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JUNE



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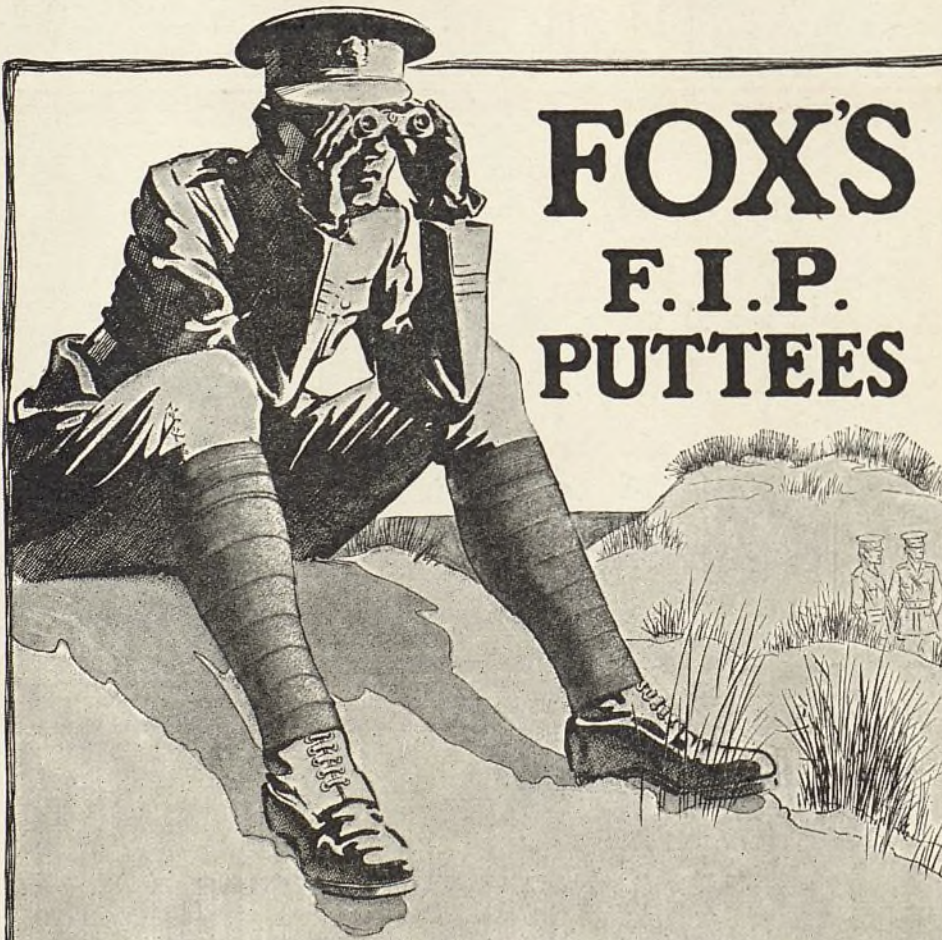


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Volume LXI. No. 804.

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London, June 19, 1915

Price Sixpence.



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DRAWN BY PHILIP DADD FROM A SKETCH BY A NAVAL OFFICER

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THE SPHERE

An Illustrated
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Home.

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THE GREAT EUROPEAN WAR: WEEK by WEEK.



Madame Bertha Trost

Who has just been deported. She was well known through her insistence on wearing early-Victorian dresses

This is not the time to talk of convictions which divide us. We have one conviction in common: Our country is right, and our country being right, ought to win. Our country being right, our country deserves to win, and we will do our best to win the victory. Conservatives, Unionists, Liberals, Socialists, Syndicalists—we are one people so long as this war lasts

Mr. Lloyd George at Bristol



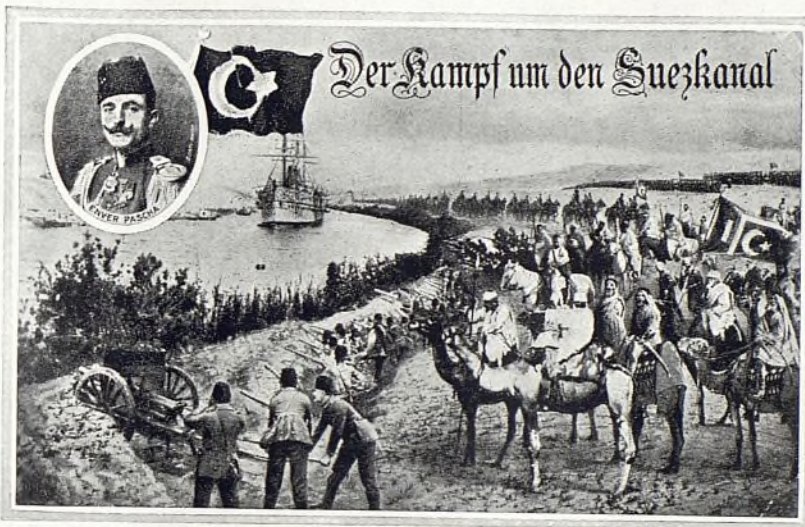
"Exhibit A"

Drawn by Rollin Kirby for the New York "World." A satire on the attempts to placate American opinion

THE OFFENSIVE AT HEBUTERNE

The French counter-offensive in the direction of Lens is, naturally, the most important event in the week's fighting in France. There is, however, another movement in progress at Hébuterne which will, in its ultimate results, be fully as important as the larger advance to the north. This second attack was developed whilst the first—on Ablain, Souchez, and Neuville—was still being pressed. Owing to the fact that Hébuterne and other regions had been partially drained of reserve troops in order to stop the threatened French advance on Lens, the German positions were easily carried by storm.

The hammering away at the flank of the great German salient, which, lower down, bulges more nearly to Paris than does any other part of the line, must sooner or later have the effect of compelling a withdrawal of the enemy's lines, and a corresponding advance of the French.



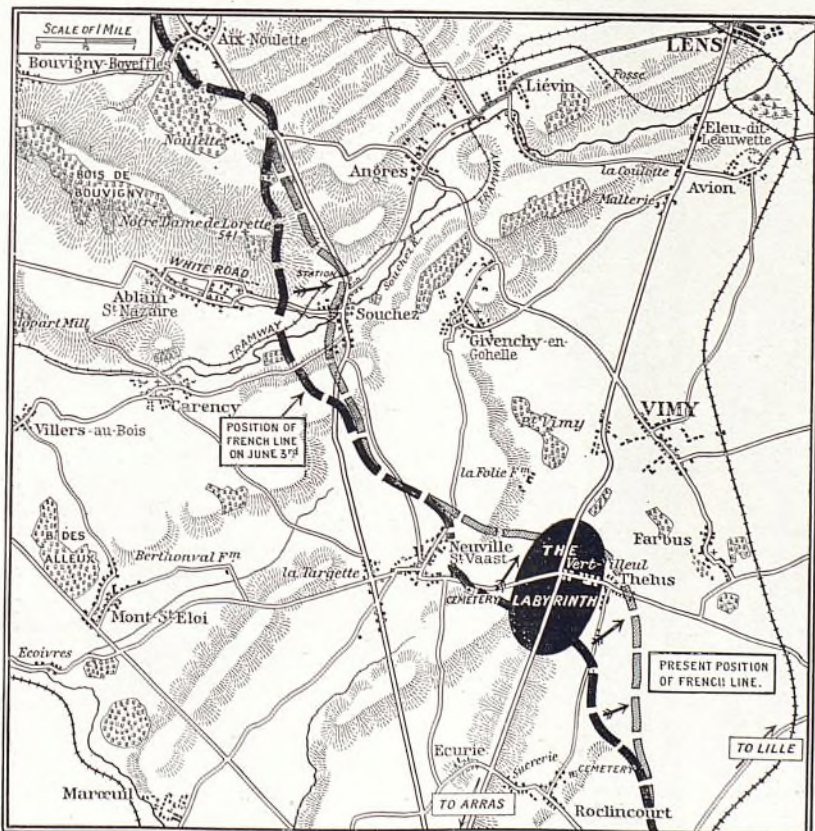
"The Struggle Along the Banks of the Suez Canal"

Germany's endeavours to influence opinion in her favour have taken many forms since the opening of the campaign, and desperate attempts have been made to convert neutrals to her side and to solidify feeling amongst her own Allies. One of the latest to come to our notice is shown above. This post card was on sale in the streets of Constantinople for two months before the Turkish forces actually reached the canal. The canal in the picture is, in reality, not that of Suez, but of Kiel. The ship is the German Emperor's yacht, the "Hohenzollern," and the soldiers and camels have been skilfully painted into the picture

THE STRUGGLE IN GALICIA

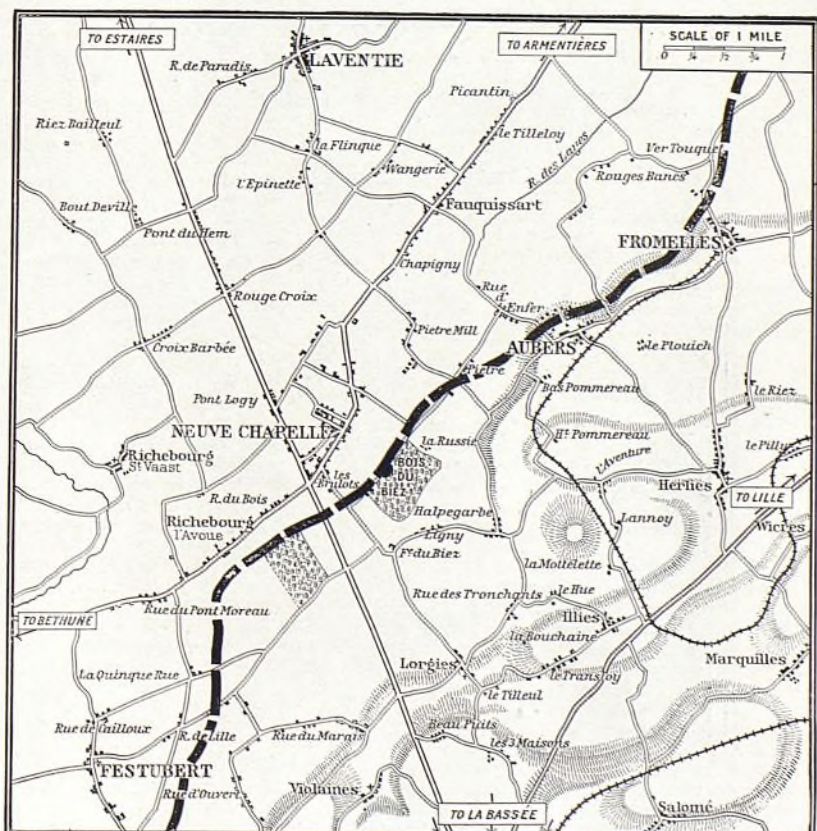
The conflict in Galicia is still raging along the new Russian defensive line on the San and the Dniester. East of Przemyśl attacks on the new Russian position about Mosczka have failed to make headway; and near Kolomea the Austrians, after repeated assaults, were also repulsed. The Russians were thus enabled to make a more or less unmolested retirement to the Dniester.

In the centre, on the road to Lemberg, the Austro-Germans, making false attacks upon Halicz, where there is a strong bridgehead, and elsewhere, developed their main attack at Zurawno, between Halicz and Strij. They succeeded in forcing the passage, but were immediately attacked; and the forces which had passed were hurled back with a loss which probably amounts to half their strength. The Russians even pushed over the Dniester and captured Zurawno, but failed to hold it.



The French Fighting Line in the Neighbourhood of "the Labyrinth"

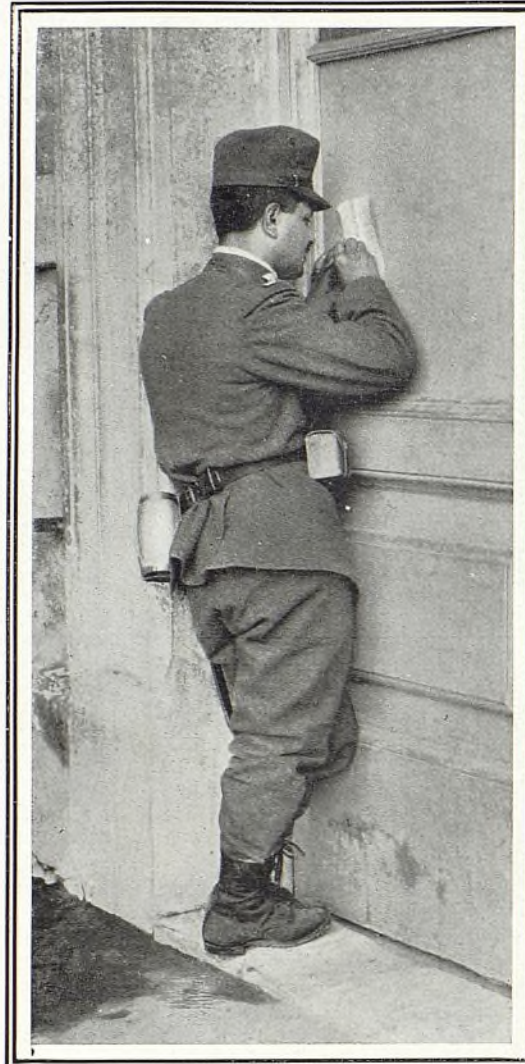
The French thrust towards Lens has been greatly developed during the past week. The advance is, broadly speaking, being pushed along three lines—between Noulette and Souchez, along the "White Road" and the tramway line, and through Neuville village and "the Labyrinth" northwards along the main Arras-Lens road. This latter region, shown dense black on the map, is now almost entirely in French hands. The winning of it was, indeed, no easy matter as the enemy has transformed it into a formidable fortress with barbed-wire and other entanglements, cannon under cupolas, machine guns, and every other kind of hindrance. Farther to the north the sugar refinery on the road from Ablain to Souchez fell into French hands, and at the beginning of the present week a further advance was made and the railway station and part of the village of Souchez were captured. To the north of Lorette also progress has been made along the third line



