Germany



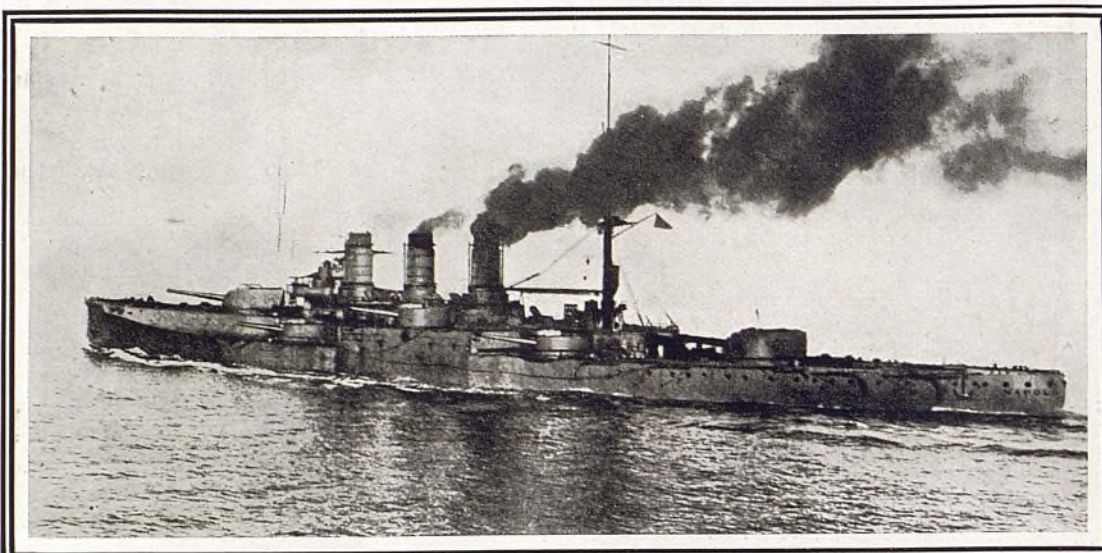
Lieutenant T. W. Wilson
6th Liverpool Regiment. Aged 24 years. He became lieutenant in March, 1911. He was the youngest son of Colonel G. A. Wilson, V.D., commanding the 26th (Rifle) Battalion Liverpool Regiment, and Mrs. Wilson



Major G. F. Muller
R.M.L.I. Aged 38 years. He became a 2nd lieutenant in 1894, attaining the rank of major in 1913. He was the only son of Mr. and Mrs. H. Muller of Eltham, Kent

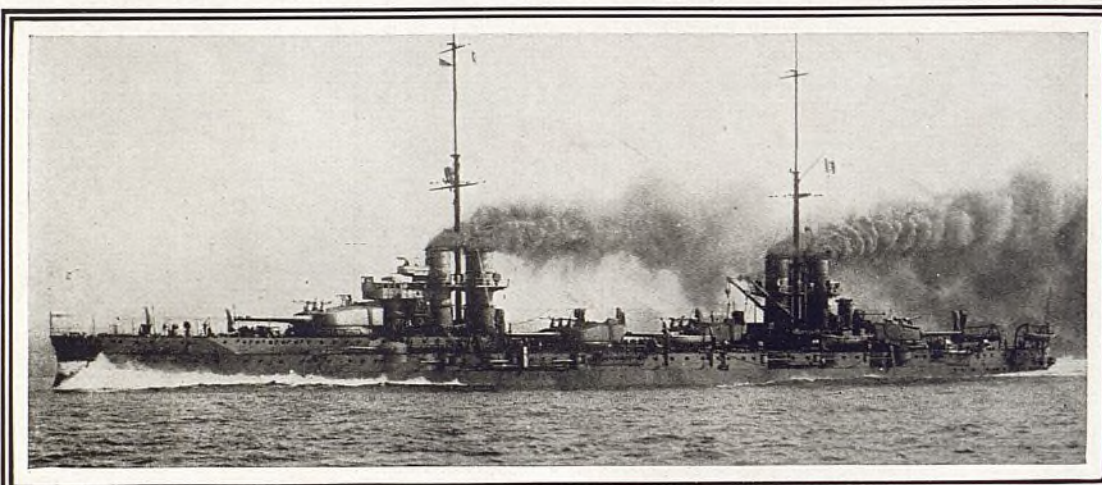
Pro patria mori

ITALY'S FIGHTING POWER AT SEA: The Results



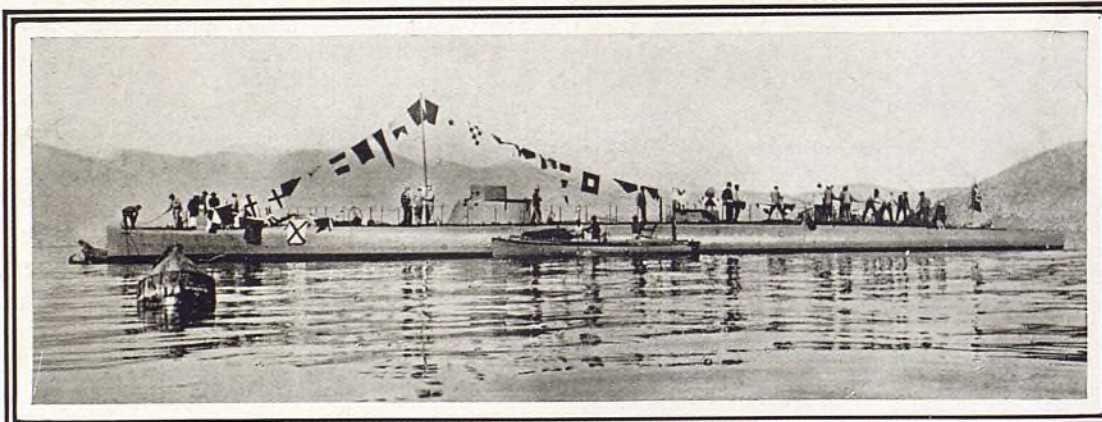
PRE-DREADNOUGHTS—Four Ships of the "Vittorio Emanuele" Class

This vessel, the "Napoli," is distinguished by three funnels placed fairly close together and one pole mast. All the vessels of the class are armed with two 12-in. and twelve 8-in. guns.



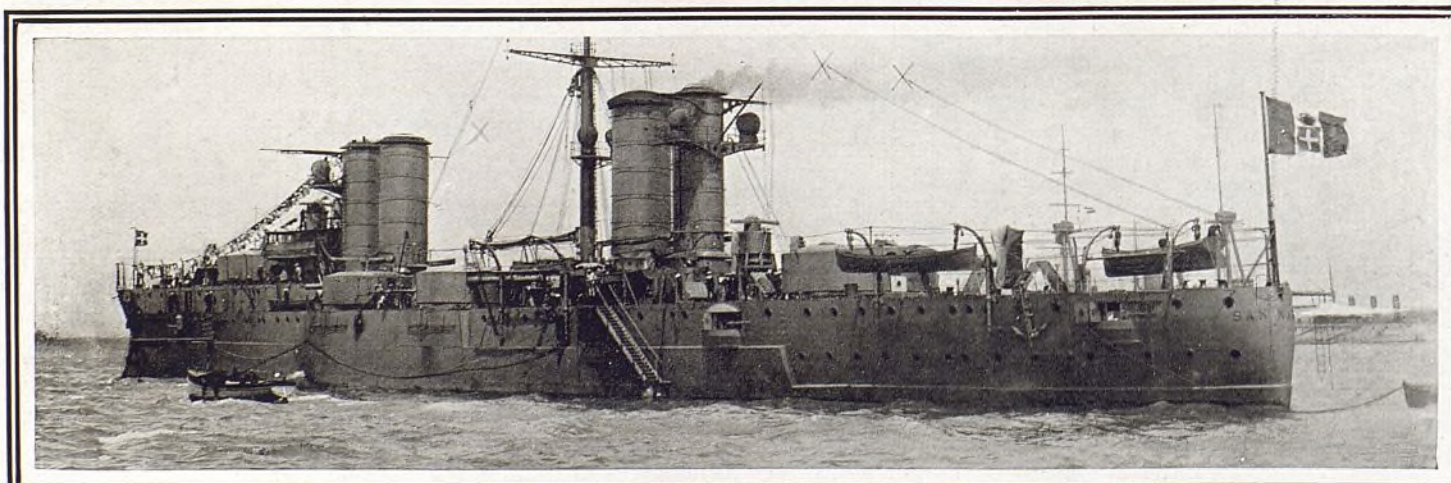
ITALY'S FIRST DREADNOUGHT—The "Dante Alighieri"

A remarkable fighting ship, having great hitting power and proved on her speed trials to be the fastest Dreadnought afloat at that time.



ITALIAN SUBMARINES—All of the Submersible Type

The most recent Italian submarines are of the Laurenti type, driven by Fiat heavy-oil engines, and are submersibles of a class which is looked upon as amongst the finest submarine craft produced by any nation.



ITALIAN ARMoured CRUISERS—The "San Marco" ("San Giorgio" Type)

There are two vessels of this type, the "San Marco" and the "San Giorgio." This view shows the "San Marco's" closely-coupled funnels and her single pole mast. The two arms of the range-finder can be seen just astern of the two stern funnels. At the stern pole floats the Italian naval flag of green, white, and red, with the arms of Savoy in the centre—a white cross on a red ground enclosed within a green band and surmounted by a crown.

DREADNOUGHTS

Name.	Number in Class.
Caio Duilio class	2 ships
Conte Di Cavour class	3 ships
Dante Alighieri class	1 ship

4 super-Dreadnoughts of

PRE-DREADNOUGHTS

Vittorio Emanuele class	4 ships
Benedetto Brin class	2 ships

4 old battleships of

ARMoured CRUISERS

San Giorgio class	2 ships
Pisa class	2 ships
Guisepe Garibaldi class	3 ships
Vettor Pisani class	2 ships

LIGHT CRUISERS—Modern

Basilicata class	2 ships
Libya class	1 ship
Nino Bixio class	3 ships

PROTECTED CRUISERS—Old Type

Puglia class	1 ship
Calabria class	1 ship
Lombardia class	3 ships
Marco Polo	1 ship

DESTROYERS

48 boats completed
Displacements from 298 to 1,000 tons
Speeds from 28 to 34 knots

TORPEDO BOATS

72 modern craft up to 217 tons displacement
Speeds to 30 knots
About 34 old obsolete boats in addition

ITALIAN and AUSTRIAN NAVAL POWER

The Question of Men and Ships

Italy and Austria in a geographical sense are similar to this country and Germany; whereas the former Power in each case has a lengthy coast-line to defend, the latter nations have but small strips of coast territory. In recent years, owing to their alliance, it has been customary to group the Austrian and Italian fleets together, but it was a well-known fact that the feverish activity in building up fleets within recent years had more to do with the latent enmity between the two Powers than any other factor. When Italy commenced the reconstruction of her fleet her ally on the other side of the Adriatic at once looked upon this move with suspicion, and though it was publicly announced that the two nations were not rivals in naval construction, nevertheless the people of the Dual Monarchy were disturbed, and from that time onward the fleet began to grow in popularity, fostered by a powerful navy league, just as it was in Germany, and the two nations commenced to spend large sums upon fighting ships.

From 1909 onward the Italian naval estimates have continually increased, and in 1914 exceeded £10,000,000.

Italy's first three Dreadnoughts are remarkable ships, each armed with thirteen 12-in. guns and driven by Parsons turbines. These engines give them a sea speed that exceeded twenty-four knots on trials, so that the ships were the fore-runners of our vessels of the Queen Elizabeth type. On the other hand, the first Austrian Dreadnought, the *Viribus Unitis*, attained but 20.87 knots at full power, and though better armoured than the Italian ships was, it will be observed, inferior in manoeuvring power.

In regard to that very important factor, the *personnel*, the Italian sailors are generally believed to be far superior to their rivals. With a far larger seafaring population to draw upon the Italians have a great pull over the Austrians, who, like the Germans, have to recruit a number of their blue-jackets from the inland pro-

of the Nation's Increased Expenditure During Recent Years.

Displacement.	Main Armament.	Secondary Guns.	Speed.
22,000 tons	13-12 in.	{ 16-6 in. 18-3 in. }	23 knots
22,000 tons	13-12 in.	{ 18-4.7 in. 14-3 in. }	22.5 knots
18,400 tons	12-12 in.	{ 20-4.7 in. 12-3 in. }	23 knots

"Morosini" type building.

PRE-DREADNOUGHTS

12,425 tons	{ 2-12 in. 12-8 in. }	24-3 in.	22 knots
13,427 tons	{ 4-12 in. 4-8 in. }	12-6 in. 20-12 pdr.	18 knots

minor fighting value.

ARMoured CRUISERS

9,830 tons	4-10 in.	{ 8-7.5 in. 18-12 pdr. }	23 knots
9,956 tons	4-10 in.	{ 8-7.5 in. 16-14 pdr. }	23 knots
7,400 tons	{ 1-10 in. 2-8 in. }	14-6 in. 10-12 pdr.	20 knots
6,500 tons	12-6 in.	{ 6-4.7 in. 14-6 pdr. }	20 knots

LIGHT CRUISERS—Modern

2,560 tons	6-4.7 in.	6-12 pdr.	20 knots
3,690 tons	2-6 in.	8-4.7 in.	22 knots
3,380 tons	6-4.7 in.	6-12 pdr.	29 knots

PROTECTED CRUISERS—Old Type

2,538 tons	6-4.7 in.	6-6 pdr.	18 knots
2,245 tons	6-4.7 in.	10 smaller	19 knots
4,511 tons	6-6 in.	10-4.7 in.	19 knots

SUBMARINES

34 submarines completed
From 93-107 tons displacement to 700 tons
Surface speeds from 9-16 knots Submerged speeds 6-12 knots
In addition several small gunboats and fleet auxiliaries.

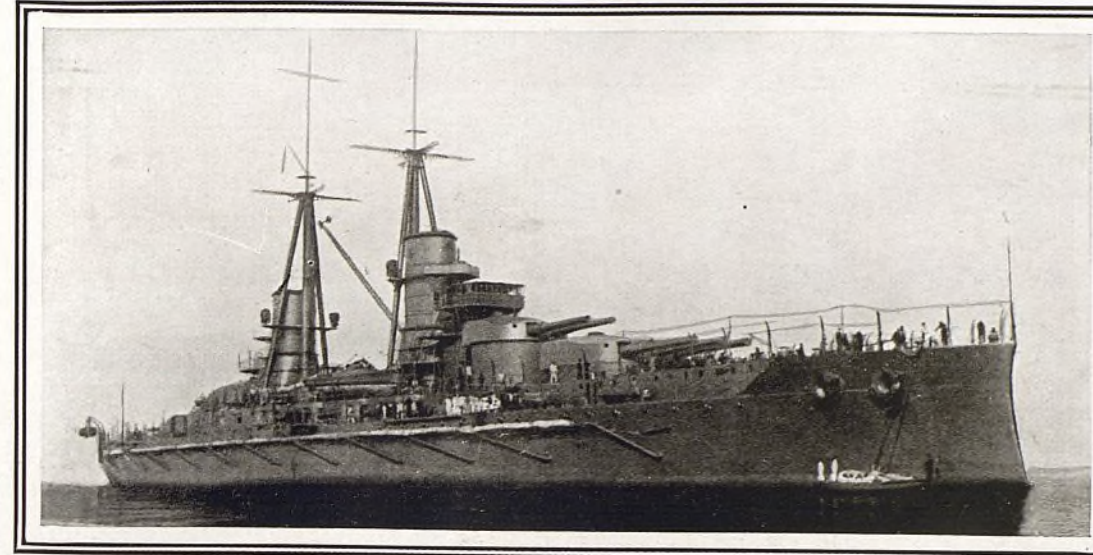
AIRCRAFT

Partial use, if required, of military Forlanini dirigibles
Approximately 100 seaplanes. Consisting of Curtiss Boat type and Farman type, most of the latter made in Italy by the Savoia and Bossi firms

vinces; furthermore, the Italians have in recent years kept their squadrons fairly continuously at sea and have had more ships in constant commission than their rivals. This tends to improve both officers and men, so that to-day the *personnel* of the Italian navy is believed to be infinitely more efficient than their rivals.