The British Positions from Festubert Along the Aubers Ridge

The position along the British front offers some very interesting points. The uneven appearance of the fighting line as it zigzags from point to point is really due to the fact that the ground was won not as the result of one huge bound forward but, rather, owing to the joining of a series of salients formed at various times. The fighting around Aubers and Fromelles to the north developed into a struggle for possession of the Aubers ridge, a marked range running parallel to the British lines. Positions along the foot of the ridge were won from the enemy, and Aubers and Fromelles villages are now well within reach of the British heavy artillery. Farther to the south the advance from Festubert has caused a bulge in the line which extends as far as the outskirts of Rue d'Ouvrart. In the centre, around Neuve Chapelle, the position is not materially different from what it was a month or so ago

WAR SCENES from ITALY : "The Italian Troops have



War Types in Italy

Writing a letter home before departing for the front



Italian Troops Marching Through the

Streets After Receiving their War Kit
Throughout the operations along the whole of our front the Italian troops have shown their magnificent fighting qualities, asserting themselves over all obstacles of climate and ground, and serenely overcoming all technical difficulties," so says a recent official communiqué. Here are some of Italy's fighting men—splendidly equipped and full of vigour—off to entrain for the war zone



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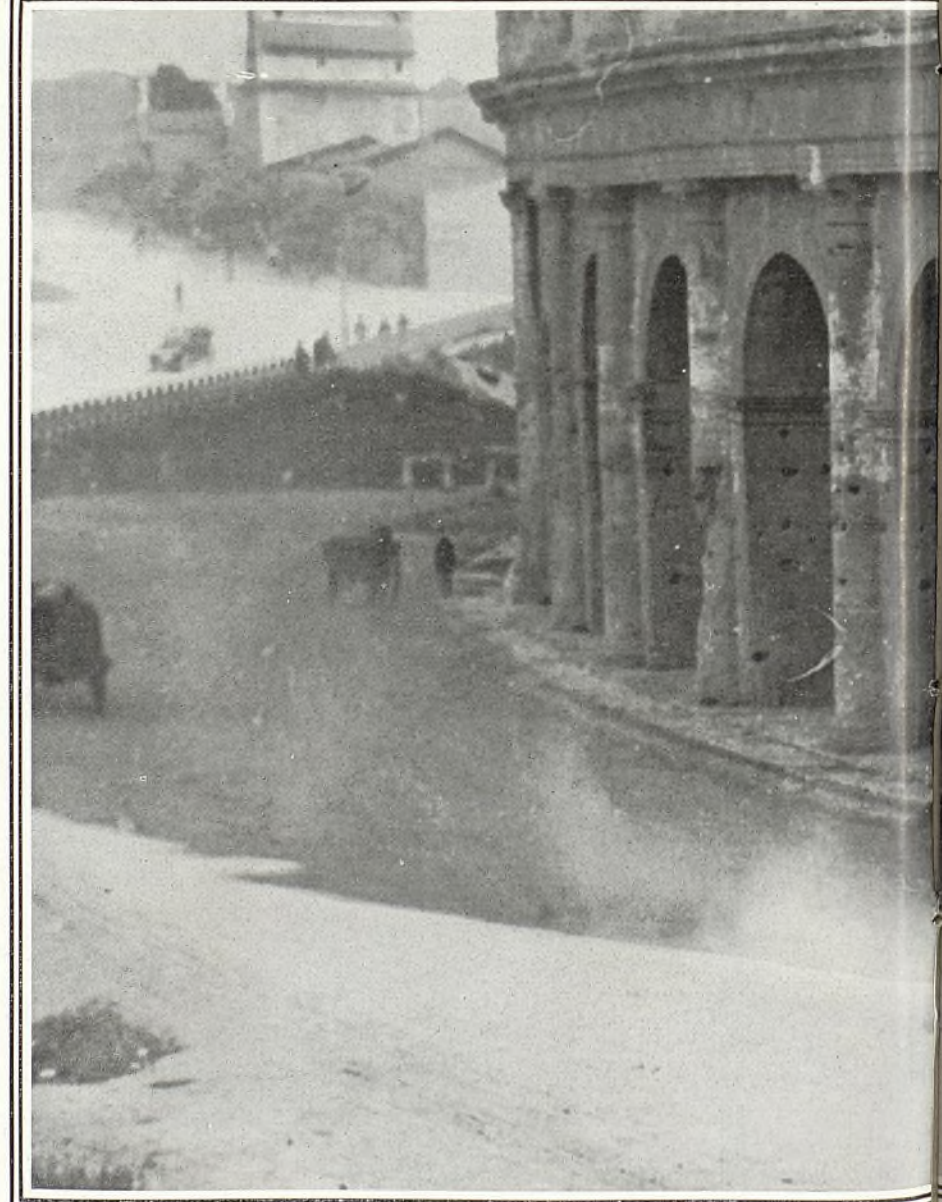
War Types in Italy

An Italian volunteer cyclist in his neat and efficient uniform



Sisters, Mothers, and Sweethearts Walking with the Troops

The streets of Rome, Milan, and other big Italian cities have during the past week witnessed hundreds of such groups as that seen above



Italian Motor Transport Lorry Rounding

the Base of the Coliseum in Rome
Italy is particularly well situated as regards motor transport. The output of cars in normal times is so great that large factories have had to be erected to meet the demand, with the result that these factories at Turin, Milan, Brescia, Genoa, and other places will now be able to cope with the new need for military motors. The supplies of petrol from Rumania and Russia having ceased, there is still a plentiful supply to be had from America. A register of all privately-owned



the Base of the Coliseum in Rome

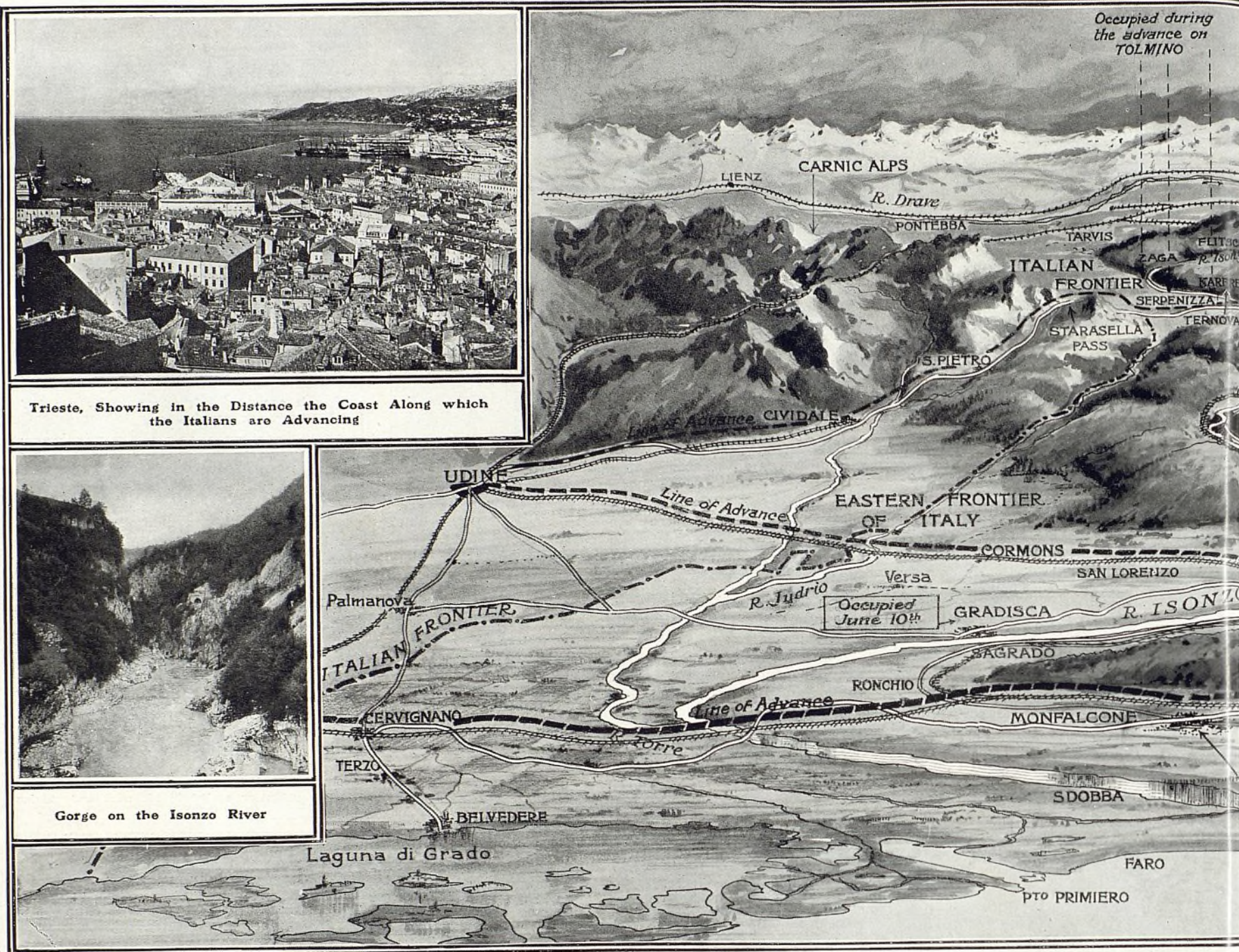
cars was prepared some time ago by the military authorities, but it is intended only for requisition cars of Italian make for the army in order that spare parts should be easily forthcoming. Although exact figures are not easily obtainable concerning Italy's motor fleet, there is every reason to believe that she has enough cars for her purposes, whether they be needed for transport work, for the use of the staff, for carrying guns, for the use of signallers, or for despatch carriers.



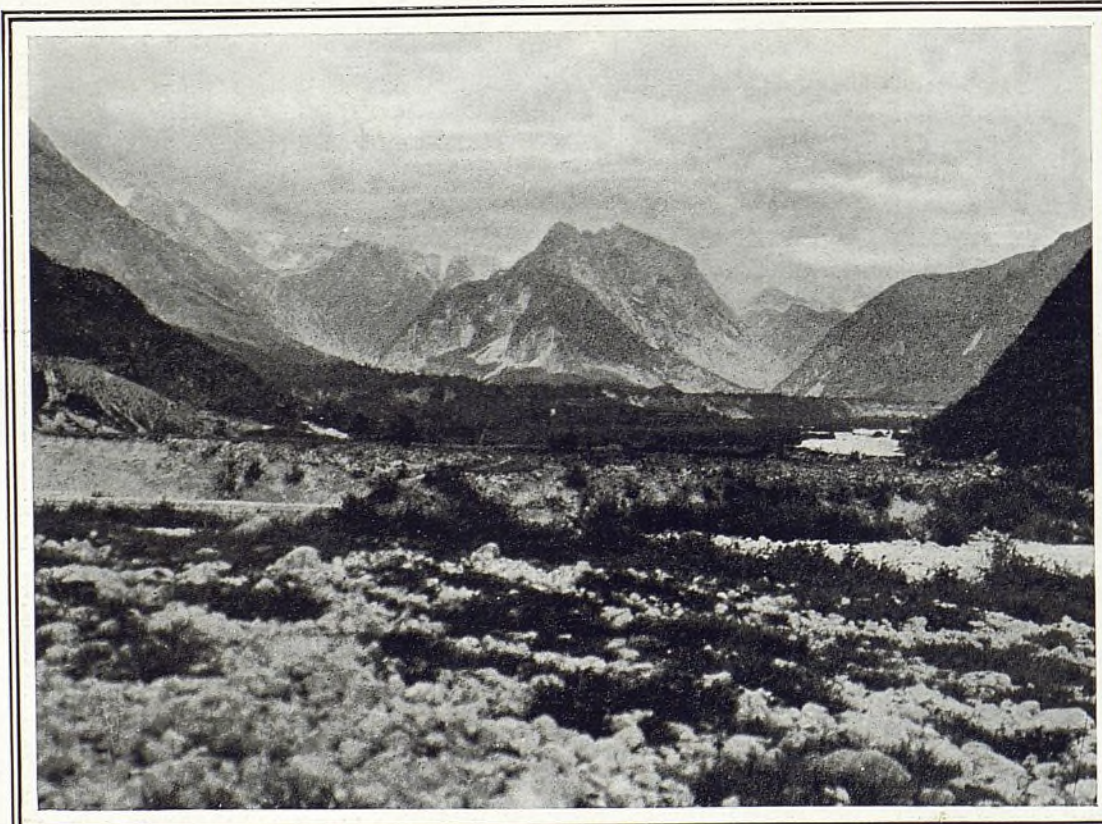
Carrying their Banner to the Front

This company of the Royal Guard illustrates the fact that the Italians, unlike ourselves, carry their banners into battle

THE ITALIAN CAMPAIGN: Where the Fight for



BIRD'S-EYE VIEW SHOWING THE VALLEY OF THE ISONZO AND THE CHIEF POINTS CAPTURED OR



The Rocky Valley of the Isonzo near Caporetto

The Isonzo river, on the banks of which the Italians have been fighting at many points, is an extremely interesting river. It boils and foams in a rocky limestone bed which has been worn into the oddest shapes by the ceaseless action of the water. The water of the river is opaque, and of a sky-blue colour blended with pale emerald green. The water almost seems to hiss over and around the rocks so strenuously does it work through its rocky bed. In the bird's-eye view given above the river is seen flowing from the region of the Predil Pass. On or close to its banks are Fritsch, Zaga, Karfreit, Ternova, Serpenizza, Caporetto, Santa Lucia-Tolmino, Canale, Gorizia, Gradisca, and Sagrado. As it approaches the Gulf of Venice the river flows over very flat ground.

On these pages we are now able to show the advance of the Italian troops into the district of the Isonzo valley. The river forms a natural barrier against which the Italians have thrown out several columns. One is operating against Tolmino, another against Gorizia, while a third has been forcing its way through Monfalcone towards Trieste. These Italian movements are being served by a network of railways. From Udine two lines outbranch—one to Cormons south-easterly and the other north-easterly to Cividale, where it touches the fringe of the mountains, and both lines end close to the frontier. A third line from Udine serves the Carnia front to Pontebba and the Predil Pass.

There are at least six good roads up to the frontier. These serve as auxiliary transport lines, and were a not inconsiderable help in the wonderfully rapid concentration of troops all along this eastern frontier.

It is to be hoped that these old cities of Udine—which are on the whole little known to the general traveller, but are most interesting historically—such as Treviso, with its frescoed five-domed cathedral, begun in 1485, and castle-crowned Conegliano; Cividale del Friuli, of Roman antiquities; and picturesque Venetian-looking Udine—may not be spoiled by the Huns.

The Friuli country over the frontier was the first to be liberated in this war which Italy has begun with such vigour. The men cheered and waved their rifles wildly as they rushed over the border; three honoured comrades hacked the base and then threw down the hated wasp-like black and yellow pole, crowned by the double-headed eagle of Austria, and the enthusiastic rush carried them well into the enemy's country.

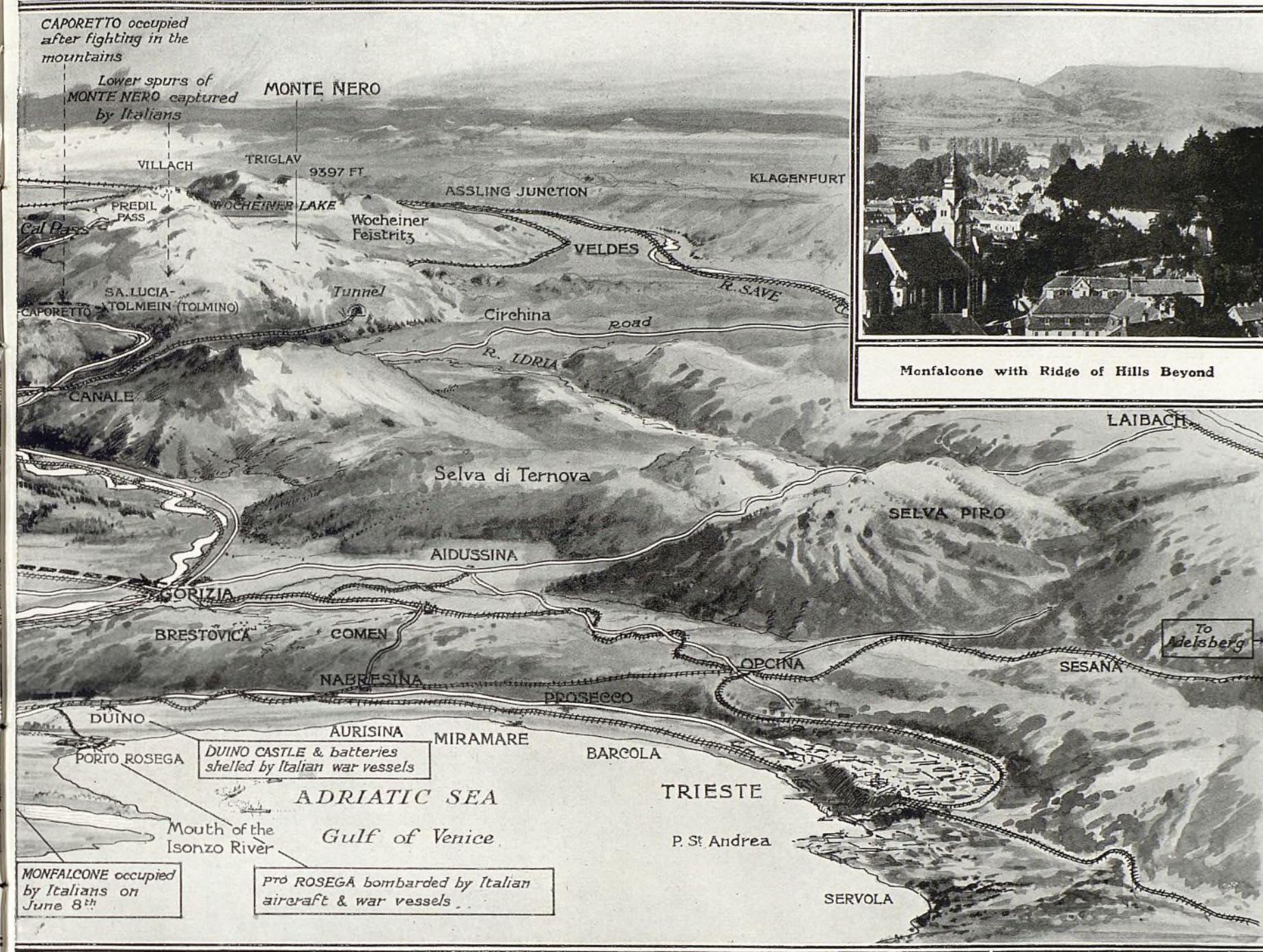
The Julian Alps are the natural north-eastern boundary of Italy, and the Friuli district is the natural basin of the Isonzo, which rises in the Julian Alps, and later receives the waters of the Judrio and Frigido rivers, and falls into the Adriatic near Monfalcone.

Since occupying Monte Nero it is said that the Italians have "cut the road to the Predil Pass"; this would enable them to threaten Tarvis on the line Vienna-Villach-Toblach and prevent the transfer of troops by rail from Assling.

The Isonzo has been crossed, and stubborn fighting is reported on this frontier, but as the artillery have beaten back the enemy here it is to be hoped that the troops will go forward with the same dash and enthusiasm with which they started this war of redemption, and as for them also it is a holy war, there should be every prospect of success.

On this front, as in the Carnia, the work has been hindered by fog and bad weather. In June this cannot continue long; if all goes well they will want to push on before the great heat. As the days go on and it gets hotter, the rivers will

Trieste is Taking Place Along the Rocky Isonzo.



THREATENED BY THE ITALIAN TROOPS DURING THEIR ADVANCE INTO AUSTRIAN TERRITORY

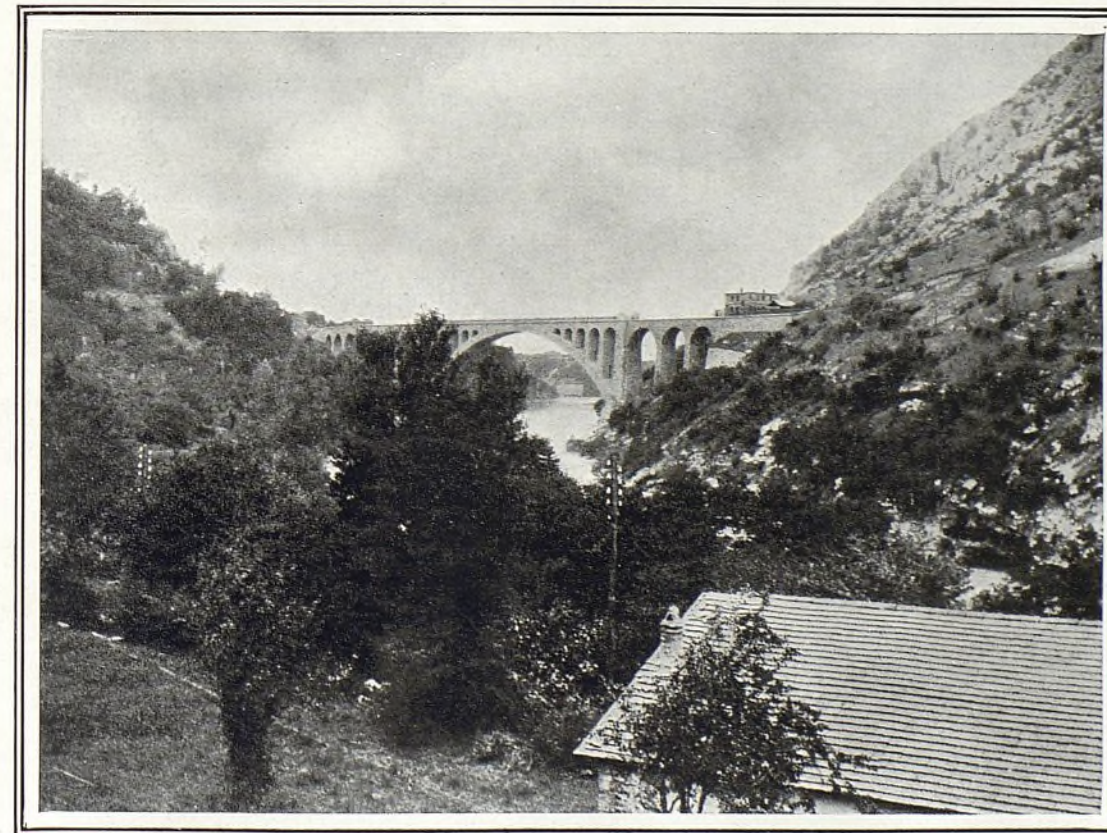
be less likely to inconvenience the troops until the July thunderstorms fill them suddenly, but the Isonzo should be well in the rear of the army by then.

The capture of Monfalcone gives possession of one of the two railways to Trieste; the scenery is interesting on both, but the Gorizia line comes on to the high wild plateau of the Karst (Carsia in Italian), covered with scrub amongst low-lying rocks. As the line runs along through it one sees great holes in the ground containing the most carefully cultivated little vegetable gardens. The country here is so bare and rocky that it is only by immense toil that the good soft brown earth is collected and carried to these sheltered craters by the scattered but thrifty cultivators of the Karst. To an invading force these pits would cause considerable trouble, for they would prove useful trenches for the defenders; there is very little shelter from the sun, which would be scorching. The stones upon the Karst reminded one of the strange formation on the top of Monte Piana in the Dolomites.

All the eastern frontier is dotted with forts of great strength, and we await the Italian report of the fight at the bridgehead of Gorizia with the keenest interest, for the further our Allies proceed into the country the more certain it is that they must come up against the enemy in force, especially here where the forts were so well prepared.

The Wocheiner Railway, in connection with the Tauern Railway, bringing Salzburg and south-eastern Germany into direct touch with Trieste, is playing no small part in Austrian strategy at the present moment. The railway starts at Assling. It was completed in 1906, through a district which until then had been untouched by railways, recrossing the Save until it comes to the Wocheiner Feistritz, the capital of the Wocheiner district, a summer station at the entrance to the great four-mile tunnel. There is a lovely drive to the beautiful Wocheiner See (1,715 ft.), lying below great walls of rock; at its lower end it is closed in by wooded hills. Leaving Wocheiner Feistritz, the great four-mile tunnel through the Julian Alps is entered, then more splendid viaducts and tunnels, passing Grahova and following the river to the Santa Lucia tunnel.

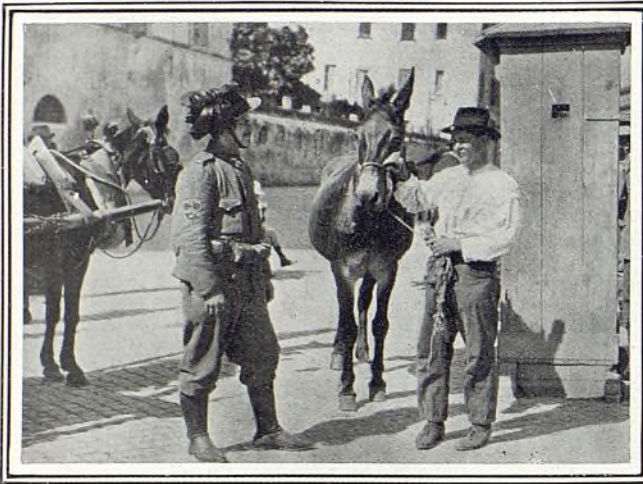
A high road here passes across the railway to Tolmino, Caporetto, Plezzo, and the Predil Pass, following the River Isonzo to Zaga, and then on through the hills to Plezzo and the Predil Pass; thus it will be seen that the possession of Caporetto from the Starasella Pass would seriously menace Gorizia and Trieste. Passing southward the country opens out, and peaches, figs, and mulberries are seen, and the plain of Gorizia is reached; crossing the Isonzo by a splendid bridge, 120 ft. high and 240 yards long, the railway reaches the very hot but interesting old town of Gorizia.



A Bridge on the Railway Through the Isonzo Valley

There are forty-seven tunnels and forty-nine large and 678 small viaducts on the Wocheiner railway. During its whole route it passes through magnificent mountain scenery. The rail runs in and out of the valleys, round hillsides covered with pines, dropping down into deep ravines and delving with ear-splitting shrieks into endless tunnels. Out again into the sunlight it follows the Save river for a while, only to mount again and rush through another tunnel and land its load of troops at some erstwhile summer station which is now turned into a camp. The railway pierces the Monte Nero, for which the Italians are now so bravely striving, emerging from a long tunnel above the valley of the Idria. It runs into the Isonzo valley above Canale.