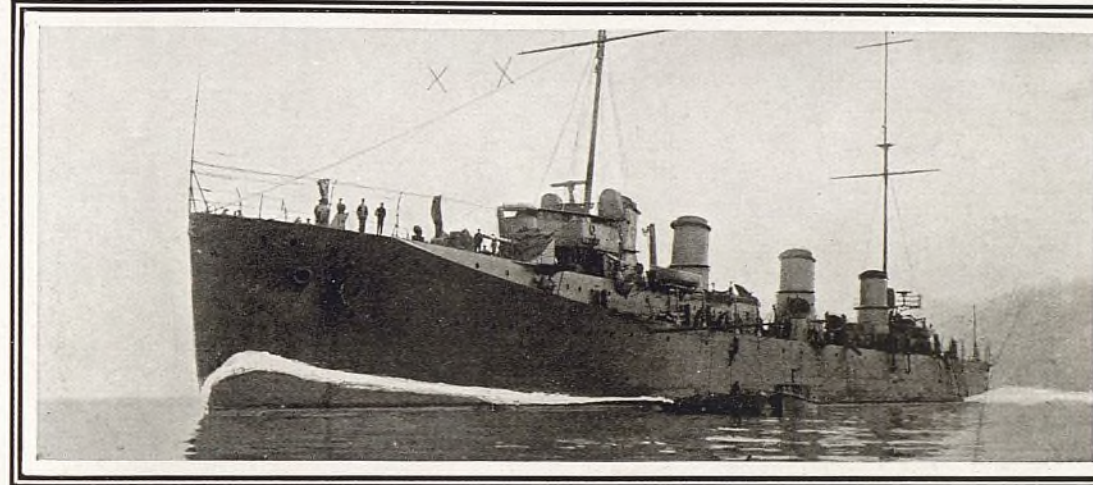
All things considered, Italy's naval power is greater than her neighbours', and though it is hardly possible that there will be any fleet action in the Adriatic until the Austrian ships are forced to sea by land operations, there is certain to be a good deal of light cruiser, destroyer, and submarine activity. Both fleets possess a few of these new fast cruisers and others are building, and one or more possibly completed. The Italian "Quarto" class are speedy little boats of over twenty-eight knots and carry six 4.7-in. guns as their main battery. Opposed to them are the Austrian vessels of the "Admiral Spaun" class, of about the same displacement and speed and mounting nine 50-calibre 4-in. guns. The newest Italian destroyers are superior to the Austrian, and are continuously exercised at sea, so that their officers and men have become a very efficient branch of the service. The newest Italian boats exceed 1,000 tons displacement, and the Italians have in Pattison's, Orlando's, and Ansaldo's three firms renowned for this class of work.

The modern submarines of the two Powers are boats of an excellent type, and though for a while the Italians did not hurry forward their programme in these underwater craft, since the war commenced they have, however, rushed forward the submarines under construction at Venice and Spezia. All the boats are of the submersible type, and those built since 1912 have heavy oil motors and mount two to four torpedo tubes. The Austrian "U" boats are also submersibles, and are generally of the Germania, Krupp type. Only Whitehead's of Fiume being able to construct these under-sea craft, most of the Austrian orders have gone to Germany, so that the submarines of the allied empires are almost identical. Italy's naval aircraft consist of a large number of Curtiss boat type seaplanes purchased in America, and also a fair number of biplanes of the "pusher" type.



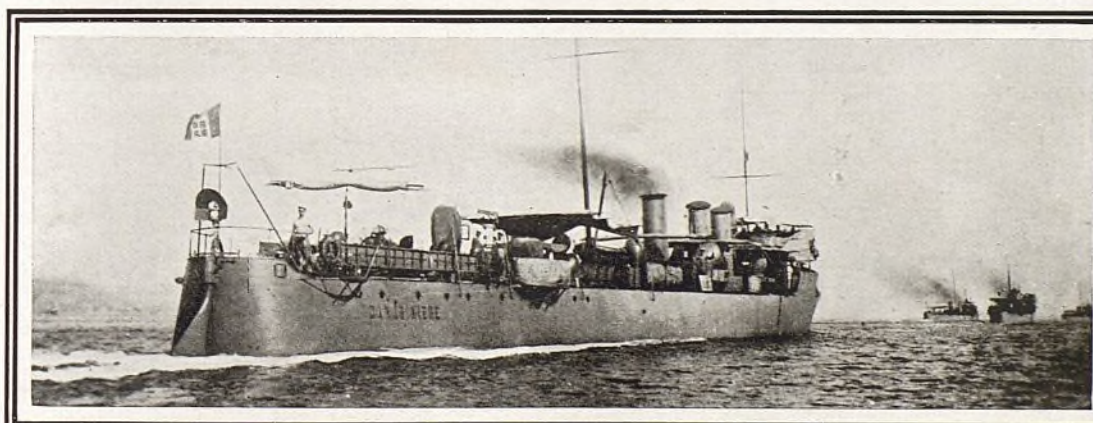
ITALIAN DREADNOUGHTS—"Conte di Cavour" Class—Three Ships

There are three vessels in the class, "Conte di Cavour," "Leonardo da Vinci," and "Giulio Cesare" (shown above). There are two tripod masts placed close behind the two funnels. Superposed centre line turrets.



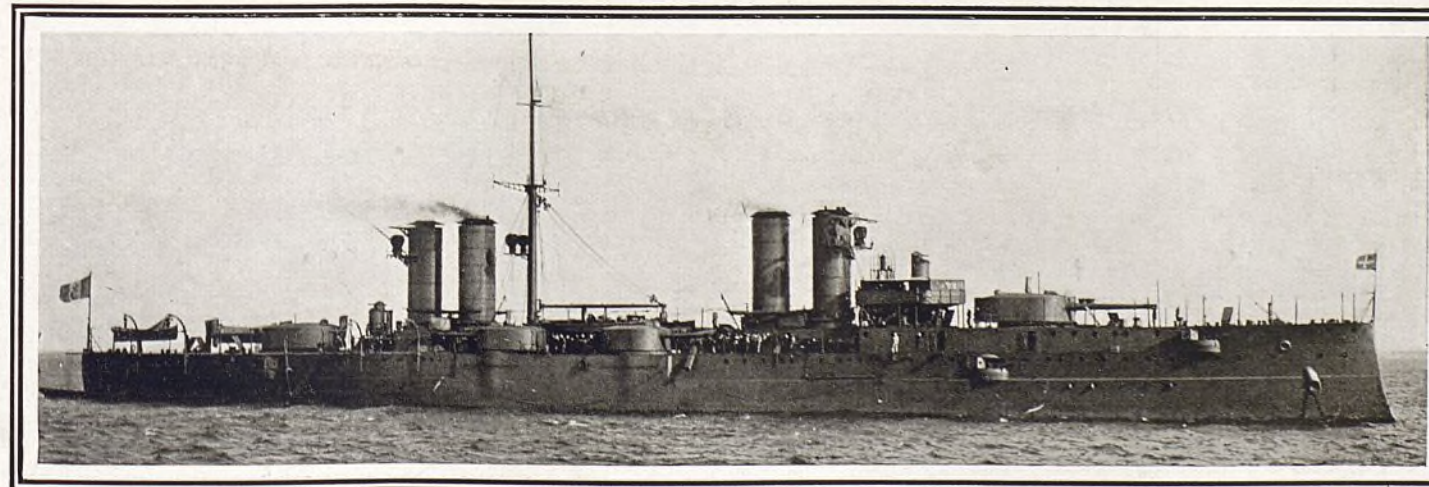
FAST LIGHT CRUISERS—The "Nino Bixio"

A very successful class of ships. Their speed is 29 knots. The "Marsala" is a sister ship to the "Nino Bixio," whilst the "Quarto," of the same class, is of slightly smaller displacement.



TORPEDO-BOAT DESTROYERS—The "Carabiniere"

The "Carabiniere" is of a comparatively old type. All the newest Italian torpedo craft are excellent speedy craft.



ITALIAN ARMoured CRUISERS—The "San Giorgio," Sister Ship to the "San Marco"

The view shows the long lines of these fast cruisers. The four funnels are disposed in couples. The guns seen on the bow are 10-in. The eight 7.5 guns are arranged in turrets to port and starboard. Two 10-in. guns are also mounted at the stern. Both the "San Giorgio" and the "San Marco" have a speed of 22 knots.

WITH THE BRITISH OFFICER IN THE YPRES SALIENT : *By F. Matania, Special Artist of "The Sphere" with the British Expeditionary Force.*



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AFTERNOON TEA IN A RUINED FARMSTEAD BEHIND THE BRITISH LINES IN THE YPRES DISTRICT

DRAWN BY F. MATANIA, YPRES DISTRICT, 1915

With the aid of "The Sphere's" special artist with the British army in the western field we are able to take our readers into the interior of a ruined farmhouse behind the British lines. The officers are at tea. An orderly has just brought in a fresh brew and

has placed the pot upon the table. "A half-cup, sir?" inquires the subaltern officer. "Thank you, yes." Maps dangle over the edge of the table to make way for the jam pots, the sugar basin, the tea cups, and the bread and butter. Otherwise it is always

maps, maps, maps everywhere. But now is the interlude of tea, and the steam from the cups mingles with the fragrant smell of good tobacco. An occasional bullet may splinter the rafters, and the concussion of a shell may rattle the tea cups, but the walls of

the room are well sand-bagged up to a comfortable height, and the serenity of the moment is not disturbed. A full description from Mr. Matania's pen will be found on the following page.



OFFICERS' QUARTERS IN A BATTERED FARMHOUSE IN SOUTHERN FLANDERS

WITH the BRITISH OFFICER BEHIND the LINES in the YPRES SALIENT.

By F. Matania, Special Artist of "The Sphere" with the British Expeditionary Force.

ONE of the many things which have struck me at the front is the gradual changing of the life of the officers and men as they near the firing line. From the Tommy who is engaged in some temporary work, living peacefully in some safe place where even the echo of the guns cannot reach him, to the Tommy who is hidden behind a few sandbags, there is a great gulf fixed. The latter replies to the hail of bullets at short range with vociferous phrases, the construction of which is entirely his own, phrases which leave little hope of a presentable translation. However, these masterpieces of Cockney easily reach the enemy's ears. The only reply is a useless shot, as the Teutonic mind does not seem capable of better wit.

The Stately Existence of the Staff

The officer's life offers the same sharp contrasts. We see him at general quarters, where in some magnificent castle, in some *salon* of the Empire period, a worthy background is found for the elegant officer in khaki. One comes across a group which recalls the days of a century ago, when the shining uniforms of Maréchal Bessières or a Prince Joachim Murat held the stage. This stately life, slowly, almost imperceptibly, changes towards the extreme firing line until one sees the same officers in the labyrinth of the trenches or in smashed houses which one finds everywhere on that soil where desolation and explosion are the only two laws that reign.

The Bulging Pocket

The background changes, but not the men; they are always the same. I saw English officers confined in quite small places who had been cut off from the world for weeks. They are those who represent the pupil from which the optical nerve in the form of the telephonic wire bring to the brain of the "generalissimo" the panorama of the war. They live in entire isolation, without being able to move, sometimes not even to speak beyond a whisper; with difficulty keeping themselves in equilibrium on the insecure floor, and notwithstanding this they are smart, newly shaved, and buttoned up in their tunics, with bulging pockets which rather improve than spoil their silhouettes. The atmosphere is powerless against them; by instinct they are spotless and smart amid this desolation or in the dark. A Venetian mirror over a Directoire fire-

place or a doubtful looking glass of stagnant water accumulated in a "Jack Johnson" hole serves for the arrangement of the same toilet.

On many occasions I enjoyed the hospitality of these smart heroes; sometimes to get away from some open ground, which had become too unhealthy, sometimes only for a sociable cup of tea. I visited many of these ruined houses, some fortified inside with sand bags, others standing only by a miracle. It is not always possible to use all the rooms because some are almost collapsing and others are too much exposed to the enemy, being generally very near the firing line. The officers endeavour to embellish these tragic surroundings, using the few pieces of remaining furniture, decorating the walls with war trophies, maps, or with photographs of their dear ones. At the same time the sterile rage of the enemy continues to riddle with bullets a window or the interior wall on which a picture or an innocent portrait is disfigured and smashed, but still remains hanging.

A Little Cradle

Standing in the doorway I observed other rooms opening out one from another where only to enter would mean suicide—a striking and dramatic vision. I caught glimpses of furniture, women's clothes, children's clothes, mixed up in a complicated disorder. I remember a cradle filled up with some bricks and sand bags. It was in front of a window, used as a shield against the leaden enemy. Who knows through what tragedy this poor cradle had passed, and yet it was only made to contain a sleeping baby. In a corner there were some khaki rags; a little doll was sitting near by in a ridiculous attitude smiling at them. Also the wall facing this window was pitted with bullets, which were still coming.

Perhaps in the next room tea was being gaily prepared. The maps are swept away to make room for the cups, jam, and bread and butter, while the officers neglect nothing which can complete the table. Conversation over the tea cups begins with the same characteristics which you would hear in a Kensington drawing-room. Sammarco from a gramophone sings the "Tremenda Vendetta" from *Rigoletto*, while outside the terrific bursting of a shell shakes the walls and rattles the tea cups. An accomplished officer asks me for a second time, "How many lumps of sugar?"



British officers in front of their billets



Watching the enemy through a periscope

WITH THE BRITISH ARMY OFFICER IN THE YPRES SALIENT

OFFICERS FIGHTING our WARS in FRANCE: *Two Fighting Regiments.*



THE TOLL OF THE BRAVE—A GROUP WHICH HAS SUFFERED MUCH

The officers of the 1st Battalion, South Staffordshire Regiment, just before their departure for France

The above group of officers of the 1st Battalion, South Staffordshire Regiment, was taken in South Africa before the departure of the battalion to join the Expeditionary Force in France. The regiment is included in the 22nd Brigade, 7th Division, and was present at the heavy fighting at Ypres and La Bassée—at which places it suffered very severe losses. The following list gives the names of the officers included in the group. Front row—Captain S. Bonner, adjutant (wounded); Captain R. W. Morgan (wounded); Major J. F. Loder-Symonds (killed); Lieut.-General Sir R. Hart, V.C., K.C.B.; Lieut.-Colonel R. M. Ovens, C.M.G., Commanding (wounded); Major A. C. Buckle (wounded);

Major S. C. Welchman (wounded); Captain J. F. Vallentin (killed); Major F. H. White, quartermaster. Second row—Lieutenant W. A. P. Foster (killed); Captain C. H. Green (wounded); Captain W. D. Barber, A.D.C.; Lieutenant C. M. Morris; Lieutenant F. L. Holmes (killed); Captain C. G. Ransford (killed). Third row—Lieutenant V. G. Olive; Lieutenant C. W. Evans (wounded); Lieutenant L. C. Moor-Radford (killed). Back row—Lieutenant H. W. MacGeorge (wounded); Lieutenant D. C. Twiss (wounded); Lieutenant C. R. Limbery; Lieutenant C. R. C. Bean (wounded).



IN ACTUAL WAR KIT—THE OFFICERS OF THE 2ND BATTALION, KING'S SHROPSHIRE LIGHT INFANTRY

The above group of the officers of the 2nd Battalion of the King's Shropshire Light Infantry was taken a short time ago in France. The names, reading from left to right, are: Captain E. Lewis, quartermaster; 2nd Lieutenant T. Lloyd; 2nd Lieutenant A. Davies; 2nd Lieutenant J. H. Mansfield; Captain H. G. Bryant, D.S.O. (missing); Major J. H. Bailey; Captain C. M. Vassar-Smith; Captain C. W. Battye, D.S.O. (wounded); 2nd

Lieutenant A. J. Talbot; Captain C. E. Atchinson; Lieut.-Colonel R. J. Bridgford, D.S.O. (wounded); Lieutenant L. J. B. Lloyd (died of wounds); Captain J. S. Skinner; Major C. A. Wilkinson (killed); and Captain F. J. Leach, adjutant (killed). Seated are Lieutenant G. Holman (killed); 2nd Lieutenant F. Harris; Lieutenant W. E. Shaw (wounded).

The CAMPAIGN in the CAMEROONS and NIGERIA.

How our Troops are Fighting their way through Dense Jungle and Desert Scrub



A Noteworthy Incident in the Cameroons Fighting

During an engagement between the British and German troops near Njanga in the Cameroons one leg of a machine-gun tripod broke. Colour-Sergeant Potter thereupon held the gun on his knee until the end of the action

The operations of the British forces in the Cameroons and the country in which they are taking place have been well described in letters home by officers who are actually taking part in them. One such letter, for instance, published in *The Times*, gave some interesting particulars concerning the operations along the Bonaberi Railway:—

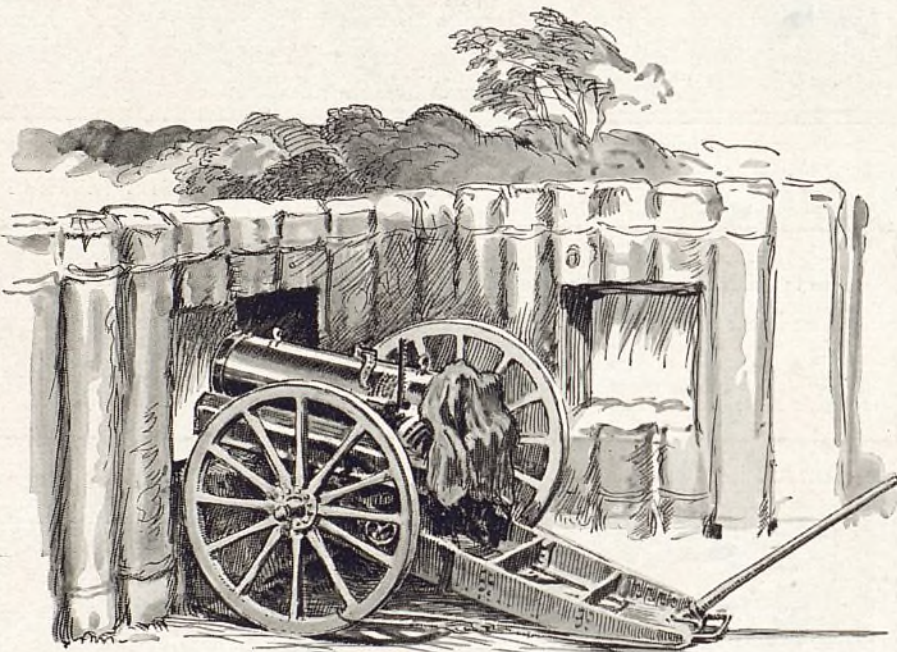
"I hope you will have heard ere this," the officer writes, "of our capture of Duala and Bonaberi, and our further advance along the Duala railway to Tusa, and along the Wuri river to Jabassi. The heat and climate are very trying. It's awfully hot, far hotter than the last coast place I was in; a drier heat and sun infinitely more powerful, and yet the rains are full on, and we get terrific tornadoes. The nights, however, are cooler. We are surrounded by mangrove swamps, and they breed mosquitoes, and consequently malaria and black-water fever. . . . This is quite a pretty little place (Duala), with some jolly houses, typical German of the 'Schloß Villa' type; nice inside and out.

"The country is pretty; the soil good. A good deal of timber and rubber. I found some beautiful tusks the other day worth a good bit—they had to be handed over to the authorities of course. Elephants abound. The native villages around are totally different from other West African ones—here their houses are mostly one long mud or palm erection, with thatched roof, and are divided into compartments instead of the smaller separate huts one is accustomed to see in these parts. The notices all over the place here are strangely reminiscent of, say, the Black Forest—'Bakerei,' 'Condetorei,' etc.—and yet it is in the heart of tropical Africa. Our bungalow is on a bluff; the railway is in a deep valley. We have a fine view of Cameroon Mountain across the river, north-west. . . . None of the natives, strange to say, talk German. All pigeon English! The Hansa boys are splendid chaps, as different from the Duala boys or Sierra Leone ditto as chalk from cheese. Smile and make an idiotic but pleasant remark, they rush with a roar of laughter for the biggest load. We get some beautiful sunset effects here. At sundown night before last, on the sea, near mouth of river, it was absolutely gorgeous, with the purple mountain standing clear out against the orange and emerald sky, and the dark grey shapes of our ships lying sombrely in the background, talking to each other in flashing Morse. The great mountain, Fer-

nando Po, standing up out of the water to starboard, and the Peak of Cameroon wreathed in mist to port, Victoria invisible, as also Buea—both hidden behind the clouds as we passed disdainfully by and entered the estuary of Cameroon river."

Another officer also describes his experiences of the operations in the following interesting account: "We have arrived at this place, which is the railhead, and are going to sit down here for a few days before pushing on again. These last twelve days we have been trekking continuously without a stop, the usual day consisting of rising at 5 a.m., when one just has time for a cup of tea and perhaps a sausage; off about 5.45, and it's usually about 4 p.m. before we get to our camping place. During that time we are going through thick bush and scouting it all, and every moment expecting to be ambushed and fired upon from about 2 yards range. Gets a bit on one's nerves after a time. When one gets into camp one has to clear a space before one can settle down, and then dig trenches, so it's usually dark before one has settled down; then dinner and bed; and so on every day. The country here is very different from what we have been coming through. It is more or less open, with rolling hills covered in long grass, a very pleasant change after that beastly bush. My subaltern and I live on one hill in a little hut we built ourselves out of trees and corrugated iron. We are quite comfortable and are thoroughly enjoying our rest. Our only grievance is the ants. The place swarms with them, and one is everlastingly picking them off one's neck, arms, head, etc.; they crawl in everywhere and worry one to death.

"I started to come on this show over four months ago, and it seems like four years. It's the hardest life imaginable; soldiering with black troops is infinitely harder than with white, as one has to do such an awful lot oneself. Really, however, they are good fellows and work splendidly; of course they stand things no white man ever could, and are always cheerful however hard they are worked. They are good fighters, too, and, considering they have never been

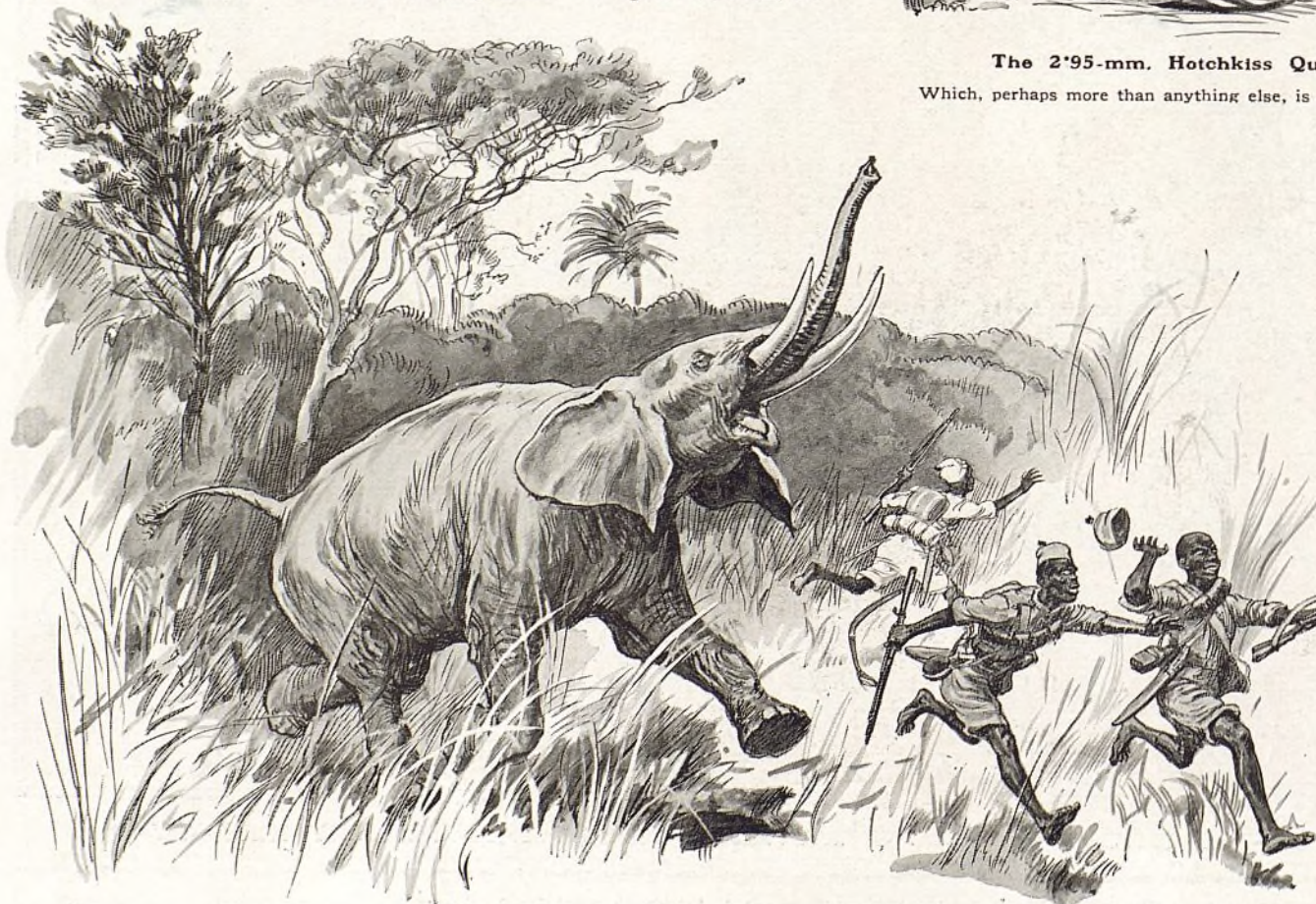


The 2.95-mm. Hotchkiss Quick-firing Mountain Gun

Which, perhaps more than anything else, is so feared by the German native soldiers

up against rifle fire before they are marvellous, as the black man generally has an unholy fear of a gun. It's an extraordinary experience for them, unlike anything that has ever happened to them before, and when they return to Nigeria again they will be full of swank as to what they have done and seen."

The following account is also interesting as evidence of the sort of virgin country through which the various expeditions had to push their way. It is from a British officer in the Cameroons. "On the 7th," he writes, "we had rather a trying experience. Our company commander went out with myself and another subaltern and about 40 men. We crossed the Mungo river in canoes, and then did a long and very difficult march all through the night in absolute dense forest country. However the guides managed it passes comprehension. About five in the morning, when it was just getting light, our advance party were just on the point of stumbling on to the German outpost when what should happen but an elephant suddenly walked in between and scattered both our opposing parties in all directions. I was in the rear of our little column, and was left in bewilderment—all our carriers dropping their loads and everyone disappearing into the bush. After a few minutes we got our men together, and our scouts went forward again and found the Germans had bolted from their outpost, but soon returned and opened fire on our scouts."



An Unexpected Encounter with an Elephant in the Cameroons

The scouting party attached to the northern column operating in the Cameroons sustained a defeat, which ended in flight, after an unexpected meeting with an elephant. The latter had previously charged right through the German lines before he reached the British advanced guard. Owing to the high "elephant grass" and to the luxuriant vegetation his approach was unnoticed until he had actually charged into the party

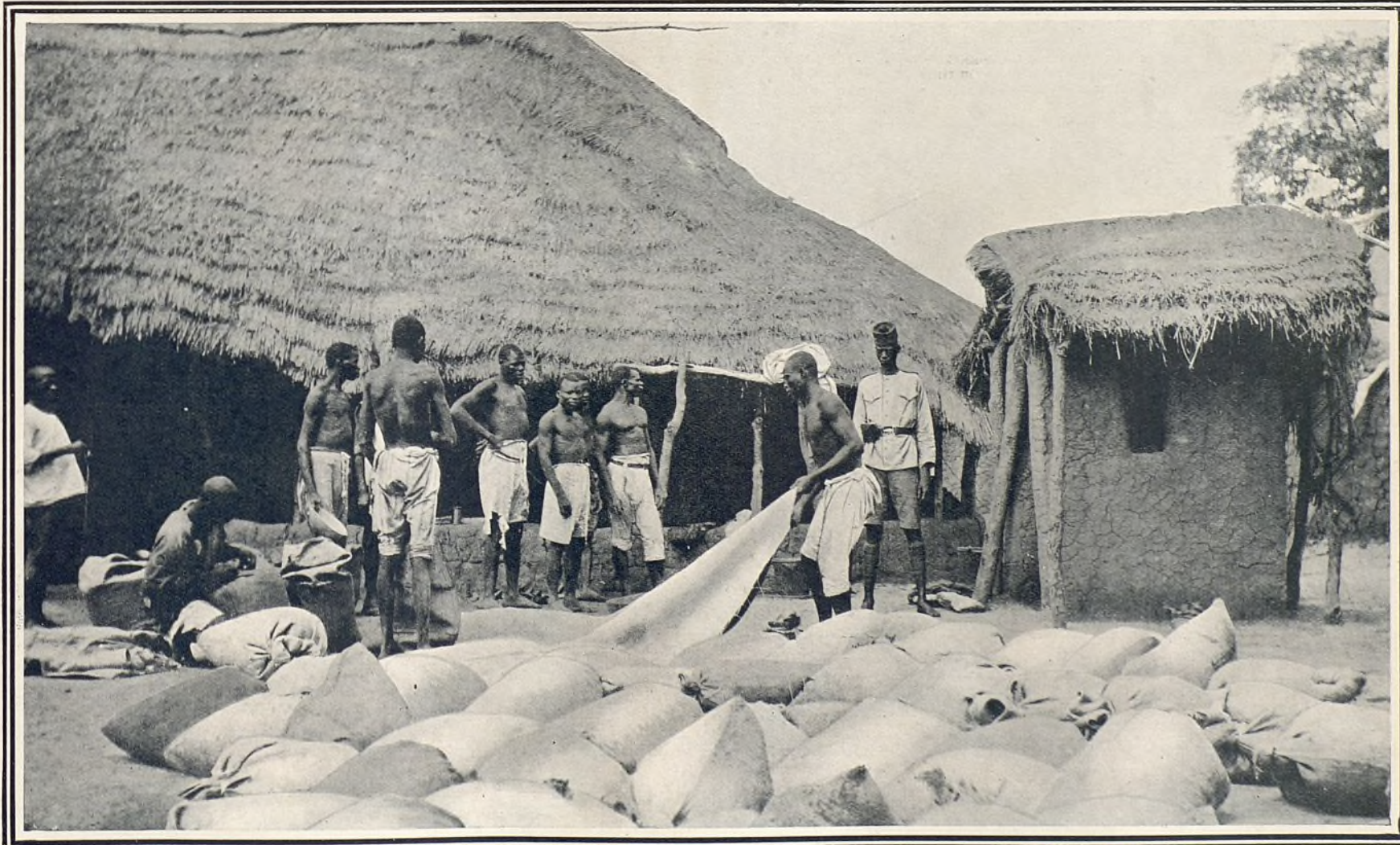
With the BRITISH NATIVE FORCES in WEST AFRICA.