AUSTRIA'S MOUNTAIN RAILWAY : *Along the Eastern Italian Frontier.*



Commandeering of Horses and Mules

The youth seen in the view has brought up a mule to the soldier in response to a notice calling up horses and mules for military purposes



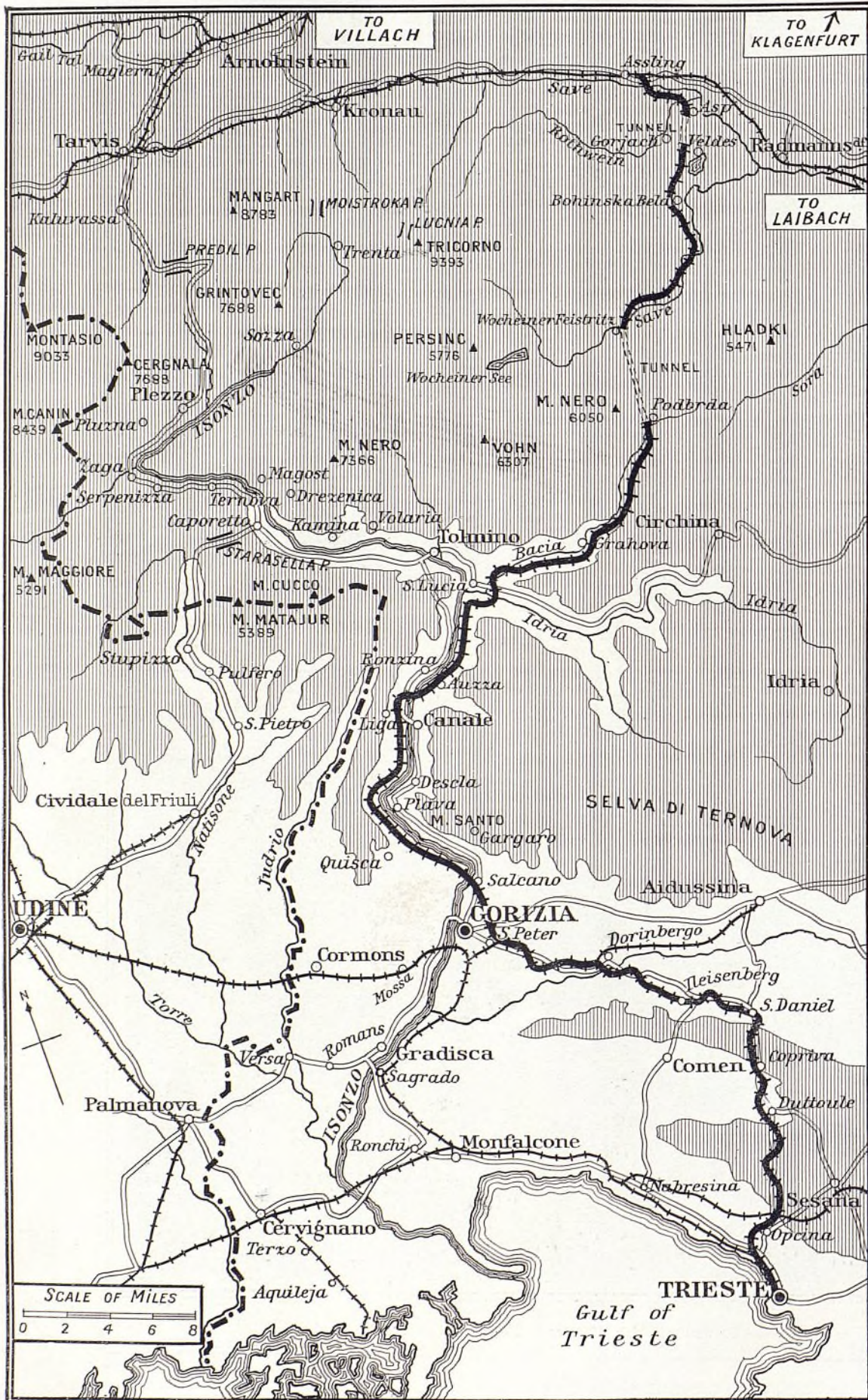
Italian Girl Scouts

Decorating Italian soldiers on "Tricolour Day" in Rome



Italian Troops Resting by the Wayside

The troops have been assembling in their thousands in their new service uniform of grey-green; all cheerful, for it is a people's war



How the Wocheiner Railway from Assling to Trieste Serves the Fighting Front in the Isonzo Valley (see two previous pages)

The adjacent map has been specially prepared for THE SPHERE in order to show the country in which Italy has successfully undertaken such interesting mountain fighting, together with the flat country nearer the mouth of the Isonzo river, which is seen flowing down the centre of the map. A prominent feature is the Wocheiner Railway, which is represented by a specially thick black band stretching from Assling Junction in the north to Trieste in the south. In its most northern section the railway passes through a very mountainous country, which will be found illustrated on the two preceding pages. At Assling this strategic railway joins the main line from Laibach to Villach, with its wooded hills and pleasantly-situated health-resort hotels.

Mountains over 9,000 ft.

In the triangle between Tarvis to the west, Assling to the east, and Tolmino to the south, is included a mountain mass which rises to over 9,000 ft. in the peaks known as Tricorno, with an adjacent height which reaches the considerable elevation of 8,000 ft. in the peak of Mangart, and Monte Nero itself, which is already the scene of active fighting, rises to over 7,000 ft.

The Lower Wooded Hills

Below this triangle the ground falls away and we see wooded hills taking the place of the bare heights. South of the River Idria we find the wooded hills known as the Selva di Ternova, "selva" having the same signification as the French "forêt." Still further south the country takes on the nature of low rocky hills covered with light scrub. Those who have travelled from Trieste to Gorizia from the Opicina Station will recollect this rocky tract of country which took them northward by way of Copriva, St. Daniel, Dorinbergo, past St. Peter to Gorizia.

Once the Residence of Emperors

The southernmost position marked on the map towards the west is one of particular historical interest, and the remains which have been uncovered there have been illustrated from time to time in THE SPHERE. Aquileja lies some eighteen miles south-west of Gorizia, and is connected with the Adriatic by a navigable canal. In the reign of Marcus Aurelius it was the strongest fortress of the Roman Empire, and its population was computed at 10,000 before it was taken and burned by Attila in 452. It was frequently the residence of the Emperor Augustus. At present, however, the fighting has not extended further south than Cervignano-Monfalcone railway line.

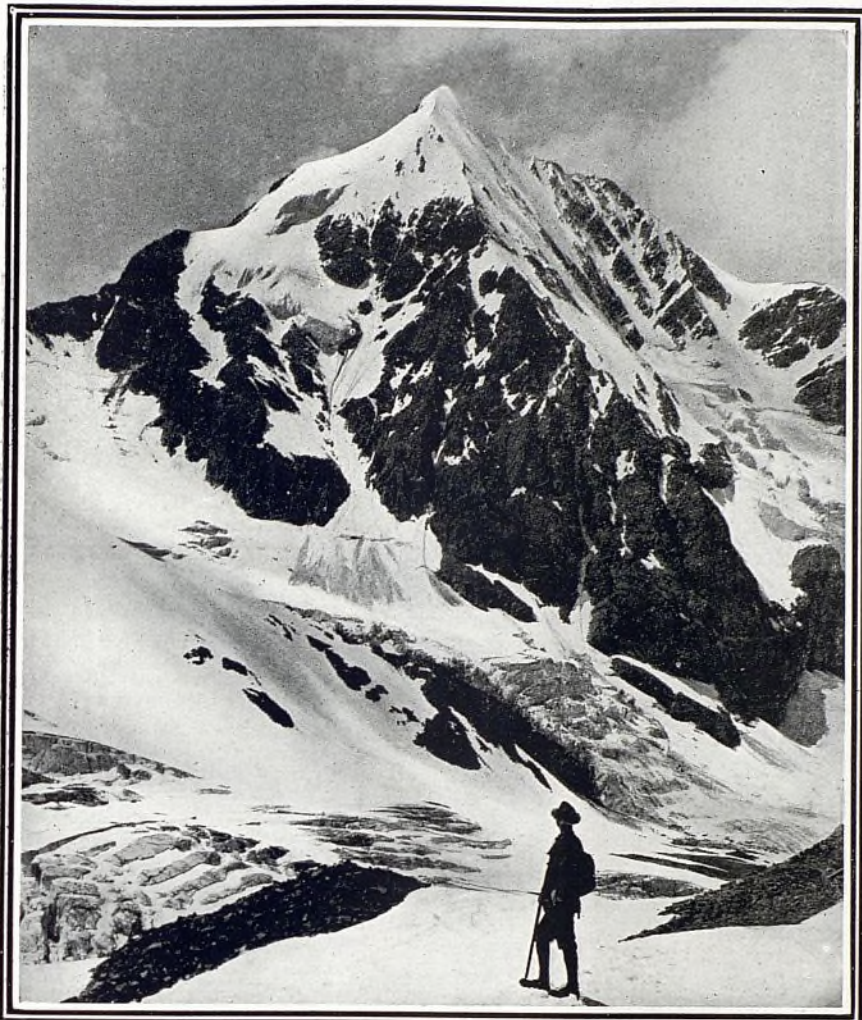
Sagrado Railway Station Shelled

The Italian Commander-in-Chief's message of June 13 stated that: "Along the Isonzo frontier our troops are consolidating the positions won during the last few days on the left bank of the river. Our heavy field artillery, after destroying the dyke on the Monfalcone Canal, succeeded, on June 11, by means of its fire, in interrupting the railway between Gorizia and Monfalcone near the railway station of Sagrado."

Night Attacks on the Tonale

An earlier part of the same message refers to the Tonale district, illustrated on the opposite page. "At some points along the frontier, from the Tonale as far as Carnia, the enemy attempted, mostly by night attacks, to arrest the progress of our offensive operations. Some of the important positions taken by us on the previous days were attacked, but everywhere the enemy was repulsed. Thus in the region of the Tonale the enemy, supported by the fire of his fortifications, delivered attacks against the Tonale saddle, the Chady peak, and the Monte Pissola, the Giudicaria valley, the Monte Piano, the Misurina region, and the Sesis Pass east of Peralba."

BETWEEN ITALY AND AUSTRIA : *Scenes Along the Boundary Line.*



The Königsspitze—the Second Highest Peak of the Eastern Alps

Next to the Ortler, this mountain is the highest in the Eastern Alps. It is 12,665 ft. high and very difficult of ascent. The ridge along the summit forms part of the Austro-Italian frontier

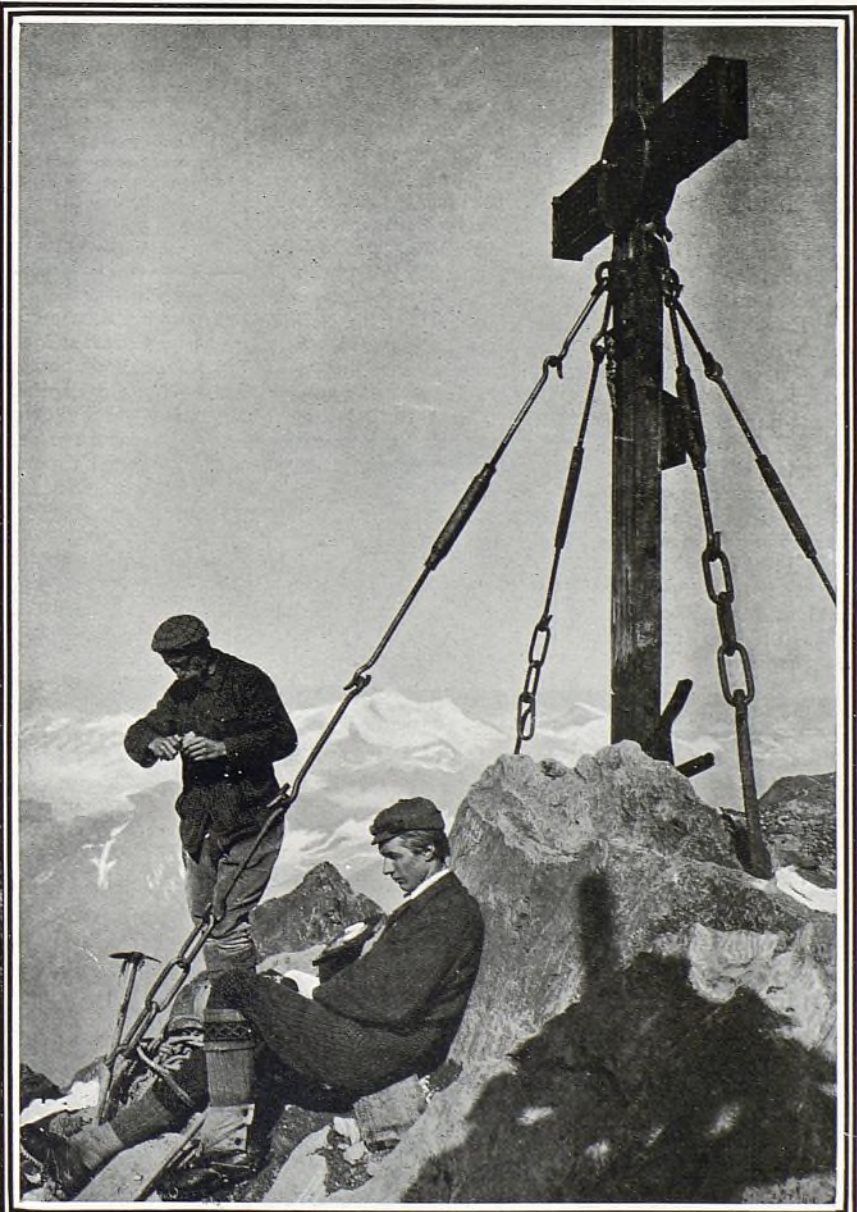


A View of the Tonale Pass—Taken from the Trentino Side

This pass is one of the roads from Trentino into Italy. It reaches 6,180 ft. at its highest point. In the above view the road is seen on the extreme right, clinging to the cliff wall