TWO NATIVE PARLEMENTAIRES FROM THE ENEMY'S HEADQUARTERS BEING BROUGHT INTO A BRITISH CAMP

The military advances in the Cameroons and Nigeria have, generally speaking, to be made either along a railway line or along the course of a river, as in most cases the country—apart from these two methods of advance—is too difficult of negotiation for large bodies of troops. "The word 'railway,'" writes one officer who penetrated the Cameroons from the coast to the interior, "conjures up two different things to the mind of the dweller in Europe and the unfortunate in the land of 'stinks and smells.' At home 'railway' means beautiful

permanent ways, luxurious trains, handsome buildings, and such like triumphs of modern comfort. Out here it means one single line placed on the ground through dense and dark forests, so that, willy-nilly, one is compelled by Hobson's choice to travel along the rocky and stony line all the way. A little reflection will bring to your mind what this means when a large body of troops are advancing up a narrow railway line with dense bush either side." Just such a scene as the one described by this officer is seen above.



STORING SUPPLIES OF GUINEA CORN FOR THE TROOPS OPERATING IN NIGERIA AND THE CAMEROONS

Natives are here seen sewing up guinea corn in bags for the use of the troops on the River Benue inside the fort at Womba. The problem of supplies is at all times a serious one, and it becomes extremely so when the troops are operating across comparatively unknown country and against a wily, unscrupulous enemy. "There is no food here," writes one officer, "except bananas and a fruit called paw-paw—not even a despised chicken. We depend absolutely on tinned stuff, so you daren't get lost in the bush for long. The natives live on roots

which are unfit for European consumption. Our Hausa soldiers are fed on rice, which carriers have to bring along with them. Thus our transport is a very big affair." And these difficulties are not the only ones to be overcome as another extract shows: "We have got another eight miles. The hard work is in the trekking—miles this way and miles that way. Occasionally we come across a few Germans and chase them out of a village, but in spite of a blistering sun and pouring rain, sometimes hungry, sometimes well fed, I keep fit and cheerful."

The STRUGGLE in WEST AFRICA : The Operations of the



A Typical Scene on the Lower Cross River.—On November 22 the Cameroon Expedition left Lagos for the Cross river, arriving at Ikoum on December 1 in stern-wheeler launches. The column then moved thirty miles up the river to Nsarum. From near this point the expedition then struck across country, and reached Ossidinge. Tinto, which was occupied on December 29, was later abandoned by the British as it was learnt that the Germans were concentrating troops for an attack.



Bridge Partially Destroyed by the Germans in Cameroon.—Both the bridge shown here and the one below were blown up by the Germans during their retreat from Duala after the landing of the Anglo-French forces under General Dobbie and the shelling by the cruisers of the Allies. The bridges were subsequently repaired by the engineer staffs, and the lines were then used in the advance up country to the attack of the enemy's position.



Repairing a Bridge Blown up by the Germans near Duala.—The Eastern Railway, along which the French troops are operating, starts from Duala; the Northern Railway, which was used in the advance to Baré, starts from Bonaberi. After the bombardment of Duala by H.M.S. "Challenger" the Germans evacuated the town along both these lines and made for other places, where vigorous stands were made against the advance of the Allies.

Operations in the Cameroons really opened with the arrival at Sullaba of the Allied Expeditionary Force on September 22. The force was composed of British and French troops, and totalled about 10,000 men. On September 26 troops were landed at Duala and a reconnaissance was made. The following day the town surrendered unconditionally, and a naval force landed and took possession of Duala. The troops then divided, one force proceeding westwards in the direction of Buea and the other—a French force—going eastwards to Edea by way of the Japoma bridge. Obstacles were placed in the way of the advancing troops and bridges along the railway were blown up. The delay, however, was only temporary, and a steady advance was made on the one hand towards Edea, which was finally occupied on October 26 by the French, and on the other hand towards Buea and northwards to Baré and Jabassi. The attack on Buea was made by way of Duala Sound. On the morning of November 14 the troops began the assault up the Cameroon Mountain, which rises to a height of over 13,000 ft. and dominates the whole country.

side. After a great deal of opposition—which was, however, more or less short-lived—Molika was reached, and Buea then easily fell to the force.

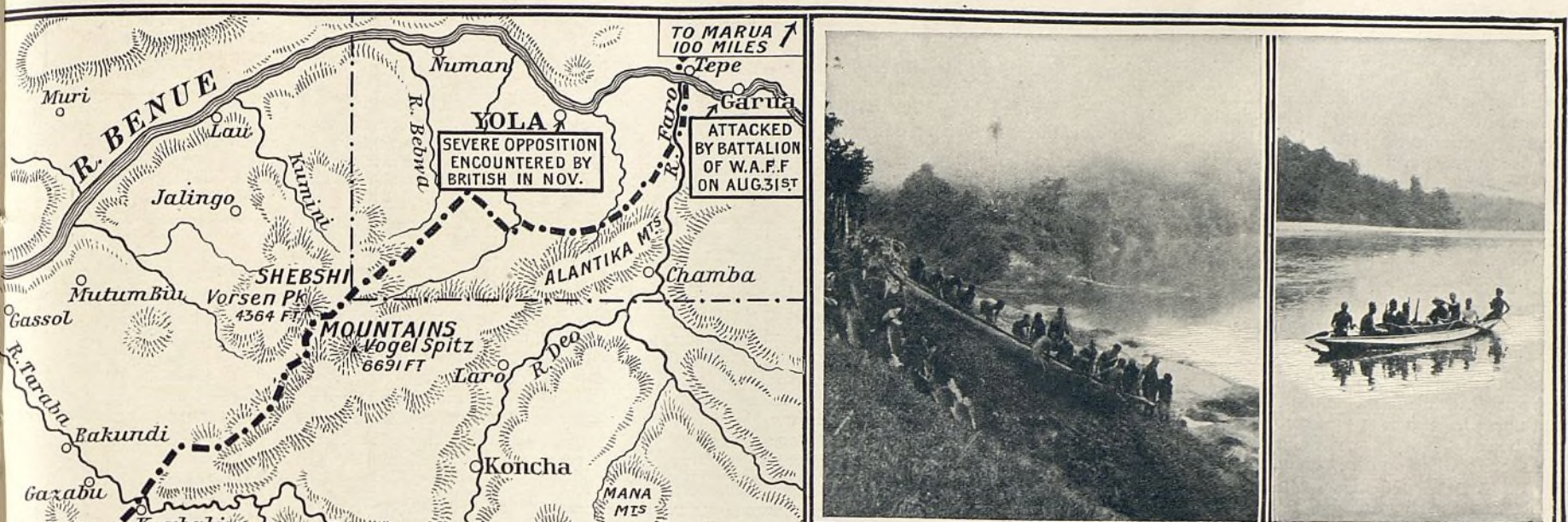
A North-Eastern Expedition Towards Jabassi along the Wuri river was embarked on about the beginning of October. Jabassi is situated about forty miles up the Cameroon river, and was reported to be strongly held by the Germans. The first assault on the town proved unsuccessful, the attacking force being driven back with some losses. A second attempt, however, was made with fresh troops from Duala and was quite successful, Jabassi being finally occupied about October 17. During the operations against the town a naval detachment with a 12-pr. and two big 6-in. guns on specially-constructed lighters was brought into play, and was successful in silencing the fire of the enemy's battery.

A Northern Expedition in the Direction of Baré was pushed out from Bonaberi along the railway through Susa and Mujuka. During the course of this expedition much serious opposition

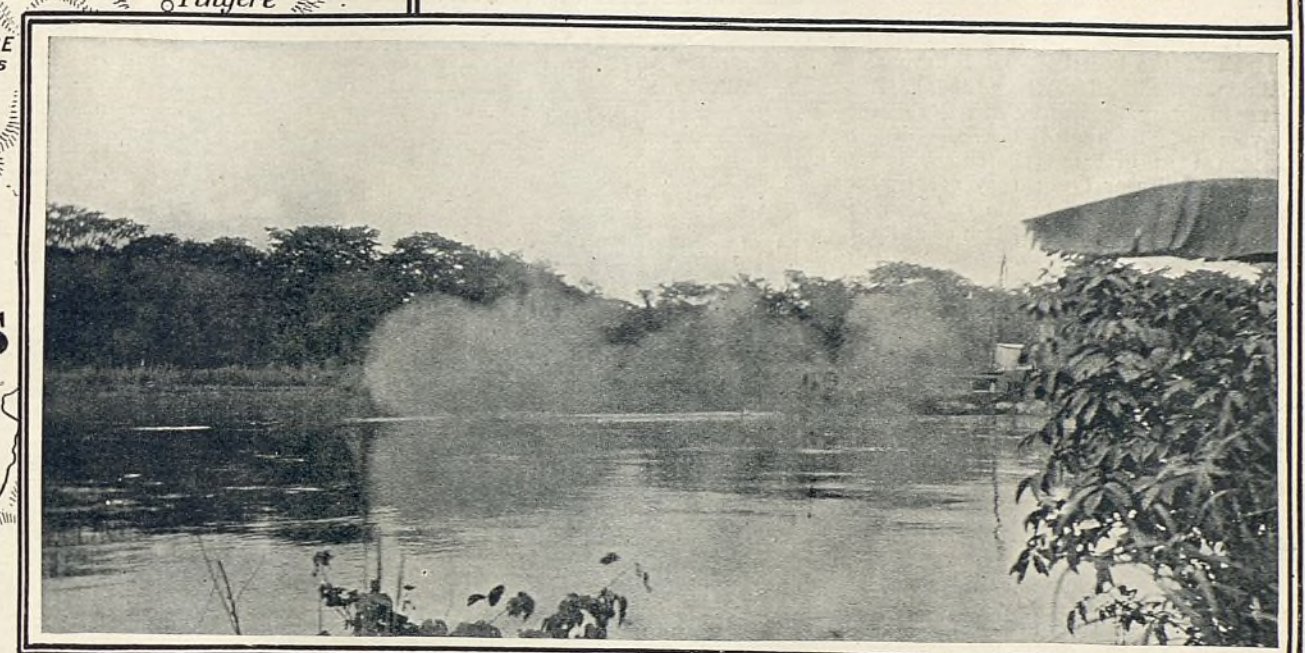


Cameroon was formerly a German protectorate in West Africa, 290,000 square miles in area, with a seaboard extending along the bight of Biafra for some 200 miles. It is bordered on the south by the French Congo and on the north by British Nigeria. The population prior to the war was 3,500,000, of which about

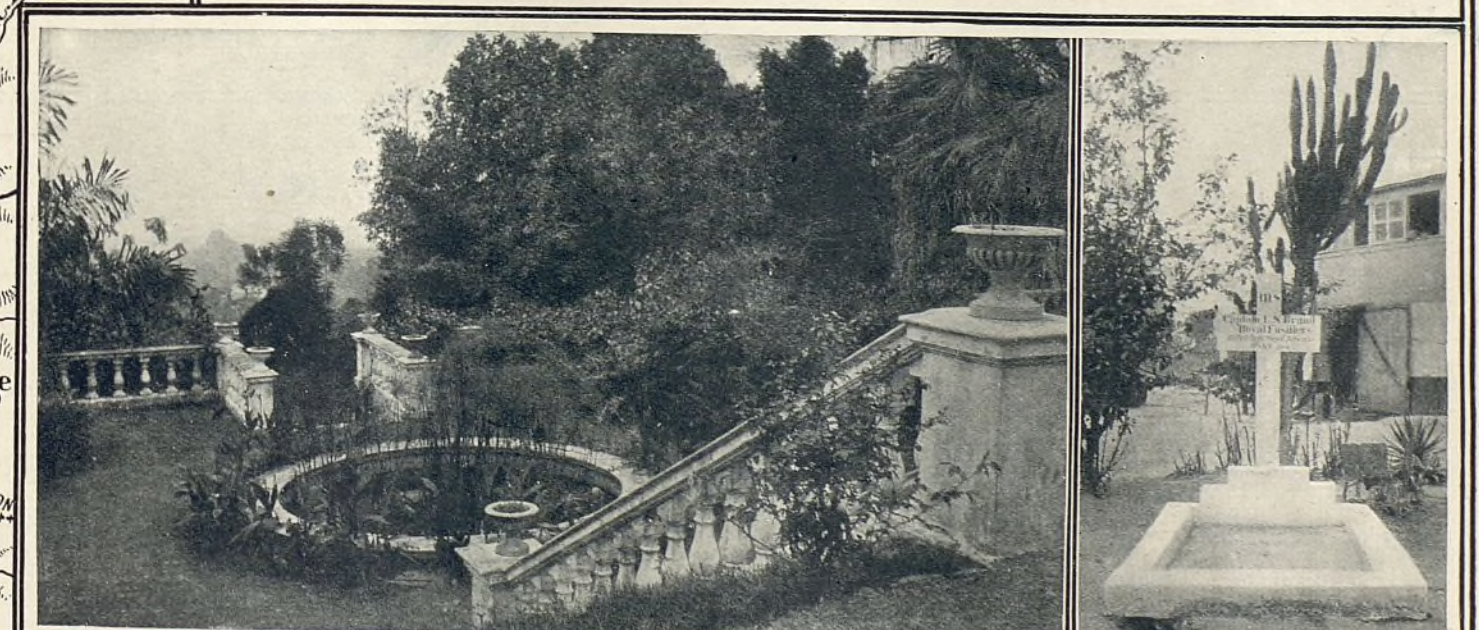
Allied Forces Against the Enemy in Cameroon and Nigeria.



Scenes on the Cross River.—The country in the immediate neighbourhood of the Cross river is not easy of negotiation. As one officer who passed through it writes: "There is an eternal twilight in the thick forests, the trees meeting overhead, interlaced by creepers. It is a fine sight to see the column on the march; it covers two to three miles of road, taking nearly an hour to pass a given spot in single file."



Gun Mounted on Converted Dredger Shelling Jabassi from the Wuri River.—Jabassi, which lies roughly forty miles up the Wuri river, was occupied about October 17. The river is very winding and extremely difficult of negotiation owing to the numerous sandbanks and shallows. Accordingly a flotilla of motor boats and lighters towed by tugs was chartered to convey the expedition to the town. The first day of the attack the force was engaged by the enemy, who offered a vigorous opposition; with the arrival of fresh troops and more supplies from Duala, however, Jabassi eventually fell to the British.



Government House, Buea, Cameroon, Looking Down from the Top Terrace. Buea, the capital of Cameroon, which lies high up on the Cameroon Mountain, is built on the side of a hill, so that the garden of Government House is in a series of terraces with steps in between, which lend a very pretty aspect to the view. The picture on the right shows the grave of Captain E. S. Brand of the Royal Fusiliers, who was killed during the fighting around Jabassi on October 8. He is buried at Dibande.

1,500 were Europeans. The various expeditions of the Allies in the Cameroons are indicated by shaded routes.

was encountered, and the Germans contested practically every station and post along the route. In addition to the advance along the railway, troops also co-operated along the Mungo river, and Mundani, an important post on the Mungo, was occupied on November 21. Nkongamba, at the extreme end of the Bonaberi Railway, surrendered on December 10, and a further advance was immediately made to Baré, six miles from the railway head. It is doubtful, however, whether further progress will be made from Baré as the country here becomes extremely rocky and mountainous and the distance from the railway would seriously hinder operations.

The Expedition Along the Cross River towards Tinto left Lagos on November 22 and arrived at Ikoum on December 1. From Nsarum, thirty miles from this point, an advance was made across country towards Ossidinge, which was captured on December 26 after practically no opposition. Another advance towards Tinto proved somewhat abortive as the town was later abandoned by the British when the Germans concentrated against the town.

The Expedition to Yola and Garua on the Nigerian-Cameroon boundaries also deserves mention here, and completes the list of operations. This expedition was made very soon after the declaration of war and was somewhat in the nature of a temporary reconnaissance. The British came into touch with the enemy at Tepe, and repulsed them with serious losses. Later on, however, a body of the West African Frontier force was defeated at Garua across the Cameroon border and was compelled to retire back into Nigeria.

Considering the difficult nature of the country across which the operations have been conducted, and the fact that the bulk of the native British troops had not previously seen active service, the brilliancy of the results of the campaign cannot be doubted. At present practically every large town and all the railway lines have been captured, as will be seen by a study of the map given here, which has been specially drawn for "The Sphere." The two main areas of warfare are enclosed within lines—one to the north and the other to the south.

A LITERARY LETTER : The New "Herrick."

LONDON, May 31, 1915.

There are no books being published, complained a bookseller to me. Yet in one day I received no fewer than thirty-eight. I admit that for the most part these were novels, and that serious biographies and histories are not having their usual spring season. Among these novels I welcome a set of reprints—in Constable's two-shilling series called the "Westminster Library of Fiction"—of several well-known authors. There is *Cardigan*, by Robert W. Chambers; *By Order of the Company*, by Mary Johnston, and *Sir Mortimer* by the same popular and delightful writer, seven of these reprints in all, and each as good in its form as a six shilling novel. They will undoubtedly make an appeal to a very large public.

We all admit that most of the fiction of the hour is ephemeral, although this is not to condemn us to leave it unread. But it is pleasant to be able to add a new book to one's library, to be cheerfully content with the fact that one has on a given day placed a new volume on the shelf—after reading it—and to say that this particular edition of a favourite author is destined to be a companion while life lasts. This has happened to me to-day with a copy of *The Poems of Robert Herrick*, edited by F. W. Moorman (Clarendon Press). Here is a book worthy of the great University whose printers have given it to the public.

There are many editions of *Herrick*—Grosart's and Hazlitt's the best known. I have the "Aldine" edition, edited by Mr. George Saintsbury, and the "Muses Library," edited by Alfred Pollard, both in two volumes. Both are superseded, if for no other reason than that the Clarendon Press volume is of a much larger type; they are superseded also by virtue of the elaborate collation of the text by Mr. Moorman, by the addition of at least one poem that is unknown to me—although the editor makes no claim to its discovery—a poem beginning:—

Lady, I entreat you wear
This little pendant on your eare.

Mr. Moorman's is rather a variorum edition than a "popular" edition. It gives the various readings of manuscripts, and so on. It lacks useful touches, as, for example, the habit of earlier editions of numbering the various poems of the *Hesperides*, which are given as 1,130 in the "Aldine" and 1,131 in the "Muses Library."

It also lacks a biography, and, in truth, this is a loss, as one loves to have one's classic author completed with all the salient facts about his life. The curse of our time has been the "critical" introduction to an author—nearly always an impertinence. As if we want to know what Professor A—or Mr. B—thinks of Herrick's achievement.

That Mr. Moorman has saved us from that stands to him for righteousness. But many readers would be gratified by fuller details of Herrick's life

and would wish to be regaled once again with the story of the Rev. Robert throwing his sermon at a sleeping member of his congregation. That Herrick the parson should have sent his flock to sleep while Herrick the poet has enlivened the human race for three centuries is surely a curiosity of literature.

Lord Haldane makes the seventeenth of the present holders of the Order of Merit, an Order which includes Lord Kitchener, Lord Fisher, and Sir John French among men in the active affairs of life at this moment. On its literary side the Order has only one writer of imaginative work, Mr. Thomas Hardy, and there should be no second in this phase of literature. On its historical and critical side there were four distinguished names—Lord Morley, Lord Bryce, Professor Henry Jackson, and Sir George Otto Trevelyan before Lord Haldane received the honour, and the names have obviously been selected by the Prime Minister, whose instincts on questions of literary nicety are of the finest. Mr. Asquith is being proclaimed on all hands at the moment as a great statesman. Not everyone knows that he is an exceptionally gifted student of letters.

The present Prime Minister has never been guilty of giving those terrible testimonials to third-rate novels which was so sad an eccentricity in the career of his great chieftain of former days, Mr. Gladstone. The honour of O.M. given to Lord Haldane will compensate his admirers for his regrettable retirement from the Woolsack, although he will find other compensations if he reads the newspapers which have in the past not been too friendly. *The Globe*, for example, writes of Lord Haldane since his retirement:—

In depth and subtlety of mind and in his grasp of the inner principles of the English law he was no unworthy successor of Eldon and Lyndhurst.

And a writer in *The Times* tells us that:—

Soldiers of experience have been heard to say that he was at the War Office the best organizer which it has seen for a generation. Of the truth of that opinion I cannot judge; but I am sure that in the view of very many lawyers he has been (with perhaps one dubious exception) the best Lord Chancellor since Lord Hardwicke.

A great scholar, a lover of literature in many phases, Lord Haldane's loss of office will be regretted by all bookmen—and to think that it may partially have been accomplished by "gutter" journalism, by the most illiterate newspapers in the country!

In my last Letter I referred to Bishop Percival of Norwich. This should have been Bishop Pelham, who was appointed Bishop of Norwich in 1857. A correspondent suggests to me that he had no preaching reputation, but I can recall from boyhood memories that Bishop Pelham had a very beautiful voice and that he could hold the attention of his audience.

In reference to my story about Lord Wolseley from Mr. Douglas Sladen's book in a recent Letter, a military correspondent writes:—

The story quoted by you, *re Wolseley*, is on the face of it apocryphal—1st, because Wolseley never commanded a regiment; 2nd, because no sergeant major's wife ever did company's washing; and, 3rd, no commanding officer, certainly in those days, ever addressed a soldier by his Christian name either on duty or off it, and least of all Wolseley.

My friend, Sir Arthur Liberty, sends me an inscribed copy of a book he has just written and published from his well-known firm entitled *Treasure Hunt: the Conspirators in Constantinople*. It is a cheery, brightly-written narrative, beautifully printed and pleasantly illustrated, of a trip to Constantinople. It naturally interests me exceedingly on account of the fact that, as I have perhaps too often mentioned in this Letter, I was in Constantinople exactly a year ago. I stayed at the Pera Palace Hotel, and I find that Sir Arthur Liberty stayed at the Hotel Tokatlian, otherwise our experiences were the same with the exception that I forgot to bring a passport and suffered all kinds of tribulation from the terrible Turk, only to be rescued by Sir Edwin Pears, of whose kindly attentions I have pleasant memories.

Many people—everyone, in fact, who has been to Constantinople—have written about it but not everyone writes in the singularly brisk and bright fashion of these letters by Sir Arthur Liberty. It is not often that your successful commercial man can write at all, but as he has already proved by a little book about Spain, where also I have followed his footsteps, Sir Arthur can write exceedingly well, and if you have not been to Constantinople you will wish to go there after reading his narrative. If you have been you will perhaps enjoy it all the more. What memories those beautiful mosques of Stamboul leave with us; and that wonderful bazaar, from which I passed triumphant in the possession of two beautiful old Turkish carpets after drinking delicious coffee with the proprietor of this or that bazaar.

My dragoman was a young Greek who talked incessantly of the great things which Greece was going to do against Turkey in the coming war, which in the form then dreamt of never came. Naturally I rather resent that he and other Greeks whom I afterwards met in their own country misled us so thoroughly, exactly as the Greek Government must have misled our Government. That Greece is not among the Allies fighting the Huns is assuredly to its eternal disgrace. But it is not my business here to recall pleasant memories of Constantinople or my delight in the eternal glories of Stamboul, it is rather to praise this little book by Sir Arthur Liberty, which in its high spirits and its humour has given me abundant pleasure. Its illustrations also are admirable. C. K. S.

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

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

The following story, from the *New York Times*, has an agreeable flavour:—

Little Elsie, aged five, was quietly playing on the porch one afternoon, while her father and one of his friends were enjoying a smoke and having a chat on political matters. They paid no attention to the little girl's presence, and Elsie seemed wholly absorbed in her dolls.

That evening Elsie appeared to be unusually silent and thoughtful. When bed-time came and she knelt down to say her prayers there came the usual petitions, and then, with a slight pause, she resumed in a very earnest manner:—

"And now, God, please take good care of Yourself, for if anything should happen to You, we should only have Mr. Wilson—and he hasn't come up to father's expectations."

I see that on Whit Monday no fewer than 175,000 persons visited Kew Gardens. What a pity that at each of the gates a collecting box was not placed on that day asking everyone who cared to pay an entrance fee of a penny (or more), the result to be devoted to some war alleviation fund. No one could have objected if there were no kind of compulsion, and no doubt the duties of receiving and guarding the money would have been gladly undertaken by volunteers.

The Whit Monday cricket match between famous players who now wear the King's uniform (with one or two exceptions that might advantageously have been explained) brought back for a moment or so the old secure summer feeling. But only for a moment or two. "W.G." decided that sixty-seven years were too many, and merely looked on. But Lieutenant Archie MacLaren, A.S.C., was

in form, and Captain Leveson-Gower did even better. A wounded soldier from Perthshire, where cricket is not much played, on being asked for his experiences of the match, said that on the whole he found it "less wearisome than watching shells."

By the way, will not Mr. Lacey respond to a request which I have already made on this page and let the public, and especially the public who follow cricket, have a full list of first-class players who have joined the army or are doing work connected with the war?

The Italians understand dramatic picturesqueness. On the day before war was declared the Florentines set in motion in their famous Palazzo Vecchio the identical bells which were rung by Piero Capponi in 1494 to call the inhabitants to resist Charles VIII.

I wish it could be made possible by some rich amateur of billiards for two such players as Inman and Newman to have all their financial hopes and fears set at rest before they begin, so that we might see them really do their best to beat each other by the widest possible margin. I do not wish to suggest that the best man does not win, but obviously when a match lasts a fortnight and an audience is hoped for at each session, it is perhaps natural to resort rather to ding-dong warfare than so to increase a lead as to deprive the contest of excitement.

I gather that the notorious American evangelist, Billy Sunday, is working under his own name. Naturally I supposed that he had taken the name of

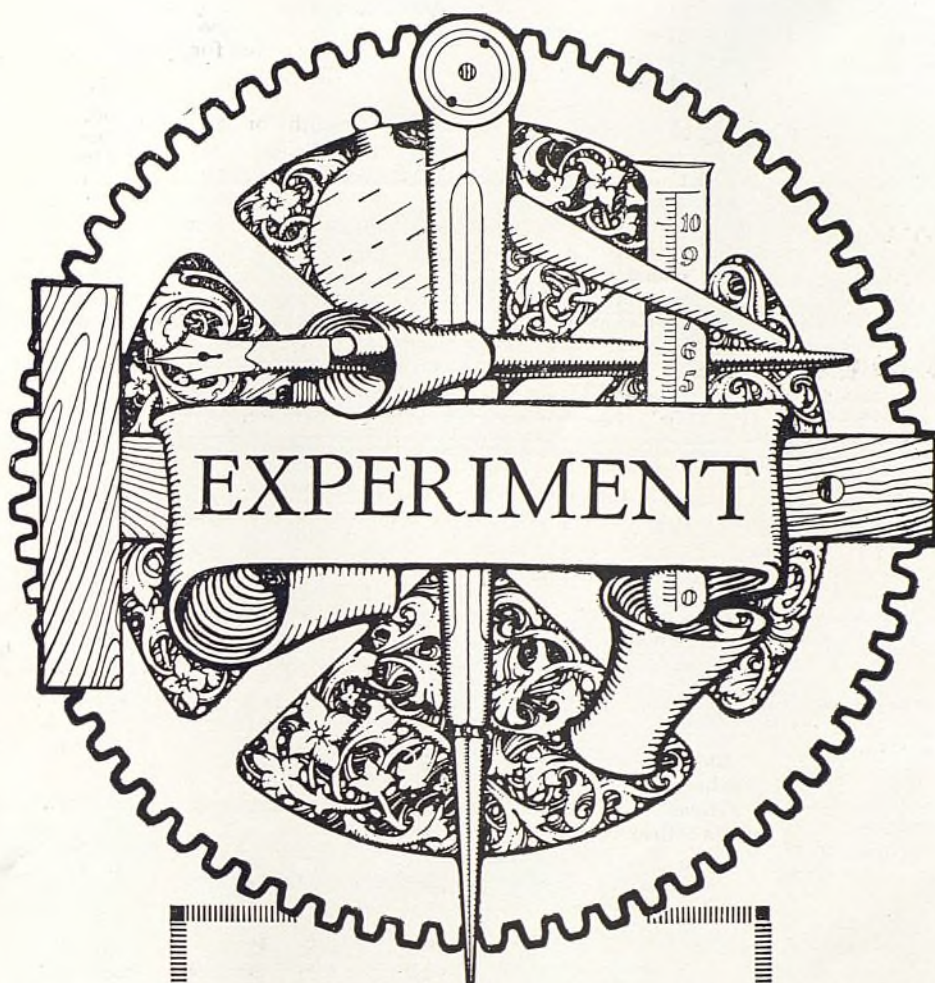
Sunday as a kind of intimation of his walk in life on the Thackerayan principle of nomenclature, or, better still, Bunyan's. But no. It is another case of a real name being too strong for its owner. So long as he was a fit baseballer he could think more of the six other days, but as his baseball declined the good day won. When not on the war path he is Mr. William A. Sundry.

The cult of the open air is fostered in America in a way that we know nothing of here. There are, of course, reasons for the difference, America being a big place. In a paper lying before me I find five advertisements of summer camps for girls, and two for boys. The girls are between twelve and sixteen, and games, folk-dancing, and basketry, pottery, jewellery, and metal-work tuition are among the attractions offered. The boys are promised a "bully" time.

The presence of folk-dancing in the curriculum reminds me that Mr. Cecil Sharp, who has done so much for folk-dancing in England, is just back from a visit to the United States. Americans should be among the most susceptible of his audiences.

An advertisement of "Pets" in one of the dailies was headed recently by a picture of a dachshund. This seems a little tactless.

A schoolboy having finished his examination paper wrote at the foot, "During this examination I was unable to catch any one looking at my paper. Further, I wish to state that my own frantic S. O. S. signals were entirely disregarded."



"IT is not alone the finding of a thing, but the making something of it that is of consequence."

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A Bit of Old England—The bridge overlooks Stoneleigh Park between Coventry and Leamington. The car is a 9.5-h.p. Standard

IN THE PETROL WORLD.

Leaves from an Observer's Notebook.

By R. P. HEARNE

SUMMER MOTORING

Although the motor car is now an all-season vehicle, it is undoubtedly at its best and busiest in the summer. The modern automobile serves two distinct purposes more fully than any other vehicle. It fills purposes of utility and pleasure with equal advantage. This year it is rendering admirable service in the war area and at home, and it has proved an inestimable boon to the wounded. Motorists who are unable to be in the firing line are doing good work in taking out convalescents for bracing trips, and busy men who can take no regular holidays this year find that an occasional motor run keeps them in good health. In short, the car is indispensable in war and peace

The Touring Club de France has issued a circular pointing out that the mountainous districts of France are eminently suitable as a touring ground for motorists even at the present time. The club states that the roads are in good condition, and it is impossible when out of the war area to realise that the war is in progress. For motorists over the military age the information may be of use.