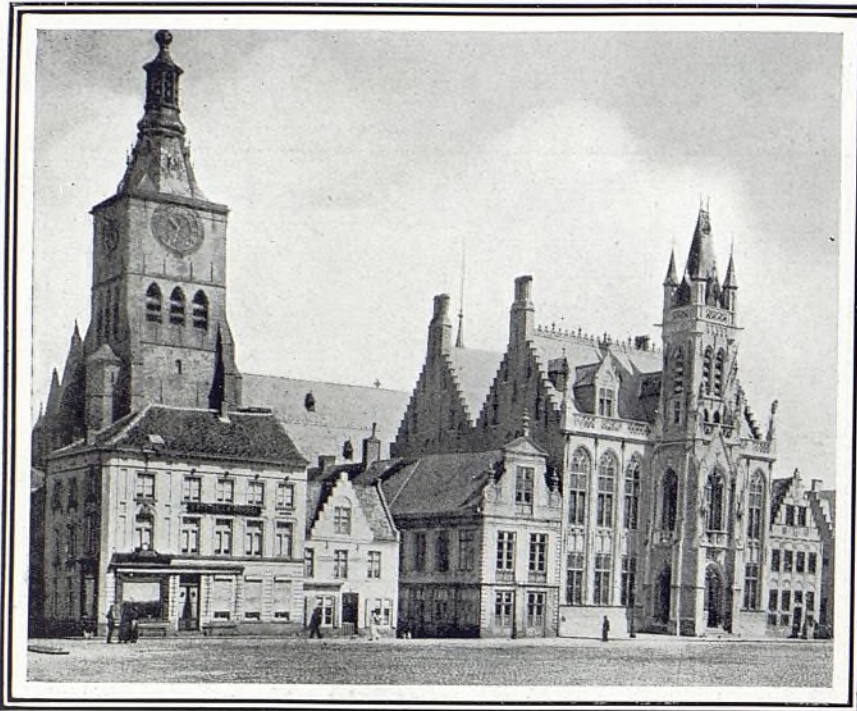


The Iron Cross at the Summit of the Gross Glockner



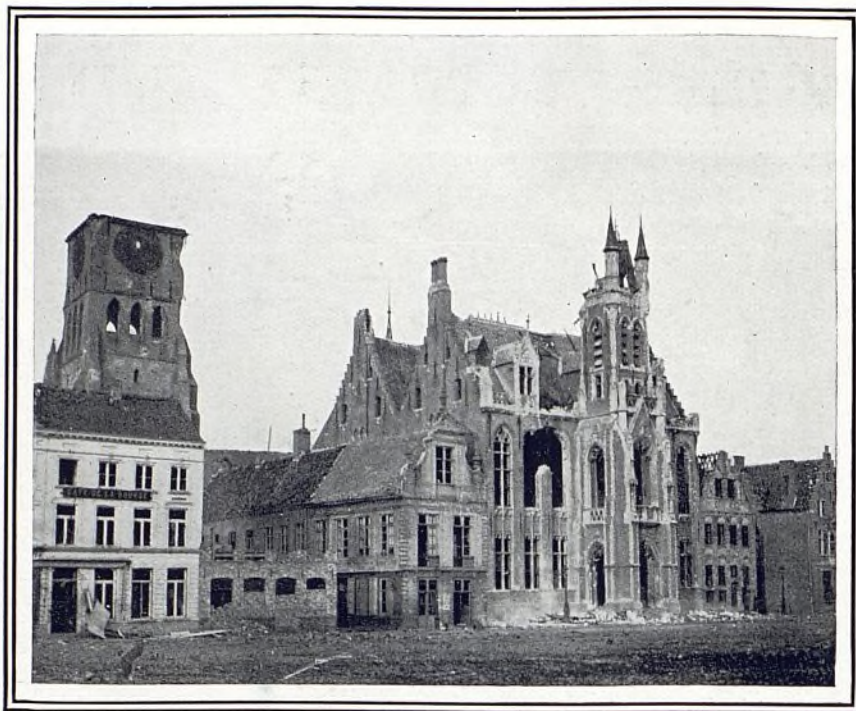
Another View of the Summit of the Gross Glockner

The Gross Glockner, on the boundary of Tyrol and Salzburg, is 12,460 ft. in height, and was first climbed by a pastor named Horasn in 1800. At many points during the climb are dangerous spots where a steady head and firm hold are essential; in places the climb is facilitated by iron pegs and wire ropes. Sometimes, however, these latter are useless when much fresh snow has fallen. On the summit are a wooden pyramid, used in 1879 in connection with the measurement of latitude, and an iron cross about 8 ft. high, erected by the Austrian Alpine Club. The cross is seen in the two views above



The Grand Place, Dixmude, Before the Bombardment

The beautiful building to the right is the Hôtel de Ville, with the tower of St. Jean to the left. This view was, of course, taken before the German bombardment of Dixmude



The Grand Place, Dixmude, After the Bombardment

The Hôtel de Ville is seen in the above view a crumbling mass of masonry. The tower of St. Jean has also suffered very severely, the top part of it having been completely blown off

SQUEEZING BELGIUM : *Germany's Shameful Record of Destruction and Robbery.*

Nothing more shameful in the history of the war can be found than the record of the German occupation of Belgium. Breaking her own pledge, Germany invaded Belgium, and there carried out a frightful campaign of murder and destruction, sparing not women, children, old men, or non-combatants, and spreading their crimes to the wanton annihilation of precious buildings, works of art, and valuable books.

Roads, railways, crops, and property of every description were also destroyed either by gun-fire or by special incendiary apparatus which had been carefully designed beforehand. Beyond any doubt the whole campaign of murder and waste was a definite military operation planned for the purpose of terrifying Belgium into submission.

This highly significant fact is strong proof that Germany had long foreseen Belgian opposition to invasion, and for an equally long period had prepared to break it down by the most inhuman methods. Yet in these years of sinister preparation thousands of Germans flocked annually into Belgium and professed the greatest friendship for the Belgian people.

Estimates of the material damage done to Belgium up to October 31 have been prepared by a Belgian advocate, and our diagram is based upon these figures. Since that date nearly the whole coast-line and most of the north-west of Belgium passed into German hands, and here the same process of laying waste has been accomplished with German thoroughness. In our table we take the round figures of £100,000,000 to represent this, and the estimate deliberately errs on the side of moderation.

But the meanest of all Germany's acts has been revealed by Sir Edward Grey in his letter to the chairman of the Commission for Relief in Belgium. Philanthropists in America, the Colonies, and the British Isles supplied food and money for the relief of starving Belgians. The German military authorities actually took that food in addition to all they had stolen from the land. That is, they first reduced the country to starvation, and then they stole the food which was given to the poor people by other nations.

By December 31 the Germans had undertaken to respect food imported by charitable organisations for the relief of the Belgians, but they then

levied a monthly fine of £1,600,000 on the country in addition to the numerous exactions made earlier in the war. It is noteworthy that the sum of £1,600,000 a month was the figure given by the Relief Commission as the amount required to feed the 7,000,000 people still in Belgium, of whom 1,500,000 are absolutely destitute. It would thus seem that when the Germans ceased to steal the food imported for the starving poor they levied fines totalling to the same amount.

The COST of the GERMAN OCCUPATION of BELGIUM

	£
Damage done up to October 31	212,000,000
Estimated additional damage up to December 31	100,000,000
Cost of human life	15,000,000
German taxation on Belgium	8,000,000
Food taken by Germans	3,000,000
Total cost for five months	£338,000,000

In our estimate of the loss of life we take figures given by Cardinal Mercier, who estimated that over 30,000 Belgians had lost their lives. We take each life to have a capitalised value of £500, though actuaries usually estimate life value at £800, this being the average earning power of an individual with a normal expectation of life. To this death

roll must be added the enormous number of premature deaths caused by starvation, exposure, shock, and other consequences of the German invasion.

Our figures only cover the five months up to December 31, 1914. The waste and destruction still go on, so that it may be estimated that each year of war will cost Belgium over £500,000,000 irrespective of the military expenditure.

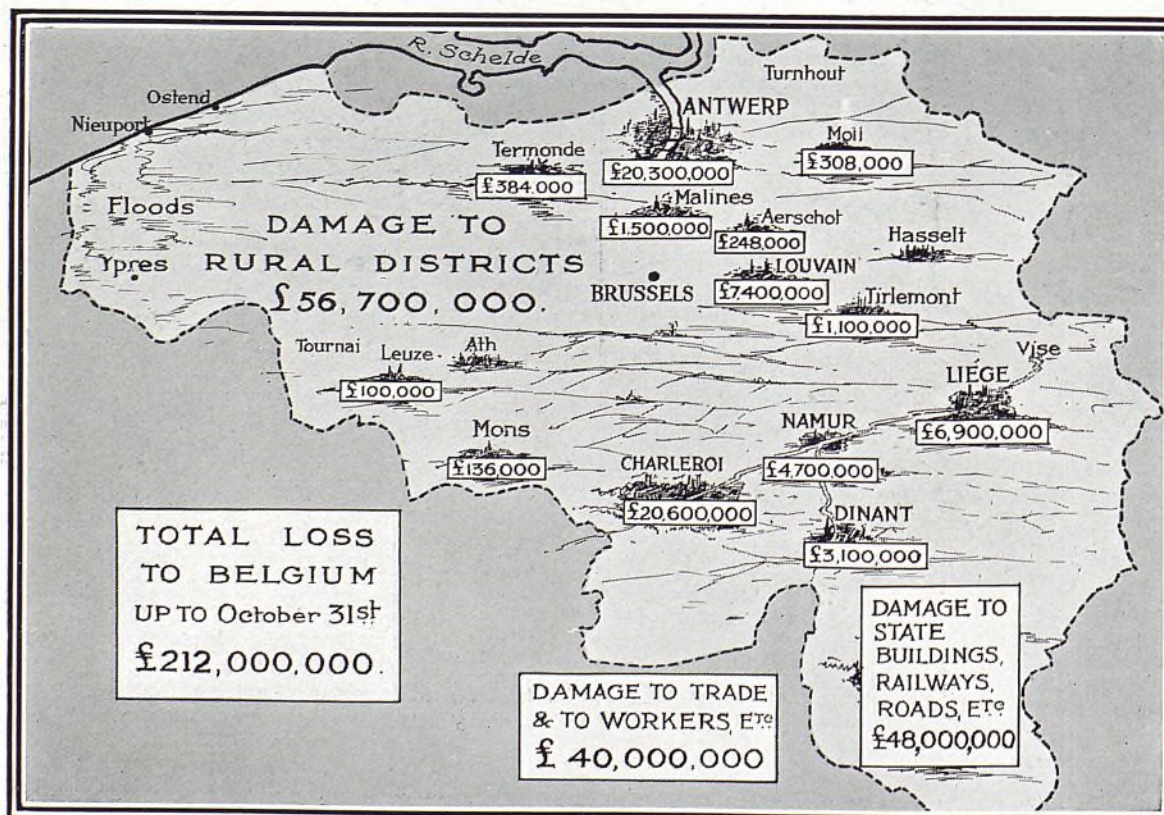
Reference has been made to the Commission for Relief in Belgium, and the grand work done by this organisation is made clear in a recent report issued, dealing with affairs up to April 3. This report also gives an insight into the destructive work of the Germans, although, as the committee is mainly composed of neutrals, scrupulous care is taken not to offend Germany.

Belgium is in many respects a self-supporting country in the matter of food, and when the Germans timed their invasion for the harvest period they followed a sinister policy which at one stroke enabled them to destroy or capture Belgium's food supply and replenish their own. For the same reason great distress was brought upon the occupied portions of France, and we learn from the report that south of the Belgian frontier and within the German lines are 2,500,000 French people, also in dire need.

By harvest time this year it is reckoned that in Belgium there will be over 2,000,000 destitute persons, and the remaining 5,500,000 will be coming to the end of their resources.

The tragedy of these imprisoned millions of innocent people makes up the most disgraceful chapter in German history, and it should spur the Allies and the neutral nations to redoubled efforts to rid the world of this foul conspiracy.

The longer the war lasts the greater will be the waste of life and property, for the Germans are still brutal to the Belgians, and they continue their policy of loot. This year's Belgian harvest, however small, will be taken over by Germany, and as three-fourths of the Belgian people are dependent upon commerce or industry, there will be greater destitution as the war goes on and unemployment develops. In the hot weather, too, it is to be feared that the insanitary conditions of Belgium will create terrible diseases which will add to the misery of this poor little nation.



THE RECONSTITUTION OF THE BELGIAN ARMY.



NEW BELGIAN DRAFTS PRACTISING GUN DRILL ON THE DUNES IN SOUTHERN FLANDERS

In the background beyond the grassy dunes are some of the modern villas which dot the coast of Flanders from Nieuport nearly to Dunkirk



SOME OF BELGIUM'S NEW SOLDIERS AWAKE THE ECHOES OF THE TOWN UPON THEIR ARRIVAL

For the past few months the Belgian Army authorities have been actively engaged in reforming the army, which after the great retirement from Belgium was somewhat reduced in numbers owing to the proportion of soldiers who had perforce to escape to France and England in order to avoid capture by the Germans. These soldiers have now rejoined the army, and together with a fresh levy of Belgians from eighteen years and upwards will very materially assist when the latter are fully trained to drive the invader from Belgium. So keen has been the desire amongst young Belgians to join the army that many living under the rule of the German in Brussels and other towns and villages in Belgium have risked capture in attempts to leave that country for France to enlist in the new regiments which have just been raised