More and more does the actual making of war become an engineering problem—naval, mechanical, aeronautical, civil, electrical, and general engineering. Much excellent work has been done in organising the muscle of the country, but so far nothing has been done to endeavour to organise the brains of the country, declares *The Motor* in an interesting and timely article. "The nation has not got the benefit of the best brains in the country, neither from an organisation point of view, a constructional, an inventive, nor from a deductive point of view. Even this last is an important factor."

Such a thing as the employment of poisonous gas used by the Germans was freely anticipated and discussed by "lay" engineers months and months ago according to our contemporary. Chemical and mechanical means were thought out and devised to combat such a procedure months and months ago. "Within a few days of the outbreak of war automobile engineers were discussing the idea of armoured cars with double direction steering and four speeds each way. The Germans have been using them for some months now, and it is more than conceivable that the very idea slowly filtered out from this country."

The indictment is strong, and I hope that the warning will not go unheeded. There have been many cases of clever and willing men who were not allowed any chance of putting their brains at the service of the country. I hope the new Government will make use of these men.

A recent census of traffic discloses the interesting fact that there has been very little decline in the volume of motor traffic this year as compared with corresponding months of last year. Every motor is kept fully employed now, and it is in the power of the motorist to do many services of kindness and mercy.

There are many young officers holding temporary commissions in the new armies who are quartered in and about London, or within easy reach of London, and who have no club where they can go for recreation. Some time

ago the committee of the Royal Automobile Club, realising that the club could offer facilities for exercise, for shooting, and also for convalescents, offered temporary membership to all such officers at a nominal subscription, the entrance fee of 25 guineas being waived. Since that time a good number have availed themselves of the offer, but it is believed that many more would take advantage of the special arrangements made if they knew of them.

From far Rhodesia comes an interesting picture of an extra strong colonial Napier owned and driven by Mr. A. C. Henderson of Mazoe, South Rhodesia. The

to my notice. A 35-h.p. Vauxhall chassis was required to be fitted with a limousine body for the use of a general officer at very short notice; in fact, the time given to convert the bare chassis into a complete limousine was forty-eight hours. The Vauxhall company, having no limousine body in hand, had to solve the problem of discovering a firm of coachbuilders able to supply and fit one within the prescribed time limit.

Fortunately Messrs. Barker and Co. (coachbuilders), Ltd., were found to have a limousine body which, although not built for the Vauxhall chassis, could be adapted. By dint of working on the job continuously this body was fitted, upholstered, painted, and the wings, running board, and valances fixed—in short, the complete transformation from chassis to carriage was effected—in forty-six hours, enabling the Vauxhall company to give delivery to the War Office well up to time.

One outcome of the development of the motor car as a fighting machine has been the creation of armoured car corps, which are complete units capable of carrying out operations on an important scale. These corps, in the formation of which Belgium has taken the initiative, comprise armour-plated cars fitted with cannon or machine gun, or both, and other cars used by officers for observation purposes. The latter cars carry stores of petrol, oil, and mechanical spares, and tend the wounded. Attached to the corps are a number of motor cyclists using twin-cylinder light-weight Peugeots and armed with the Belgian service rifle. The duties of these men (says *Motor Cycling*) are to carry out reconnaissance, and particularly to discover the nature of the roads over which it is intended that the armoured cars shall make an attack.

This work attended with considerable risk, but it can only be carried out successfully by men on motor cycles. The motor cyclists also act as *agents de liaison*—connecting links—between the various sections into which the corps may be divided and the commanding officer.

Another of their duties is to bring up relief when an armoured car is disabled in action. A repair gang with a very completely fitted motor workshop is attached to the corps, but is naturally kept in the rear when the cars go into action. The task falls upon the motor cyclists to bring up this relief and assist in getting the disabled car out of the danger zone.



Touring with a Colonial Napier in Rhodesia.

The scene is the Rhodesian hill known as the "Golden Stairs"

picture was taken during one of the weekly journeys which Mr. Henderson has to undertake to a spot on the famous Rhodesian hill known as the "Golden Stairs," many miles from the nearest habitation. The hill in question is over a mile in length, with an average rise of 1 in 4, the steepest being 1 in 2½, and it is a tribute to the reliability of the Colonial Napier that it can negotiate this trackless country.

A recent instance of some speedy work accomplished by operatives in the motor body industry has come



One of the Daimler Company's Regular Weekly Deliveries of Motor Lorries to the War Office

This supply has been unbroken since the beginning of the year

Firestone NON-SKID TYRES

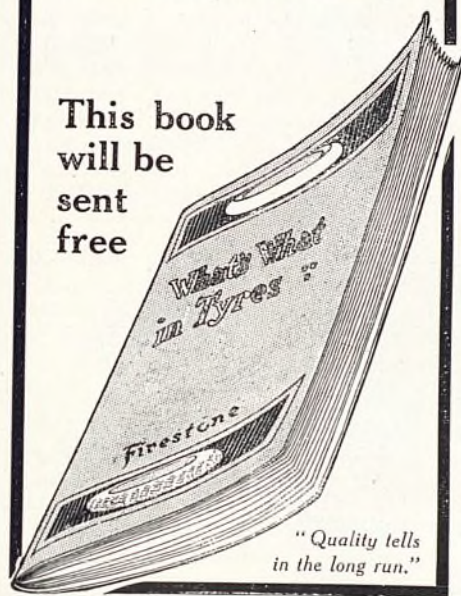
are the product of 15 years' undivided effort in tyre-making. The policy of "quality comes first" has been rigidly adhered to, with the result that every one of these 15 years has shown a steady increase in business.

The heavy-lettered non skid tread is an automatic, ever-ready guard against skidding. It grips with giant strength, developing an unequalled power of resistance to the most treacherous road surface.

A book entitled "What's What in Tyres," beautifully bound in embossed cover, will be sent free to every motorist. It explains why Firestone means "most miles per shilling."

FIRESTONE TYRE & RUBBER Co., Ltd.,
14-15, D'ARBLAY STREET,
GREAT MARLBOROUGH STREET, W.

This book
will be
sent
free

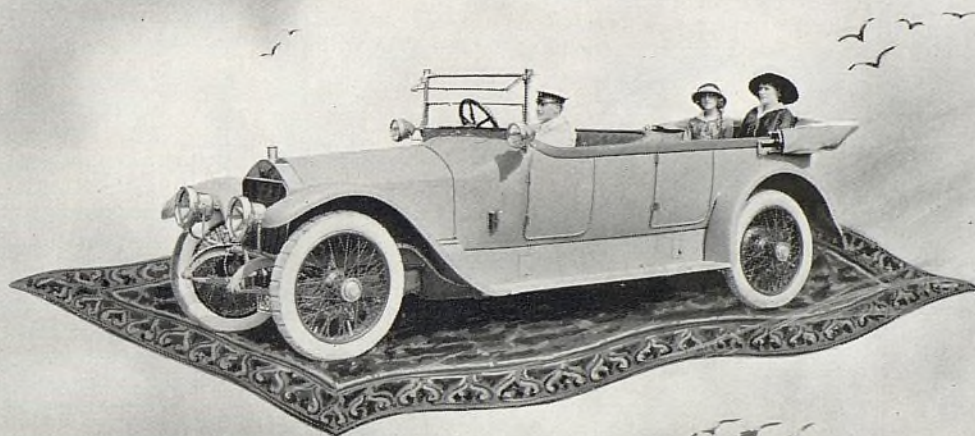


DAIMLER



NAPIER

NAPIER MOTOR CARRIAGES, like the Magic Carpet,
will convey you smoothly, rapidly & silently anywhere.



D. NAPIER & SON, LTD.
WORKS:-
ACTON, LONDON, W. 14, New Burlington St. London, W.



"Sermons in Stones—"

MOTORISTS should read, mark, and learn the silent eloquence of the flitting milestones that mark the trouble-free conquest of distance. No man fully appreciates the tale of tyre service unless and until he carefully notes the exact mileage given him by every cover.

We welcome the closest test of Avon Tyres—in fact, prefer it. No human advocate could recommend Avons more convincingly than the Silent Milestones—the supreme tribunal of all tyres, whose unerring verdict is writ in the cold, clear record of the speedometer.

THE AVON INDIA RUBBER CO., Ltd., 19, Newman Street, Oxford Street, London, W.
WORKS: Melksham. DEPOTS: Manchester, Glasgow, Birmingham, Bristol, Newcastle, Aberdeen,
Swansea, Nottingham, Paris.
Over 700 Garages hold stocks.

The question of tyres is most important in summer, for at this period they are put to the greatest use and the most severe strains. To practise economy with tyres the golden rule is to set out with your car equipped with tyres of the highest grade. There is a very strong reason why certain tyres enjoy wide sales and a high reputation. It is a reason founded on experience. Proper attention given to the tyre problem will go far to reduce the expenses of motoring.

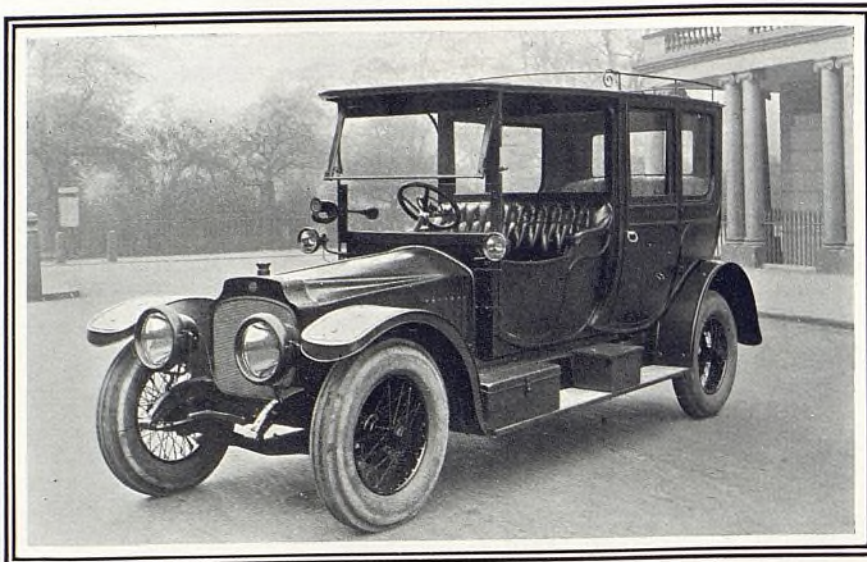
The choice of a car is not a very difficult matter nowadays as in general terms it may be said that there are very few unreliable cars. But there is a considerable difference between one brand of car and another, and for the average person the best rule is to select a well-known make. A motor car must win its reputation in a very fair field, and the brand which holds a good position for many years must have strong merit. A not unimportant advantage in buying a well-known car is that it is pretty sure of fetching a good price as a second-hand.

Dunlop tyres stand in excellent favour with the motoring public, and their popularity this season is greater than ever. They have been long and severely tested and they will be found suitable for every type of motor vehicle. A very useful catalogue is published by the Dunlop Rubber Company, which gives details of its tyres, detachable wheels, and many accessories.

It is very fortunate that the war clouds did not sweep over the Michelin tyre factory in France, for our good ally, Bibendum, would be sadly missed in the motor world, where he has long been a guide, philosopher, and friend. Messrs. Michelin have done, and are doing, splendid work for their country both in making good tyres and in developing aviation.

Very popular cars with our fighting forces are the Talbots, for they have those qualities of reliability and liveliness which commend them for war work. For years past in road and track contests and in colonial motoring the Talbot has enjoyed an enviable reputation, and during the

war Messrs. Clement-Talbot have enthusiastically aided in the country's work. Their factory and its operatives are lending most valuable assistance, and every purchaser of a Talbot can feel proud in the part played by its makers.



A 35-h.p. Six-cylinder Vauxhall, with Limousine Body, which has just been Supplied to the War Office for the Use of a General Staff Officer

One of the many causes which make the Zenith carburettor so universally popular is that it can be used equally well with either benzol or petrol. A West of England motorist who has been experimenting in this

direction on his 18-h.p. Enfield, Zenith-fitted, reports that he has tested it with benzol and Nos. 1 and 2 petrol, and he found that he got equally good work in every case. The automatic Zenith gets over one of the chief objections that many motorists have to benzol, viz., that it requires a special carburettor; and with a Zenith the owner is free to utilise whatever spirit he may wish or may be able to get.

The Goodrich tyre has made remarkable progress since it came to Europe, the strong feature being the unique design of the non-skid tread. Scientifically designed and built, the Goodrich has proved its worth under the most trying conditions.

In the Firestone tyre we have an American product which comes to us backed up with a big reputation. Road conditions in the United States make for severe usage of tyres, and the Firestone should find no difficulty in repeating its success on our roads.

By dint of merit the Wood-Milne tyre has made its place on the market. The material and workmanship leave nothing to be desired, and the makers have shown both enterprise and good judgment in catering for the motorist's requirements. In addition to their tyres Messrs. Wood-Milne sell a most useful accessory. This is a tyre pump actuated by the foot. It robs tyre inflation of its terrors.

A great body of experienced motorists swear by Avon tyres, and their allegiance is founded on the good results which they obtain with these articles. The most important point about them is that they give such faithful

service. Their durability is shown by the numerous excellent records of mileage supplied by satisfied users.

Wolsley cars have become very scarce owing to Government work occupying the immense factories, but it is well to bear the name in mind when thinking of motor cars in the future. Lanchester, Rolls-Royce, Crossley, Siddeley-Deasy, Standard, and Bedford are other well-known makes.



The Ever-popular 12-h.p. Rover, with a Two-seater Body



A Y.M.C.A. Motor Kitchen for Use at the Front

Keep a mileage record
Don't under-inflate, and
Don't overload. Then if your

Wood-Milne TYRES

do not fulfil the guaranteed mileage, viz.:

Square Tread -	-	-	-	-	3,000 miles
Non-skid or Steel Studded	-	-	-	-	3,500 miles

we will take them back and make good the difference. All other risks are included, except that of fire.

And remember, this is not philanthropy, but just plain, straightforward business. We know that with reasonable care our tyres will more than double the guarantee.

Write for guarantee form.



WOOD-MILNE SOLID BAND TYRES
for heavy Commercial Vehicles. Guaranteed 10,000 miles.

WOOD-MILNE, Ltd., PRESTON. Telegrams: "Comfort, Preston."
LONDON: Manchester Avenue, E.C. BRISTOL. BIRMINGHAM. BELFAST. DUBLIN. GLASGOW.
Wire: "Byturning, London." Phone: City 4797.



Wood-Milne
'Griprib'
Pattern.

Vauxhall
THE CAR SUPEREXCELLENT

The War Test

Every car the Vauxhall company can build is being bought by the Government.

IN one of the many letters received from the front, testifying to the magnificent service which is being rendered by Vauxhall cars, the opinion of an experienced motorist now serving in the Army Service Corps (M.T.), 7th Division Supply Column, is expressed in the emphatic phrase that "the Vauxhalls are the best cars for this job of all the makes we have here."

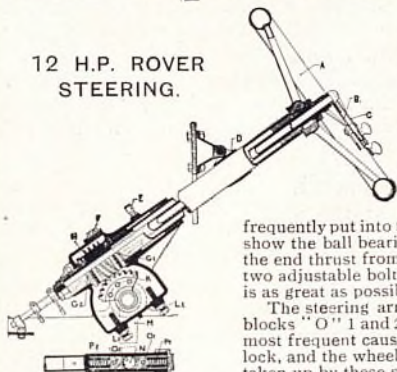
For the time being, delivery to private purchasers is impossible, but we will send on application particulars of our waiting-list plan, together with a copy of the newly-issued catalogue.

VAUXHALL MOTORS LIMITED,
174-182, Great Portland Street, LONDON, W.

THE FAMOUS

12 h.p. ROVER—£350

12 H.P. ROVER
STEERING.



On this is shown the large diameter steering wheel "A," with the control levers "B" for the throttle, and "C" for the ignition. The ignition lever "C," which very seldom requires any adjustment, is made the shorter, while the throttle control lever "B" is the one nearest to the hand when placed on the steering wheel. In addition to the control lever "B" there is a foot-operated accelerator pedal, which most drivers of the car will use in preference to the hand control. It will be seen that the steering column is stayed to the dash by means of a bush "D," ensuring a stiff, solid steering, with an absence of vibration or whip. At "E" there is a grease lubricator, which should be frequently filled and screwed home, while a plentiful supply of grease should be frequently put into the worm gear box through the screwed cap "F." "G" 1 and 2 show the ball bearings on the top and bottom of the worm "H," which take up the end thrust from the worm when operating the sector "K." "L" 1 and 2 are two adjustable bolts, which are so adjusted in our works that the steering angle is as great as possible without wheels coming in contact with the wings or frame. The steering arm "M" is provided with a ball "N," situated between two blocks "O" 1 and 2, which are held in position by springs "P" 1 and 2. The most frequent cause of a strained steering is when the car is being turned on full lock, and the wheels hit some obstruction; a slight alteration of steering is then taken up by these springs "P" 1 and 2. The Rover steering, therefore, consists of a worm "H" of hardened steel (its thrust top and bottom taken up by ball bearings "G" 1 and 2), operating a sector "K" with all special jars on the steering taken up by the springs "P" 1 and 2, so that the owner of a Rover may have the greatest confidence in this important part of the car.

THE ROVER CO., Ltd., Meteor Works, Coventry,
and at
59-61, New Oxford Street, London, W.C., and 16, Lord Edward Street, Dublin.

Some Records of GAMAGE TYRES

14,652 miles on back wheel of Hotchkiss Landauet.
5,000 miles—6,000 miles—7,000 miles.
7,490 miles—3,000 miles—still running.
5,206 miles on front wheel of 45 h.p. car.
9,000 miles on left wheel of car.
10,000 miles on 20 h.p. Vauxhall cabriolet.
4,600 miles without puncture.

GAMAGE TYRES.

Guaranteed for 3,000 miles. Compare the guarantee with the above records, copied from actual testimonials in our possession.

	Ribbed Square Tread.	Steel Studded Non-Skid.	Tubes.
	£ s. d.	£ s. d.	£ s. d.
700 x 85 mm. ...	1 12 3	—	14 3
710 x 90 mm. ...	2 7 3	3 4 9	14 3
760 x 90 mm. ...	2 11 6	3 11 9	15 0
810 x 90 mm. ...	2 13 9	3 16 6	16 3
815 x 105 mm. ...	3 15 3	5 3 3	1 2 6
875 x 105 mm. ...	4 1 6	5 12 3	1 3 3
820 x 120 mm. ...	4 10 0	5 15 0	1 6 3
880 x 120 mm. ...	4 17 9	6 5 6	1 8 3
920 x 120 mm. ...	5 2 3	6 10 9	1 10 0

SIZES TO FIT FORD CARS.

30 x 3 in. ...	1 15 3	2 18 9	11 0
30 x 3½ in. ...	2 17 0	3 18 6	16 3

A Recent Testimonial from Ireland.

Messrs. A. W. Gamage, Ltd. 22nd May, 1915.
Dear Sirs—It gives me great pleasure instead of complaining of failures, to inform you that I have just removed a tyre of yours, No. 20061, 820 x 120, which has been on both driving and front wheels of my 30-35 h.p. car since July, 1913, and has run 5,274 miles. It has worn evenly and would, perhaps, run a few more miles, but I am taking the car next on a long run.

"AIR-VULC" THE NEW TYRE REPAIRER.

The only Cover Stopping which will hold.

Invaluable to the Motorist. Punctures also can be remedied in a few minutes by the application of "AIR-VULC," and—a very important point—the repair is a permanent one. No solution required.

Sold in 2 oz. friction top Cans, 3/9 per can.

"AIR-VULC" IS BRITISH.

Send for a copy of our 1915 Motor Catalogue.

HOLBORN, LONDON, E.C.

" FIRST "
TO TRAVEL
100 MILES IN
ONE HOUR

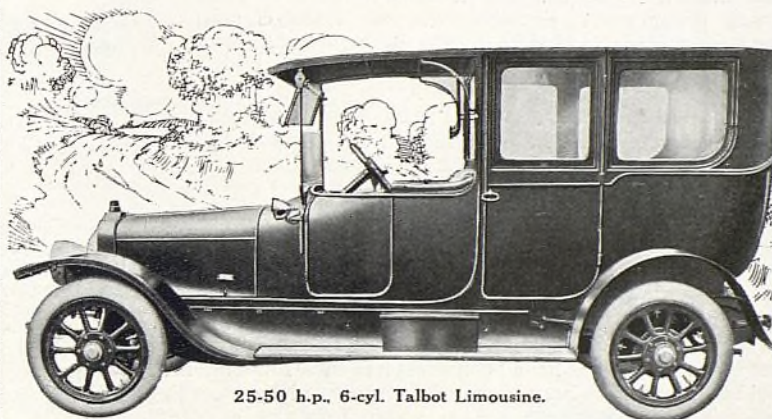
INVINCIBLE
TALBOT

" 72 "
HIGHEST
AWARDS
IN 1914

In this great World War the motor-car is proving indispensable, and it is an open secret that Talbots are doing their liberal share. Equipped as armoured cars, transport cars, staff cars, or ambulances, they are constantly revealing that sturdy reliability which has made them famous throughout the Empire.

Yet this same chassis allied to Talbot coachwork is as docile and comfortable a car as one could wish or money can buy. Catalogue of 1915 Models on request.

12 h.p., 15-20 h.p., 20-30 h.p., 25-50 h.p.
(4-cyl. or 6-cyl.).

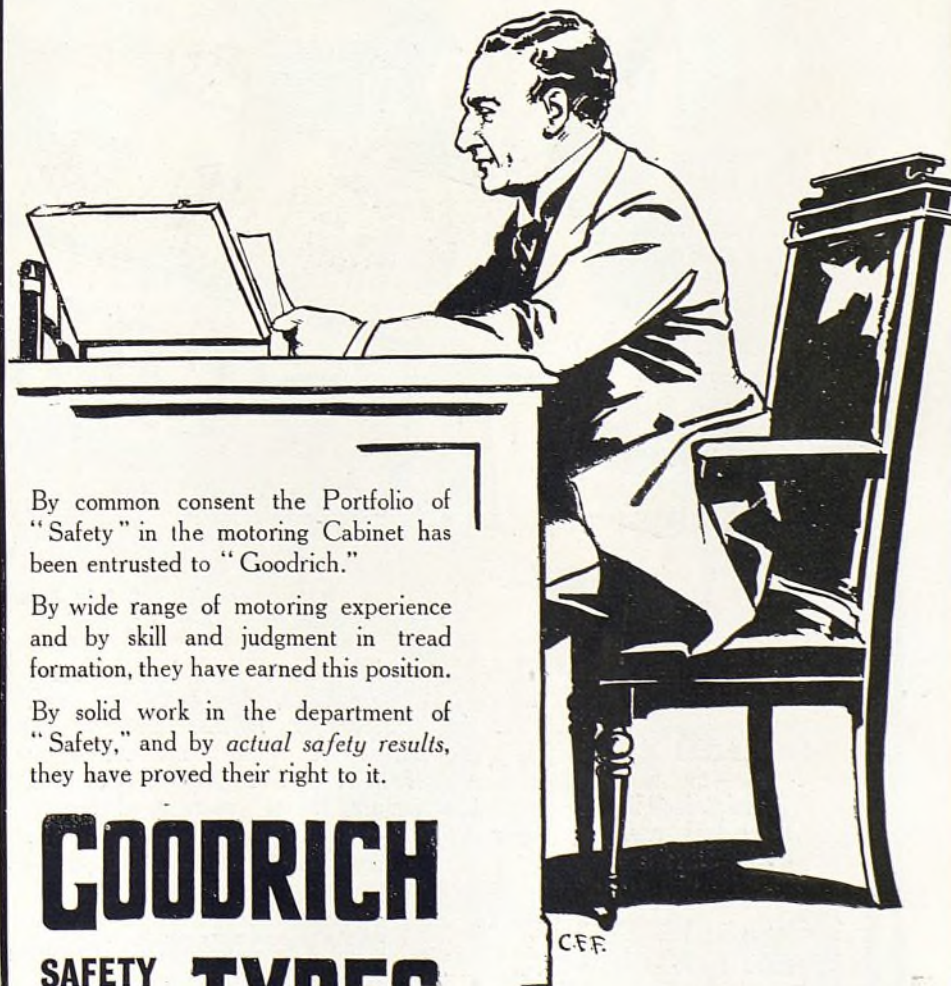


25-50 h.p., 6-cyl. Talbot Limousine.

CLEMENT TALBOT, LIMITED

Contractors to the Admiralty, War Office, and other European and Colonial Governments,
BARLBY RD., N. KENSINGTON, LONDON, W.

THE PORTFOLIO OF "SAFETY" IN MOTORING



By common consent the Portfolio of "Safety" in the motoring Cabinet has been entrusted to "Goodrich."

By wide range of motoring experience and by skill and judgment in tread formation, they have earned this position.

By solid work in the department of "Safety," and by actual safety results, they have proved their right to it.

GOODRICH
SAFETY
TREAD **TYRES**

Send for
Illustrated Catalogue.

THE B.F. GOODRICH CO., Ltd., 117-123, Golden Lane, London, E.C.



Woman's Sphere in War Time

By Olivia

The Elusive Season

Although we are told on all hands that there is not going to be any season, great preparations are afoot. Considering that there

will be no polo, scarcely any racing, no Covent Garden opera, no Horse Show nor Military Tournament, and no balls, it is wonderful how full London is, and how the shops positively teem with lovely and inexpensive things. Everything is so busy, in fact, that one begins to have a shrewd suspicion that things are not going to be so bad after all, and that there will be many little pleasures in store without actual gaiety. London will probably be as full as ever, though the aims of its visitors will be somewhat different from other seasons. The theatres and restaurants are happily doing extremely well, and the fashions are charming enough to give a fillip to the desire for pleasant sensations. They are so whimsical and original, so fresh and inconsequent and *débonnaire*—comfortable too, a great point in their favour. Really they seem to have been designed as a delicate protest against all the horrors of war and all the sordid ugliness that is always in the background.

Changes in Wedding Garments

Even war, however, does not stop marrying and giving in marriage. On the contrary it seems rather to have given it an impetus. War weddings have been every bit as numerous as those of peace, and, of course, far more interesting. One welcome effect of these hasty ceremonies has been that the ancient traditions of wedding dress have been shaken to their foundations. Even when brides have not been doomed to the panicky travelling-dress wedding, many of them have broken away from the conventional—abandoned the immemorial white and arrayed themselves really picturesquely and becomingly in soft colours. A new licence has entered the ancient portals of the Temple of Hymen, and the 1915 bridal robe is oftener of soft blush-pink or deep ivory and gold, or even ripe maize colour, and the bride may carry a bouquet of pink roses. In the matter of the wedding veil, too, tradition is altogether ignored nowadays. A recent bride, instead of wearing her veil over her face in the time-honoured way, arranged it as a frame for her head, held in place by a chaplet of silver leaves. Another wore it draped like a mantilla over her high *coiffure* at the back and secured with an antique diamond comb.



A Shady Summer Hat

Of black taffeta with transparent edging of tulle

The Ingredients of the Trousseau

The matter of the trousseau is another of the

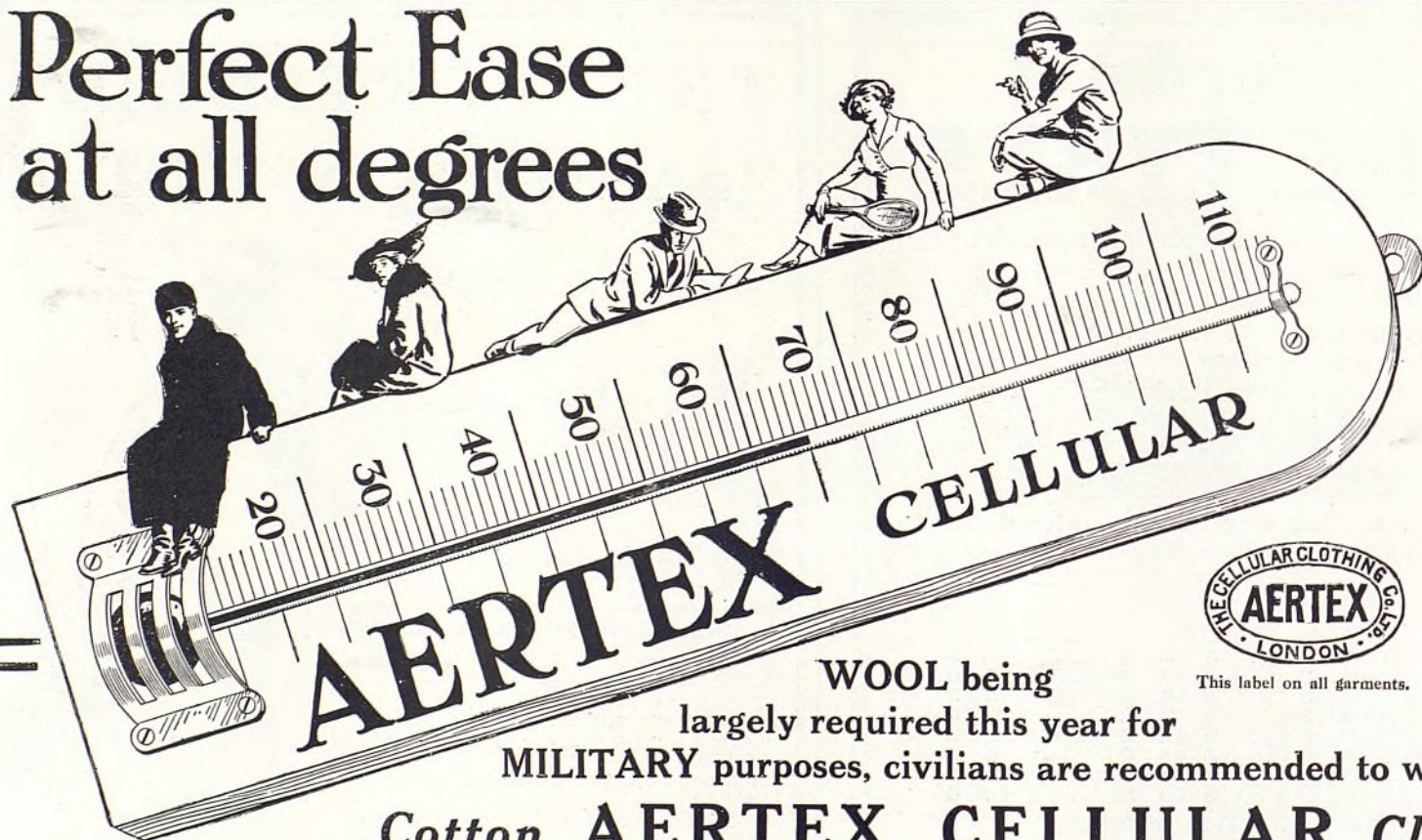
thrilling incidentals of the "wedding month." For once, at least, the luxuries of the wardrobe become its necessities. Everything old or half worn is discarded, and one may aim at having everything of the newest and most luxurious, and being frocked absolutely "up-to-the-minute." Among the charming follies of the trousseau may be reckoned a copious

supply of fragile or exquisite tea gowns, some superlative evening gowns and afternoon frocks, a stock of white serge costumes for tennis and many occasions, the dreamiest of *lingerie*, and last, but not least, one or two really dependable coats and skirts, which come in useful even on a honeymoon. Under the latter heading might come one of fine blue serge trimmed with both navy and black silk braid—the two together are a successful *mélange*—with a little half-way belt in front of multi-coloured ribbon. Among her *négligées* it would be appropriate for the summer bride to have at least one of painted chiffon, draped with studied carelessness, and adorned with filmy lace, and one of some of the gorgeous *ninons* brocaded with gold and silver. A very lovely one I saw the other day was of japonica pink with a delicate tracery of silver over an under-dress of plissé chiffon in palest blue.