A BELGIAN POMPEII: How the Inhabitants of



With the Coming of Spring this Little Shop has Opened Business



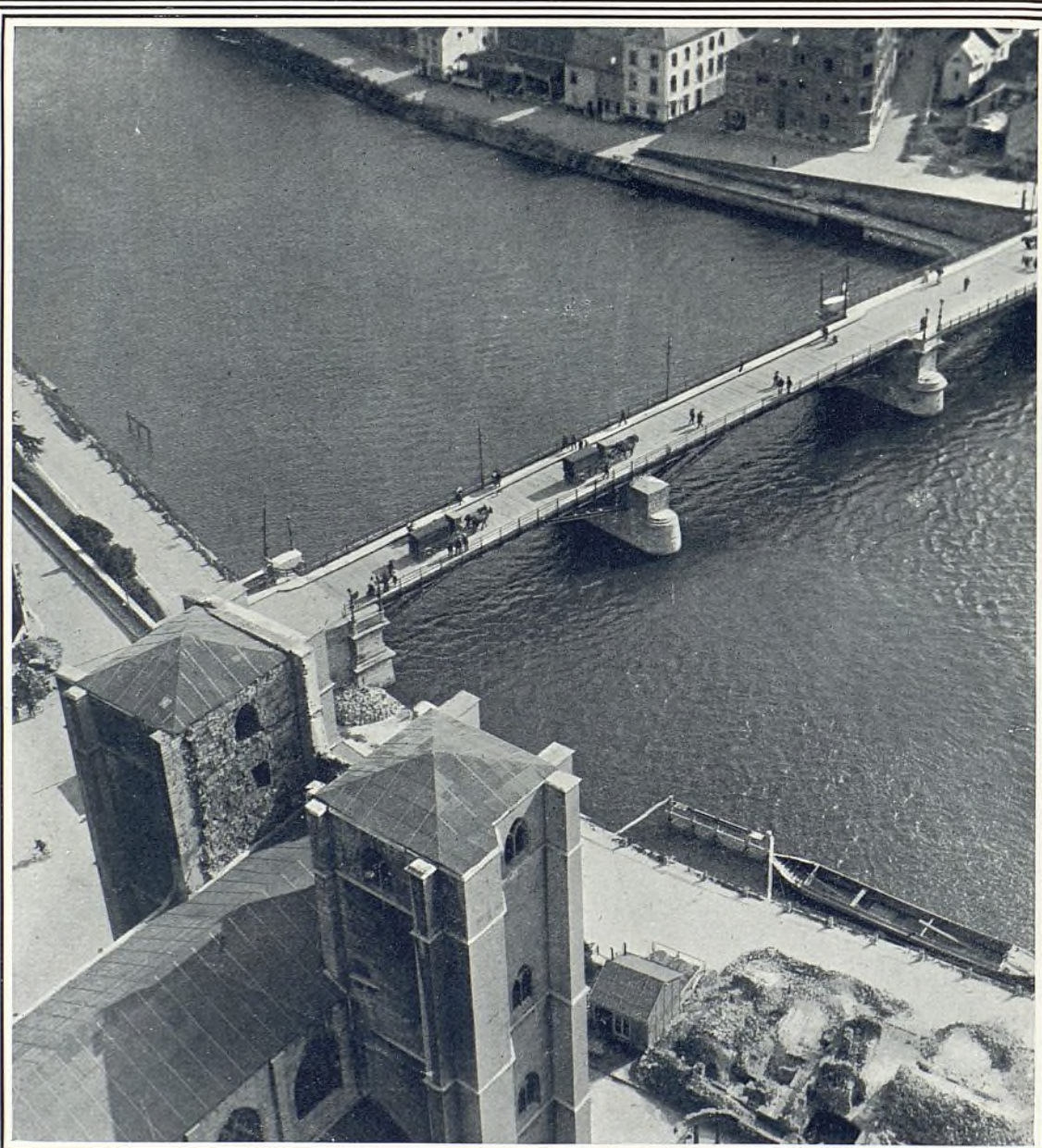
In the Main Thoroughfare



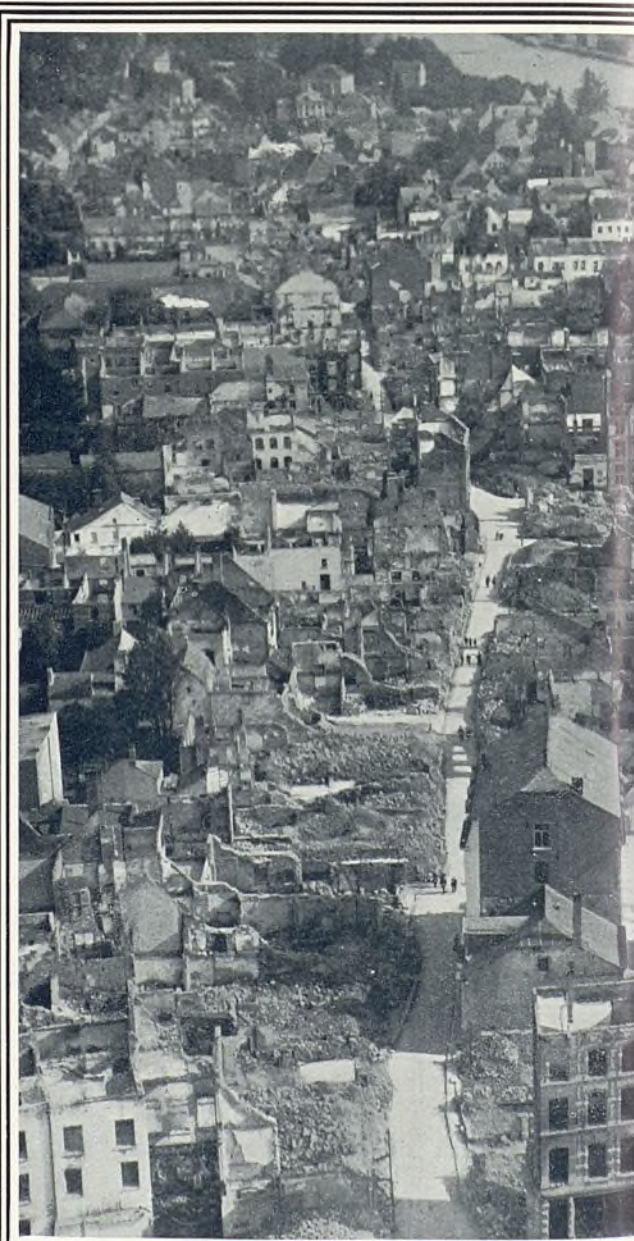
of Belgium's Pompeii



A Minimum of Trade Among Piles of Débris



A Little Traffic Proceeds over the Restored Bridge at Dinant



The Streets are Swept



now in Shattered Dinant



A Little Shelter Erected in the Remains of a Big Business House

So very little direct and reliable information has been obtained recently from Belgium that we are glad to be able to put before our readers a set of photographic illustrations which give some idea of the actual condition of the Belgian towns which have felt the full force of the Mailed Fist. The place illustrated is Dinant, one of the most beautiful of all the towns dotted along the course of the River Meuse. Readers will recall how drastic was the treatment which it suffered at the hands of the Germans. When in full blaze the scene, as witnessed from the opposite heights of the river gorge, must have

appeared like some gigantic furnace. When fire and explosion had spent themselves it was found that the streets were choked with the ruins of numberless houses. The towering bulbous spire above the church had gone. Now, after many months, summer sunshine has come again to the Meuse valley. Dinant has been swept, and one can walk through most of the streets which were formerly so well known to tourists. One can picture the German military authorities calling upon the inhabitants to produce brooms, spades, and shovels, and organising the inhabitants into bands in order to clear away the destruction wrought by the

German legions. Once the roads had been cleared and swept an order would go forth. "Now trade and grow prosperous." The bridge across the river has been restored to traffic, the nave of the church has been reroofed, and the two towers have been temporarily capped, and there is, of course, no reason in German eyes why Dinant should not be perfectly happy, busy, and successful. These pictures show the actual condition of the shattered town. A few men, a greater number of women, children, and babies, still live among the shattered ruins of their former

homes. A walk through the streets recalls alternately memories of Pompeii or Messina, so complete has been the destruction in certain parts, and yet here and there a building will be little damaged amid the surrounding ruin. Great gaping holes and gaunt rows of window spaces let through the brilliant June sunshine, and between the masses of masonry which still stand a few of the inhabitants have succeeded in erecting little shops or dwellings, where they can pursue such existences as the Berlin authorities ordain for them.

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. F. Cotton
6th City of London Rifles. Aged 29. He was the editor of the "Weekly Dispatch" newspaper.



Captain R. J. Ford
2nd Worcestershire Regiment. Mentioned in despatches and awarded the Military Cross.



Captain R. E. English
North Somerset Yeomanry. Aged 31. He joined the regiment in 1909, becoming captain in Sept., 1914.



Captain F. H. Beaufort
2nd Oxford and Bucks L.I. Aged 32. Obtained his first commission in 1905, becoming captain in 1914.



Capt. R. C. G. Du P. LeBlond
Rifle Brigade. Aged 28. He received his commission in Sept. from the Inns of Court O.T.C.



2nd Lieut. N. E. Lawrie
13th London Regiment. Aged 22 years. He enlisted in August, 1914, and received his commission in April last.



2nd Lieutenant A. C. Clarke
4th Leicestershire Regiment. Aged 18. He received his commission in August, 1914.



Captain D. W. Pollock
4th Worcestershire Regiment. He served in South Africa with the Imperial Yeomanry.



Lieutenant G. D. Lomax
3rd Welsh Regiment. Aged 20 years. The son of the late Captain D. A. N. Lomax.



2nd Lieut. H. E. Pinhey
3rd Duke of Cornwall's Light Infantry. The eldest son of the late J. C. Pinhey of Hudson Heights, Quebec.



Lieutenant R. Bernard
Royal Dublin Fusiliers. He obtained his commission in March, 1912, and was promoted lieutenant in Nov., 1913.



Lieutenant H. C. Pecker
1st Royal Scots. Son of Major G. Pecker, 5th Border Regt., now serving in France.



2nd Lieutenant P. D. Weinberg
4th Black Watch. Aged 19 years. He was gazetted a 2nd lieut. in September last.



Lieutenant W. E. Pollard-Urquhart
1st Royal Sussex Regt. Aged 24. He was killed at Shabkadr, near Peshawar, India.



Lieut. F. R. Thackeray
2nd West Riding Regt. Aged 22. The only son of Colonel F. R. Thackeray, R.A. He entered the army in 1912.



Lt.-Col. O. Clinton-Baker
1st Royal Irish Rifles. He saw service during the South African War, and also served for some years in India and Burma. He passed through the action of Neuve Chapelle unharmed.



Major A. Roddick
Essex Yeomanry. He served for many years with the Yeomanry, and was with Paget's Horse during the South African War. He was a Fellow of the Surveyors' Institute, and was killed at Ypres.



Major H. M. Finch, D.S.O.
2nd Royal Berkshire Regt. Aged 49. He served during the South African War. The eldest son of the Rev. T. R. Finch of Penwortham Hall.



Major A. H. Festing, C.M.G., D.S.O.
Royal Irish Rifles. Aged 45 years. He served in the Nile campaign of 1895; in the Niger-Sudan campaign, 1897; in South Africa; Southern Nigeria—with the Aro Expedition; and during the Kano-Sokoto campaign.



Lt.-Col. F. C. Franco-Hayhurst
4th Royal Welsh Fusiliers. Aged 43 years. He received his commission from the Militia in May, 1895, and was appointed to the command of the 4th battalion in October, 1913.

Pro Patria mori

In COMMAND of the ITALIAN ARMIES : GENERAL COUNT CADORNA.



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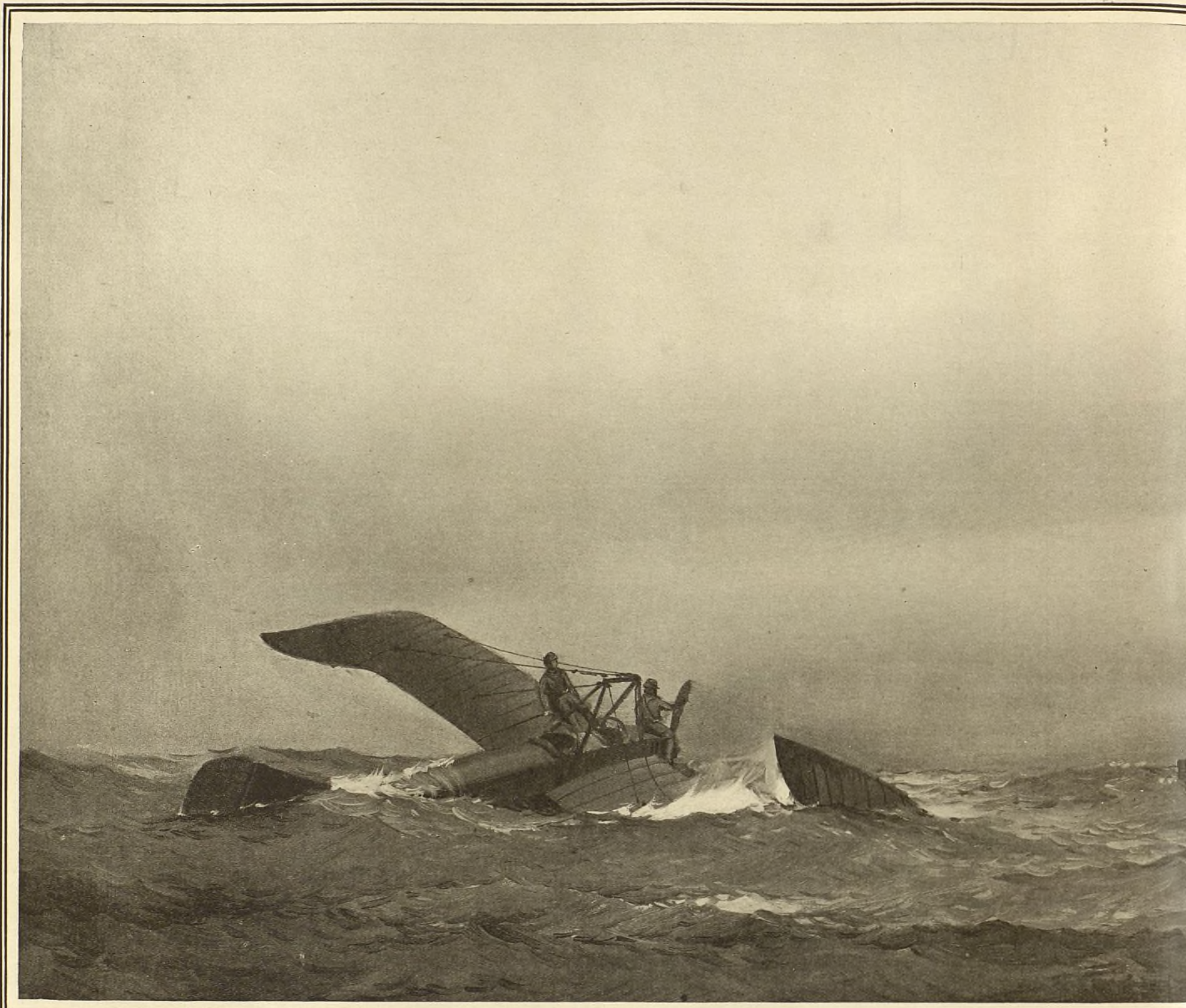
DRAWN BY F. MATANIA

GENERAL COUNT LUIGI CADORNA—COMMANDER-IN-CHIEF OF THE ITALIAN ARMIES IN THE FIELD

General Cadorna, Chief of the General Staff of the army and Commander-in-Chief of the Italian armies in the field, is now in his sixty-fifth year. He was born at Pallanza, Piedmont, of a family well-known for its military prowess and patriotism. His father, General Count Raffaele Cadorna, attained high distinction in the Italian Army, and the present commander's own son is now well on his way towards an equally distinguished career, being a subaltern in the same cavalry regiment as Count Raffaele Cadorna commanded in 1866 in the war against Austria. General Cadorna himself was educated at the Military College at Milan and the Military Academy at Turin, later

passing the Staff College. He served alternately on the staff and with infantry regiments. He became captain in 1875, eventually becoming Chief of Staff of the Verona Army Corps; his promotion to major-general took place in 1898, after he had been in command of the 10th Bersaglieri for some time, and he reached his present rank of lieutenant-general ten years ago. He is credited with a great knowledge of the Austro-Italian frontier, which will prove of the utmost importance during the present campaign, and is the author of a book, which has run through many editions, on armies in wartime.