Cool Muslin Frocks

The sudden advent of summer weather at the end of last month brought out myriads of those cool muslin frocks that are obtainable this year in so many dainty and delicate colours, as well as in the ever-becoming pure white. Nothing looks cooler or more delicious than the white muslin frock, especially now that billowy skirts are the order of the day. Long over-skirts of muslin, bordered round the hem with floral designs worked in soft flax thread, hang in full straight folds from the waist, showing an under-skirt of lace finished with a transparent border of fine lace, while the waists are finished as a rule with draped belts or sashes arranged with long ends at the back, and made either with plain satin or *moiré* or flowered chiné ribbon. The bodices are often lavishly embroidered and their sleeves are long and transparent. With an all-white *lingerie* frock, either a Watteau hat of Leghorn trimmed with a gay nosegay of flowers and knots of black velvet ribbon or a French sailor in white lined under the

Perfect Ease at all degrees



AERTEX

CELLULAR

WOOL being

largely required this year for

MILITARY purposes, civilians are recommended to wear

Cotton AERTEX CELLULAR Clothing.

AERTEX CELLULAR is cheaper, healthier and more comfortable than wool. It is durable, easily washed, and does not shrink. It is entirely of British manufacture. AERTEX CELLULAR consists of small cells containing air—the best non-conductor of heat. The body thus clothed maintains its normal temperature, being surrounded by a gradual changing layer of air without direct contact with

the outer atmosphere, hot or cold weather making no difference.

Illustrated price list of full range of AERTEX CELLULAR Goods for Men, Women and Children, with list of 1,500 depots where these goods may be obtained, sent post free on application to

The CELLULAR CLOTHING Co., Ltd.,
FORE STREET, LONDON, E.C.

A selection from list of depots where AERTEX CELLULAR goods may be obtained:

LONDON.—Oliver Bros., 417, Oxford St., W.
Robert Scott, 8, Poultry, Cheapside, E.C.
ABINGDON.—E. H. Beesley, 22 & 24, High St.
ALDRINGHAM.—T. White & Co., Ltd.
ALTRINCHAM.—Taylor & Cross, Stamford New Rd.
BARNLEY.—Turner & Charlesworth, Cheapside.
BATH.—Crook & Sons, 22, High St.
BEDFORD.—J. & A. Beagley, 5, High St.
BELFAST.—Robertson, Ledlie, Ferguson & Co., Ltd.
BIRKENHEAD.—Robb Bros., Ltd., 23, New St.
BIRMINGHAM.—Hyam & Co., Ltd., 23, New St.
BLACKBURN.—Mellor Bros., 29, King William St.
BLACKPOOL.—J. Whitehead, Abingdon St.

BOLTON.—H. Eckersley, 13, Bradshawgate.
BRADFORD.—Brown, Muff & Co., Ltd., Market St.
BRIGHTON.—J. Horton-Stephens, 42, Western Rd.
BRISTOL.—Arthur Quant & Co., Clare St.
BURNLEY.—R. S. Bardsley, 41, Manchester Rd.
CAMBRIDGE.—W. Eaden Lilley & Co., Ltd.
CARDIFF.—Morgan & Co., The Hayes.
CHELTENHAM.—Cavendish House Co., Ltd.
CHESTERFIELD.—H. J. Cook, High St.
CORK.—J. Hill & Son, 25, Grand Parade.
COVENTRY.—Hayward & Son, 17, Broadgate.
DERBY.—W. N. Flint, 14, James St.
DUBLIN.—George Grandy, St. Stephen's Green.

DUNDEE.—Draffen & Jarvie, Ltd.
EDINBURGH.—Jenner's, Princes St.
GLASGOW.—Arneil & Yuill, 20, Gordon St.
HOVE.—F. W. Yeomans, 31, Western Rd.
HUDDERSFIELD.—W. H. Dawson, 22, New St.
HULL.—Gee & Percival, 16, Market Place.
IPSWICH.—A. J. Ridley, 32, Tavern St.
LEEDS.—Hyam & Co., Ltd., 43, Briggate.
LIVERPOOL.—Watson Prickard, 16, North John St.
MANCHESTER.—Craston & Sons, 33, Oldham St.
MARGATE.—R. Rapson & Son, 21, High St.
MIDDLESBROUGH.—A. W. Foster, 74, Linthorpe Rd.
NEWCASTLE-ON-TYNE.—Isaac Walton & Co., Ltd.

NEWPORT (Mon.).—C. H. Burcham, 59, High St.
NOTTINGHAM.—Dixon & Parker, Ltd., Lister Gate.
OXFORD.—W. E. Fayers, 12, Queen St.
PLYMOUTH.—Perkin Bros., 13, Bedford St.
PRESTON.—R. Lawson & Sons, 131, Fishergate.
SHEFFIELD.—R. Hanbridge, Norfolk Ho.
SOUTHPORT.—Belfast Shirt Depot, Lord St.
STOCKPORT.—W. C. Fleming, 10, Underbank.
TORQUAY.—J. F. Rockley, Ltd., 49, Fleet St.
UXBRIDGE.—Stransom & Son, 50, High St.
WESTON-S.-MARE.—E. Hawkins & Co., 33, High St.
WOLVERHAMPTON.—A. Hall, Queen Square.
YORK.—Anderson & Sons, 33, Coney St.



An Ideal Suit for Summer
Underwear for 5/-



Aertex Cellular Day Shirt,
from 3/6



This label on all garments.

BY APPOINTMENT
TO H.M. THE KING

THE Goldsmiths & Silversmiths Company Ltd

JEWELLERS TO H.M. THE KING
DESIGN. QUALITY. VALUE.



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THE Goldsmiths and Silversmiths Company make a special feature of Solid Silver for the table, and their Stock of Solid Silver Tea Services, Trays, Entree Dishes, Fruit Dishes, Salad Bowls, Cruets, etc., is among the largest and choicest in the world. Complete Services can always be seen at the Showrooms at 112, Regent Street, W. A Catalogue of Silver will be sent post free.

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perfect Timekeeper, Screw Case, back and front ... 50/- Another make, 58/6 and 72/6 Gold, £6 18 6

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The Linen Hall,
Regent Street, London, W.

brim with pink aerophane would be appropriate. Other muslin frocks are patterned and sprigged with small floral designs on an ivory ground, and the black ninons and muslins patterned with coloured flowers have an old-world charm that is irresistible. A fascinating muslin frock which forms part of a trousseau is of white muslin with tiny bouquets of pink rosebuds and blue forget-me-nots scattered over it. The skirt is plain and very full, gathered at the waist, and made up over an underskirt of palest pink taffeta. At the hem the skirt is finished with three little flounces of muslin, each edged with a tiny rucheing of pink taffeta. A wide sash of forget-me-not blue satin ribbon is brought high under the arms, and the shoulders are draped with a fichu of white French muslin inserted and frilled with Valenciennes lace. This fichu is caught in front with a little bunch of rosebuds and forget-me-nots. With it is to be worn a big black lace hat trimmed with pale pink ribbon and little clusters of the flowers.

Belts and Sashes

Each season brings with it its own set of dainty et ceteras. That of 1915 will be chiefly remembered for its wondrous neckgear, which has been its especial feature. But among other *hautes nouveautés* are its belts and sashes, which are particularly novel and pretty. The draped hip sash of soft satin, tied in a knot at one side and having long fringed ends, is an alluring affair, and the wide swathed belt, boned in front and coming down a little over the hips, is another interesting *genre*. Yet another and more elaborate model which has just come from Paris is the "Corselet" sash belt, in wide moiré ribbon, swathed and lightly boned to keep it in place. It reaches half-way up to the armpits and descends well over the hips, fitting closely to the figure, and is finished at the back with a big ribbon bow and long ends. The belt of wide chiné ribbon drawn carelessly through a gilt or enamelled buckle is always useful and smart, and is in great demand at the present moment. The question of the belt is always worth careful consideration. It may add a most attractive and individual touch to even the plainest gown, giving a note of contrasting

colour which just lifts it out of the commonplace. Both at Messrs. Harrods' and Messrs. Debenhams and Freebody's charming new ideas in waist-belts are to be found



A Beautiful Paquin Negligée—At the Maison Paquin, 39, Dover Street, W.

The Daintiness of Hand Bags

The toilette—like life—is made up of small things. The hand bag is one of these small things which are dear to our hearts and to which we cling in spite of all efforts made in certain quarters to banish them. In vain are they voted "out of fashion." They merely blossom out in an infinite variety of new shapes and kinds, and become more entrancing than ever. This year they are really delicious. Their shapes are original and quaint to match our picturesque frocks. In our frocking we have gone back to the period of the "reticule" beloved of Jane Austen's heroines, and our present-day reticules have an old-world charm cleverly introduced that carries out the illusion. Bags of flowered silk, lined with some contrasting colour, are charming to go with our taffeta frocks, and the *élégante* will have her bags made to match her different frocks. The newest bags, by the way, are not adorned with tassels. One delightful bag made to accompany a black flounced frock was melon-shaped and entirely covered with infinitesimal frills of black taffeta. Its lining was of palest pink moiré embroidered round the edges with tiny flowers and foliage in ribbon work. Those who have slim purses and clever fingers may very easily give this dainty finishing touch to quite an inexpensive bag themselves.

Comforts for the Troops

I have had several letters from various parts of the front of late complaining that cigarettes, chocolate, and all the little amenities that were showered in almost too-great profusion upon our soldiers in the fighting line earlier in the year are now entirely lacking, and would be very welcome. Handkerchiefs, towels, soap, and disinfectants of any and every description are also very much wanted. It is not pleasant to hear that our soldiers, whose recent deeds of heroism are unexampled perhaps in the history of the world, amid all that they are suffering and doing for us, lack any little comforts that we can give them. I send out weekly parcels, and shall gladly forward to the front comforts of any sort if readers will send them to "Olivia," THE SPHERE offices, Great New Street, E.C.

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Recipe by a Famous Chef (Mr. H. HAMMOND, M.C.A., Chef de Cuisine, Thatched House Club)—

Put the outside peel of two lemons into two quarts of water, add eight lumps of sugar and boil for ten minutes. To this add two dessert-spoonfuls of Robinson's "Patent" Barley, previously mixed to a smooth paste with a little cold water. Continue to boil for five minutes and allow to cool. When cold strain off through fine muslin and add ice and lemon juice to taste.

Pearl Barley should on no account be used as a substitute, as, to give it a better appearance, it is frequently adulterated with French Chalk, which is most injurious to the system.

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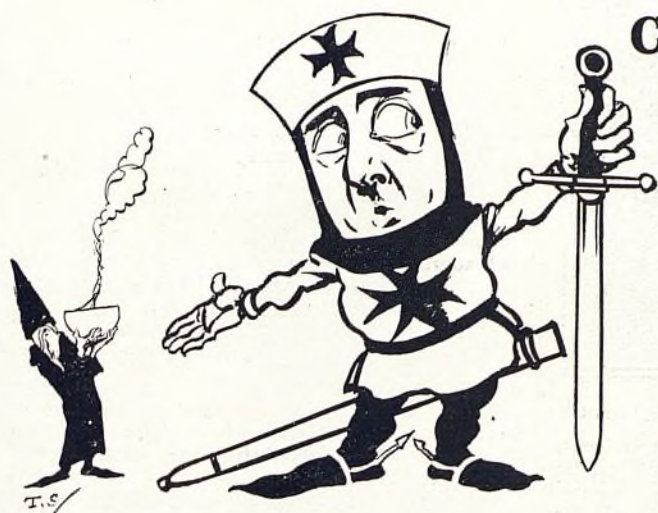
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N 6.



Taffeta COATS

*The
Roma,
50/-*



*The Roma (as illustrated above).
Smart Black Taffeta Coat, with waist-
belt and ends of Military braid; ruch-
ings of Taffetas at edge;
White Silk Collar ... 50/-*

TAFFETA will be one of the most fashionable fabrics this Summer, and we are now prepared with an exceptionally large assortment of styles in this delightful material—both in Coats and Costumes, ready for immediate wear—and the values are unsurpassed in all London. Note these two examples:—

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Black Chiffon Taffeta Coat, cut with ample
fulness, belt at waist; half-lined
Silk ... 84/-*



*The
Naples,
84/-*

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Weak, Anaemic, Nervy, Run-down.**

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2/3 and 4/6 per box.

ODDS AND ENDS OF INTEREST

Mr. Galsworthy's New Play, "A Bit o' Love"

Mr. Galsworthy's new play, produced by the Liverpool Commonwealth Company at the Kingsway Theatre, is a wonderful study of suppressed passion and rustic cruelty. The story is extremely simple. Beatrice Strangway, the wife of a curate in a small west-country village, deserts her husband after a few months of married life in order to live with a former lover, a doctor in a neighbouring town. After a pathetic scene, in which his wife comes back and begs him not to divorce her because of the harm it will cause her lover, she leaves the curate to his solitude. Michael Strangway's Christian forbearance after this ordeal and his refusal to divorce or otherwise illtreat his erring wife makes him the butt of his parishioners, who, after a meeting of protest at the village inn, publicly hiss him as he comes out of church on Ascension Day. Driven to desperation, Strangway finally meditates suicide, and is only prevented from doing so—in a scene of the utmost beauty and imagination—by a child's intervention. The



Colonel Lowth with Six other Veterans of the Lincolnshire Regiment

The above group shows Colonel Lowth with six other veterans of the Lincolnshire Regiment, whose total service amounts to over 310 years. Reading from left to right, the names and war services are: Back row—Colour-Sergeant A. Grey, 45 years 7 months; Colour-Sergeant C. Housam, 42 years 1 month; Sergeant C. Smith, 39 years; Private R. Skeats, 44 years 5 months. Front row—Quartermaster-Sergeant W. Tomlin, 44 years 3 months; Colonel F. R. Lowth, 44 years 1 month; Sergeant P. Reddy, 51 years 5 months

play seemingly ends on a half-note, as the sorely-tried clergyman goes out into the night to live down the past and to start a new life. The Liverpool Commonwealth Company deserve the greatest praise for their beautiful production; the stage management and acting were alike excellent, and showed to the full the possibilities of the play. *A Bit o' Love* has just been published by Duckworth at 1s. 6d. net.

National Refugees

That admirable training ship, the *Arethusa*, receives a large number of letters from its old boys. Here is a letter from an old *Arethusa* boy who was on H.M.S. *Lennox* during the fight off Heligoland: "I now take the opportunity of addressing these few lines to you, asking you if you will forward me the *Arethusa* good conduct medal, my three years having expired on August 30 last. I expect you have read of the Navy's *Arethusa* in her recent action in Heligoland. She was our leader, I am proud to say. There were several old 'Are' boys in the action, there being five on my ship alone, and we all wish the old ship 'good luck,' and we sincerely trust she keeps up her good name, the 'Saucy *Arethusa*.'" Help such a work to assist other poor boys. The address is 164, Shaftesbury Avenue, London, W.C.



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