WITH the BIRD MEN in THEIR THRILLING



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A GERMAN TAUBE COMES TO GRIEF IN THE NORTH SEA—THE TWO

Two German aviators recently appeared before a magistrate at Esbjerg. They were saved by the trawler Ebba, and explained that they lost control of their machine, which was completely destroyed as a result of an explosion. This was seen by the crew of the Ebba, who went to the aviators' assistance, and have

MILITARY AVIATION IN FRANCE

By A. S. Barrow

The Progress of Aerial Reconnaissance

Prior to the present campaign neither aircraft nor that other arm of whose fighting value we had so little knowledge—the submarine—had been put to any practical test. It is true aeroplanes were used on active service in Tripoli, in Morocco, and more recently still in the Balkans; but what happened in those wars gave us little or no information. In Tripoli and Morocco an army provided with aeroplanes was operating against an enemy who had neither aircraft nor weapons suitable for dealing with them. In the Balkans there were few aeroplanes employed, and we heard very little of them. The air service of the combatants was badly organised and lacked any previous training, so that at the end of those campaigns we were as wise as we were before as to what were the possibilities of aircraft in war.

Where military aviation is concerned France has led and the other nations have followed. The French Army was the first to make any practical experiments with aircraft on manoeuvres, and as far back as 1910 they achieved results and arrived at definite conclusions whilst most of the other Powers were groping in the dark. Since then Great Britain, Russia, and Germany have followed suit, the two former Powers profiting considerably by the pioneer work done by our Gallic Allies; the latter, whilst reading, marking, and inwardly digesting all that the French discovered of the military value of the aeroplane, have run counter to their talented opponents where another type of aircraft is concerned, the airship. Aerial scouting was first employed by the French over a hundred years ago, when the Aerostiers' Corps were utilised for reconnaissance. In 1870 the French also employed war balloons, and may therefore claim to be the progenitors of the "fourth arm."

Since those days of the vulnerable and primitive war balloon military aviation has made rapid strides, but it was not until 1910 that the enormous advantages which aerial reconnaissance conferred upon a general in the field were fully demonstrated and recognised. This was at the French manoeuvres in Picardy in the autumn of that year. It was at these manoeuvres that the French decided finally against the dirigible and in favour of the aeroplane, for the airships were out-pointed by their handier rivals and were considered too cumbersome and too "delicate" for the rough work of a campaign. The French found that their dirigibles were unable

to operate under atmospheric conditions of which the aeroplanes made light. In misty weather they were hopeless, for having to descend to very low altitudes to make observations they presented a very easy target, and their inferiority in the matter of speed was also held to clinch the verdict of the experts against them.

The Germans, however, thought, and still think, otherwise; though whether the poor achievements of their dirigibles, both as engines for strategic reconnaissance and for offensive purposes in the present campaign, will cause any alteration in their views remains to be seen.

The honours, so far, are all on the side of the aeroplane, and the deductions of the French experts are therefore well borne out.

Types of French War Planes

The machines the French possess can be classified in types suitable for their respective uses. At the commencement of 1911 the aviation arm of the French Army possessed—(1) Light one-seated machines of very little bulk, of good flying capacity, capable of landing practically anywhere and in a comparatively restricted space. They have already attained a speed of 100 kilometres per hour. These are typical campaigning machines particularly adapted for flight at short distances, carried out in the restricted area of the battlefield for the gathering of information as quickly as possible. They are handy, swift, and therefore the less vulnerable. (2) Two-seated machines, larger, more cumbersome, not so fast, but of good flying capacity and landing practically anywhere. They are suitable for long-distance flight work. Capable of movement within and over a large radius, they were designed for employment more particularly from the strategical point of view. The French were the first to recognise the importance of all war machines carrying two persons, for they rightly held that during a long journey the pilot must concentrate the whole of his energy upon his own particular work and would often be unable to make observations with any advantage. Besides, from the mental point of view, it is an advantage for a man not to feel himself absolutely solitary during a journey of several hundred kilometres, carried out for the most part in the enemy's country; in addition to which the observer, free of all care as to pilotage, can devote himself exclusively to his mission and can at his leisure take notes and photographs and mark upon the map the result of his observations. (3) A one-seated machine with a speed of 75 to 80 kilometres an hour especially adapted for flight in a wind—even a strong one. But it is cumbersome, and both taking and leaving the ground are a delicate affair. This machine would be particularly convenient in a fortified position where it could return to its station and hangar.

WORK OVER LAND and SEA : A Damaged Taube Falls into the North Sea.



DRAWN BY MONTAGUE DAWSON, 1915

AVIATORS ARE RESCUED BY A NEUTRAL FISHING VESSEL AND INTERNED

destroyed in the North Sea. Both men were exposed several hours to the cold water, and one of them was suffering considerably from shock and chill. A tall pillar of fire shot up from the been promised 400 marks for saving them. Several similar incidents have been recently reported from the North Sea.

Climatic Conditions and High Speed

Since 1911 and during the past eighteen months one great factor which operated so adversely to the aviator—rain—has been overcome. In the older types with exposed seats it was almost impossible to fly in rain; the great velocity of the driving drops blinded the pilot and made seeing impossible, but in all the latest types this difficulty has been overcome by having the seats of both pilot and observer screened, and rain no longer defeats the efforts of the air-scout as it did in the experimental days. Wind, the other great opponent of the air-scout, is also being rapidly overcome. The French experts insist upon high speed as being all-important, and place this above all other considerations—even that of fuel endurance. Their argument is that the hi-h-speed machine will do better work than the slower vessel capable of remaining in the air for a longer period, because she will get to her point against a wind that would stop the slow machine and hold her practically motionless, expending precious fuel, so that when at last she was able to make headway she would in all probability be so short of petrol that she would be compelled to return to her base and make a fresh start.

A good pilot in an air-worthy aeroplane will fly in almost any wind short of a gale; not infrequently of late aeroplanes travelling at 60 to 70 miles an hour have actually been blown backwards by the winds which they have encountered. As a matter of fact, the air conditions of a hot, still, thundery day in summer are much more unpleasant than those which obtain when a steady wind is blowing at 50 miles an hour, the great disadvantage of a strong wind being that it reduces the radius of action of the aeroplane, and a machine which can carry sufficient fuel for a 250-mile flight in still air may only be able to do 50 miles against a strong wind. This is one of the reasons for the high speeds which it is now sought to attain, sometimes at the expense of fuel endurance. If a 60-mile-an-hour wind is blowing from the direction in which it is desired to reconnoitre, a 70-mile-an-hour aeroplane with eight hours' fuel will not accomplish as much as a 100-mile-an-hour aeroplane with only three hours' fuel. If the distance to be covered were 90 miles out and 90 miles back, the fast machine would get out in 2 hr. 15 min., and allowing three-quarters of an hour's fuel for the return journey before the wind at 100 miles an hour, the trip could just be done with the three-hours' fuel carried. The slow machine, on the other hand, would require nine hours to cover the 90 miles out, and its eight-hours' fuel would not suffice.

Altitudes for Reconnaissance

The French hold that for efficient reconnaissance the best altitude is 400 metres, and since the advent of the armoured aeroplane even a lower altitude has been

risked, though not, as we have seen in the present campaign, without oftentimes disastrous results to the aviator. Our own people have found the German anti-aircraft gun extremely unpleasant even when they have been flying at 6,000 ft.

Captain Sorb, the able author of a very comprehensive work which dealt with the whole of this campaign in advance, entitled *La Doctrine de Défense Nationale*, in discussing the question of the best altitude for observation, wrote:—

"When atmospheric conditions make observations possible, the best altitude is 400 metres; from that height every detail can be seen and appreciated. Between 400 and 600 metres observation is still practicable, but objects soon become too small; only large masses stand out with any distinctness, and it becomes easy for important groups to escape notice except in a particularly flat and bare country. Under 400 metres the machine is not sheltered from shot. Clearly its chance of invulnerability is in proportion to its speed; but practically it may be taken that in any case it would be very risky to descend to less than 300 metres. What is most to be feared is not cannon—not even that of the contemplated special anti-airship type—but infantry fire.

"Maintaining, then, a height of about 400 metres the aviator may consider himself secure from the dangers of terrestrial fire but can still distinctly see—in country sufficiently open and in favourable weather—all troops and sections of troops, even isolated units, pickets, cyclists, etc.

"Troops in column, whether on a road or in the fields, can be noted with perfect ease, to whatever arm they belong. The procedure of cavalry reconnaissance is available; the units form so many small groups in the column, the officers' horses, the ammunition waggons can be distinguished, with this difference that from above all the divisions in the column appear much more distinctly than to an observer on the same level. Besides, it is possible to grasp quickly if the column is double, if the infantry is marching in line of eight, and so on with the other arms.

"To estimate the importance of a massed body of troops is more difficult, though still much less so than in reconnaissance by cavalry. Piled arms, and particularly the guns, can be seen with astonishing distinctness. Massed bodies of cavalry are the most difficult to gauge. With the French the different uniforms give the groups different colours, and the helmets are equally varied, so that it is possible to say that the horsemen belong to such and such a sub-division. Now that the German cavalry is clad in a uniform colour it may be found very difficult to draw any deductions.

"It is probable that massed troops in the future will not present such regular formations as in the past; an apparent and designed disorder will make the work of the aeroplane more difficult."

The Charge of the 4th Canadian Battalion at Ypres in the Face of a Murderous German Shell Fire.



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"LIEUT.-COLONEL BIRCHALL, CARRYING, AFTER AN OLD FASHION, A LIGHT CANE, COOLLY AND CHEERFULLY RALLIED HIS MEN, AND AT THE VERY MOMENT FELL DEAD AT THE HEAD OF HIS BATTALION"

DRAWN BY CHRISTOPHER CLARK FROM MATERIAL SUPPLIED, JUNE, 1915

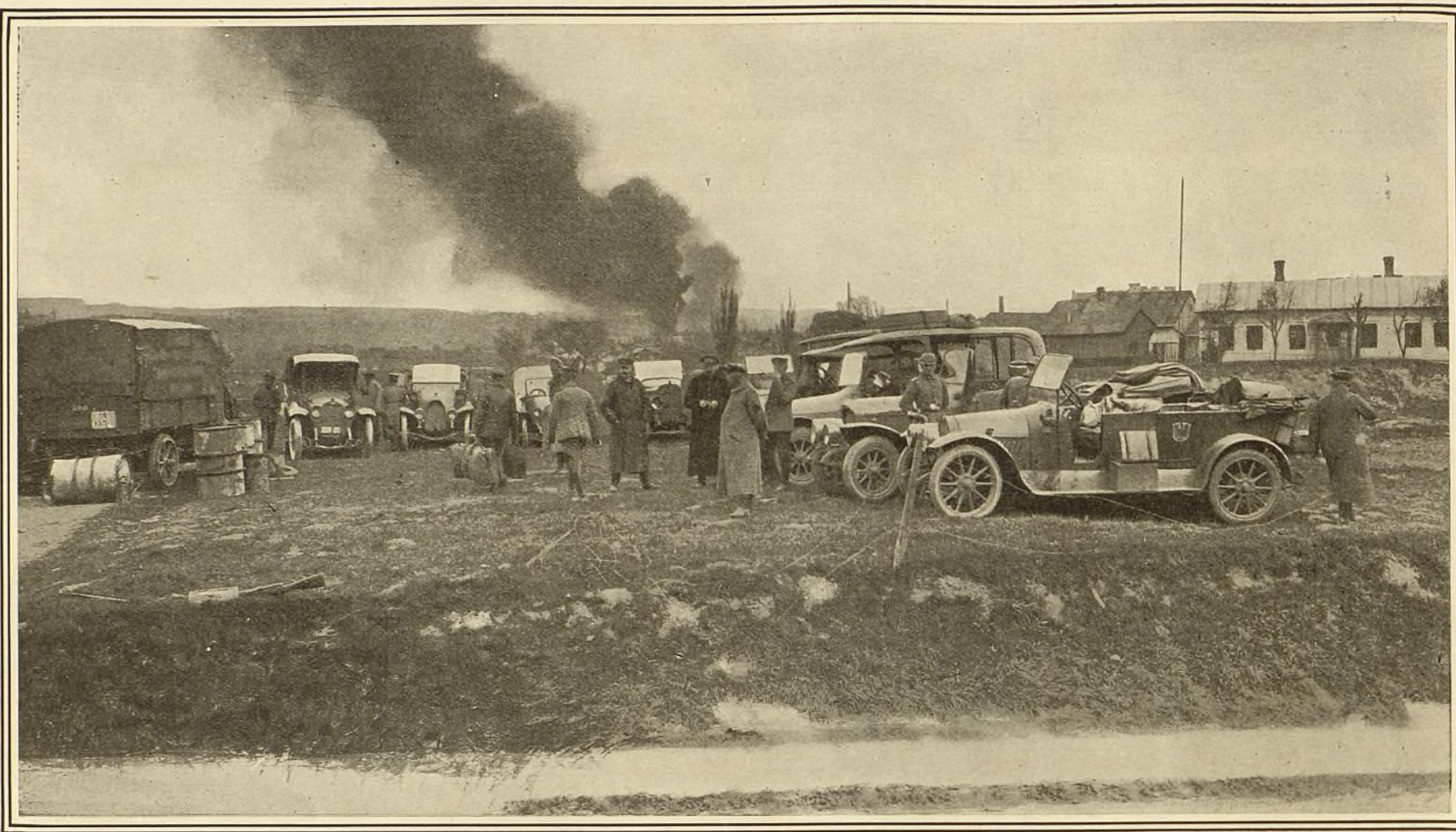
During the recent fighting around Ypres, which has been described as the most terrible and deadly of any conflict witnessed during the present war, the Canadians played their full part in regaining trenches out of which they had been driven by the poisonous fumes of German asphyxiating gas bombs. After many of the lost trenches had once more been regained from the Germans it soon became apparent that the left of the new line was becoming more and more involved, and a powerful German outflanking

attempt was being rapidly developed. The consequences, if the line had been broken or outflanked, need not be insisted upon. They were not merely local. It was therefore decided, formidable as the attempt undoubtedly was, to try and give relief by a counter-attack upon the first line of German trenches, now far advanced from those originally occupied by the French. It is safe to say that the youngest private in the ranks, as he set his teeth for the advance, knew the task in front of him, and the youngest

subaltern knew all that rested upon its success. It did not seem that any human being could live in the shower of shot and shell which began to play upon the advancing troops. They suffered terrible casualties. For a short time every other man seemed to fall, but the attack was pressed ever closer and closer. The 4th Canadian Battalion at one moment came under a particularly withering fire. For a moment—not more—it wavered. Its most gallant commanding officer, Lieut.-Colonel Birchall, carrying, after an old

fashion, a light cane, coolly and cheerfully rallied his men, and, at the very moment when his example had infected them, fell dead at the head of his battalion. With a hoarse cry of anger they sprang forward as if to avenge his death. The astonishing attack which followed, pushed home in the face of direct frontal fire, made in broad daylight, was carried to the first line of German trenches. After a hand-to-hand struggle the last German who resisted was bayoneted, and the trench was won.

Where the First Blow of the Phalanx Fell : Scenes



The Cars of the German General Staff Waiting for the Generals to Return from the Battlefield After the Advance at Gorlice

THE RUSSIAN RETREAT IN GALICIA

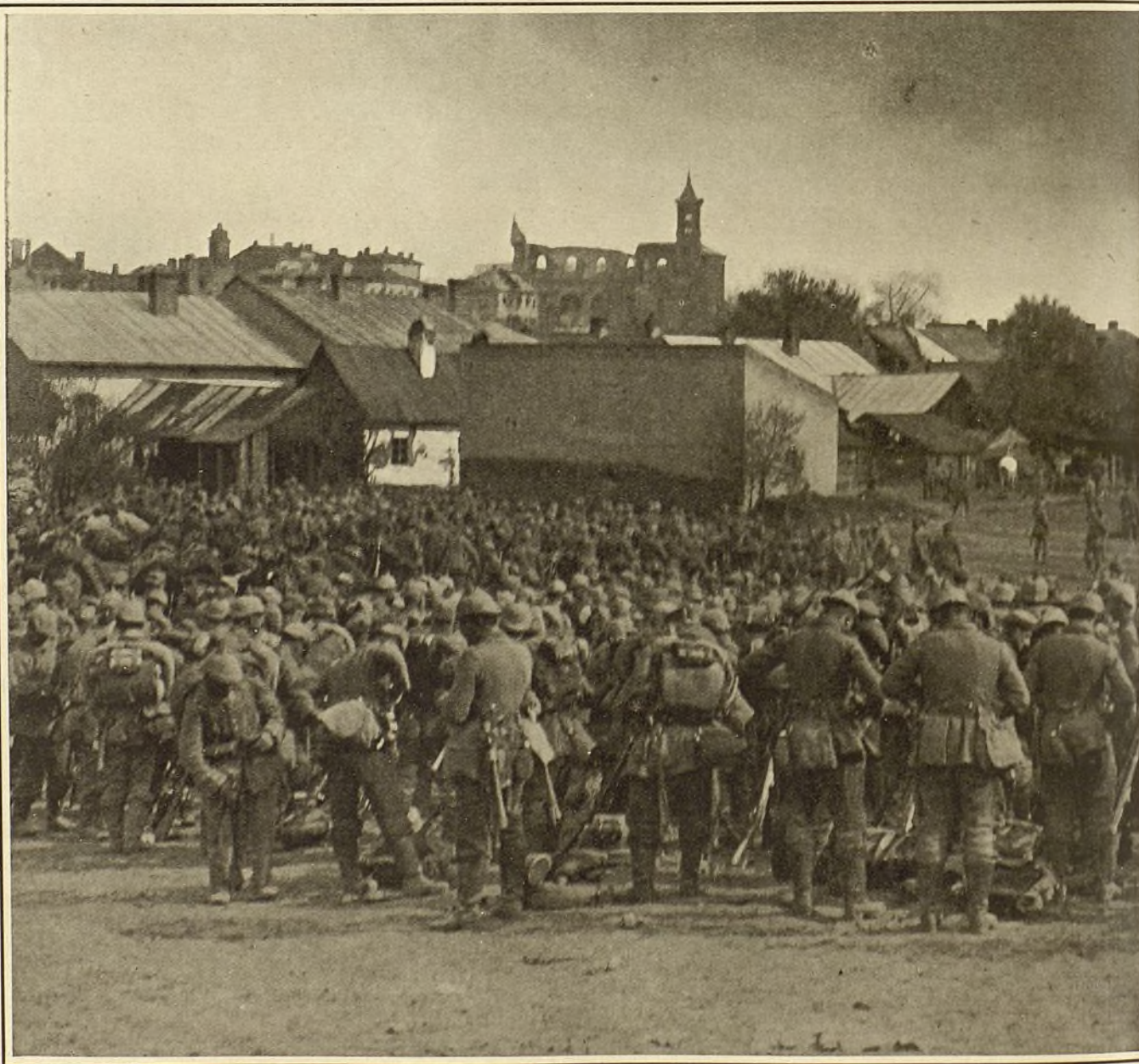
The outstanding event of the European War during the last month, apart from the entry of Italy into the struggle, has been the enforced retreat of the Russians in Galicia. Early in April the situation in the south-eastern theatre of war appeared decidedly favourable. The Russians had fought their way into the Carpathian passes and had occupied, despite a stern resistance, the whole of the main chain between the Dukla and the Uszok.

Towards the left it is true they had been forced back from the Pruth to the Dniester, but on the whole the outlook was promising, and the Russians appeared about to pour down into the plains of Hungary.

This, however, could not be permitted if it were in the power of Germany and Austria to prevent it. An invasion of Hungary would be the beginning of the end.

Therefore, to save Hungary and drive back the advancing Russians from the just-won Beskids and the smoking ruins of Przemyśl, a tremendous concentration was made of the Austro-German hosts towards Cracow and along the Carpathians. Full use was made of the admirable system of highly reticulated railways and roads. Troops were brought across from the west—their amount is doubtful, but there were certainly some. Others were transferred from the blood-stained plains of the Bzura and Vistula. In command of these was General von Mackensen, beyond doubt one of the best of the German leaders, and under him, as army commanders, were Generals von François, the hero of the famous "penetration of Strykov," and von Emmich, the taker of Liège.

The main thrust was made along the Cracow-Lemberg railway. On both sides of it tramped a huge mass of ten army corps, including some of the picked forces of Germany, preceded by a tremendous artillery concentration. On the left of the "phalanx" advanced the Austrian Army of the Nida; on the right more German and Austrian corps prolonged the line along the Dunajec to the Carpathians. The Austrian troops in the mountains had been reinforced and strengthened by German corps, and



Calling the Roll at Gorlice—Germans Massing on the Outskirts of Gorlice After

Gorlice, round which there has been some hard fighting in the course of the great Austro-German advance to reconquer Galicia, is in itself a small place of no especial interest—it is barely mentioned in most guide-books and works of reference. It lies among the northern foothills of the Carpathians at an elevation of about 1,000 ft., some three miles from the main Galician railway, with which it is connected by a branch line. This branch was constructed for the service of the oil wells and petroleum refineries, some of the most important in Galicia. Gorlice has changed hands more than once during the European War, and it is possible that one object of the Austro-German onslaught was the recovery of the petroleum beds. It is at any rate significant that the reports attach great importance to it. The repossession of a good supply of petroleum

at Gorlice in West Galicia After the German Advance.



A Staff Officer Watching the Effect of Shells Dropped on the Naphtha Wells at Gorlice, Between the Dunajec and Wisloka



the Battle for the Roll Call. The Burning Naphtha Wells are Seen in the Distance

is a matter of great consequence to Germany and Austria, which have been put to various expedients to remedy the scantiness of their stores in this respect. Their loss is, of course, a matter of comparative indifference to Russia, which has vast resources at her disposal, though the proximity of the Galician fields to the seat of war was an advantage. But the Russian commanders were alive to their importance to the Austro-Germans as they apparently fired the wells before retreating; this, however, may easily have been effected by bursting shells during the fighting. The Austrians have been so encouraged by the recapture of this and other oil fields that they speak of laying pipe lines to them across the Carpathians. It is rather unlikely that this can be effected at present.

General von Linzinger's army towards Strij co-operated.

This tremendous attack, which opened at the beginning of May, was everywhere successful by reason of overwhelming force. Against the main advance from the west and south-west there were arrayed only the two Russian armies of Generals Brussilov and Dmitriev, which could not for a moment stand before the vast masses marching against them. The line of the Dunajec was abandoned. By sheer weight of numbers the phalanx drove a way through the thin Russian line. It was covered by such a cannonade as has never yet been dreamed of in war. In one day the artillery of the phalanx is stated to have fired 700,000 shells. And at this crisis the Russians were terribly short of ammunition.

In Southern Poland the Russians were forced to conform to the withdrawal. They abandoned Kielce and retreated up the Lysa Gora, but then turned and fiercely counter-attacked. Towards the south of the Cracow-Lemberg line there was fierce fighting near Sanok and Gorlice, but the Russians were everywhere forced to retreat. In their retirement they are said to have fired the valuable oil-wells near Gorlice, but it is highly probable that this was at least partly due to chance shells during the fighting.

The abandonment of the Dunajec line placed the Russian forces along the Carpathians in great danger, and as the Austro-Germans pressed forward, pass after pass, won at such cost of late, had to be abandoned. The 58th Division in the Dukla, under General Kornilov, was almost cut off, but saved itself by hard marching and resolute fighting. The Russian corps, hardly pressed, nevertheless fought obstinately and made their way westward intact as strategic units, though, of course, severely weakened. By May 14 their retreating armies were ranged along the San and the Upper Dniester, from sixty to ninety miles in rear of their earlier line, and a second and desperate contest began for the defence of the route to Lemberg. The German reports seem to be as heroic in their estimates of hostile losses as was Napoleon, and quite as reticent concerning their own. But though it was rather a triumph of mechanical force than of human skill and valour the battles of West Galicia were a great victory for Germany and Austria.

E. F.



The War in Galicia—German Troops with Machine Guns Ambushing a Russian Cavalry Squadron

From a German weekly newspaper

PRZEMYSŁ Again in AUSTRIAN HANDS.

The most striking individual event of the war on the eastern front has undoubtedly been the recovery of Przemyśl. It is true that it is now of little or no value as a fortress, but the moral value of the success is certainly considerable.

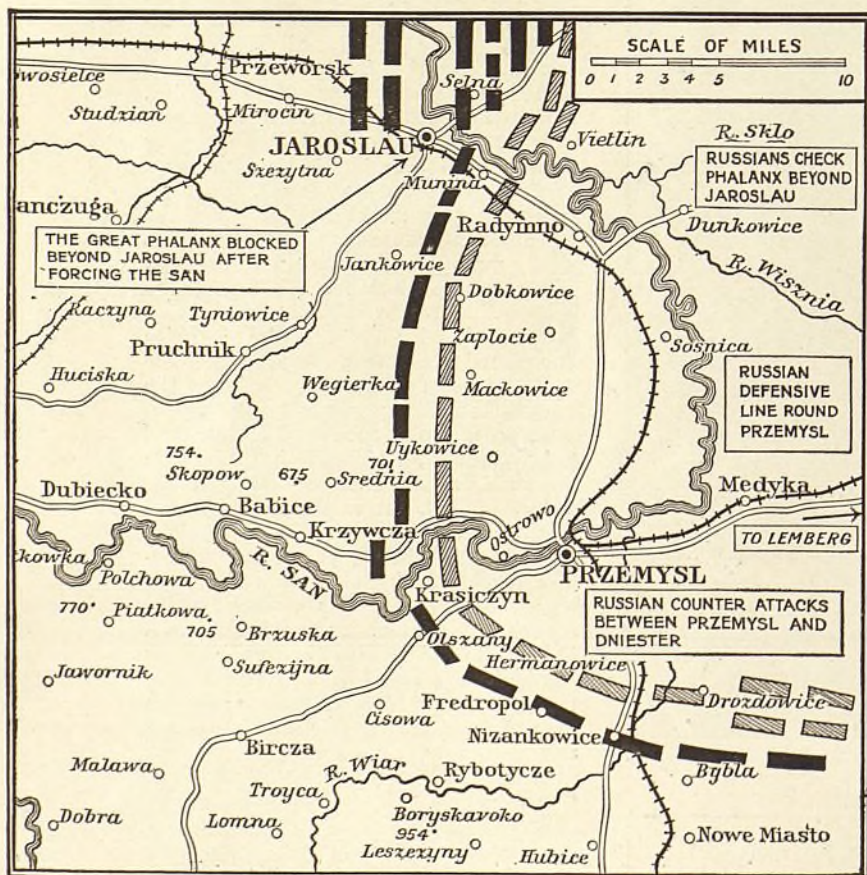
General von Mackensen's eastward advance at the commencement of May forced the Russians to retreat to the line of the San. At the same time they were being pressed back from the south by the advance of the Austro-Germans down the evacuated passes of the Carpathians, and their recent conquest of Przemyśl soon became very difficult to hold.

By the middle of May the Russian armies of Brussilov and Dmitriev had effected their retreat to the San. They were hotly pursued by the Germans, and at first the phalanx bore forward irresistibly and drove a wedge into the Russian line. The object of the allied operations was to isolate Przemyśl and thus oblige the Russians to evacuate the ruined fortress. (See Map I.).

The phalanx had hitherto been moving along the Tarnow-Jaroslau railway line. The Russians claim that this was not its original direction, which was towards Przemyśl, but that it was forced out of it by the obstinate

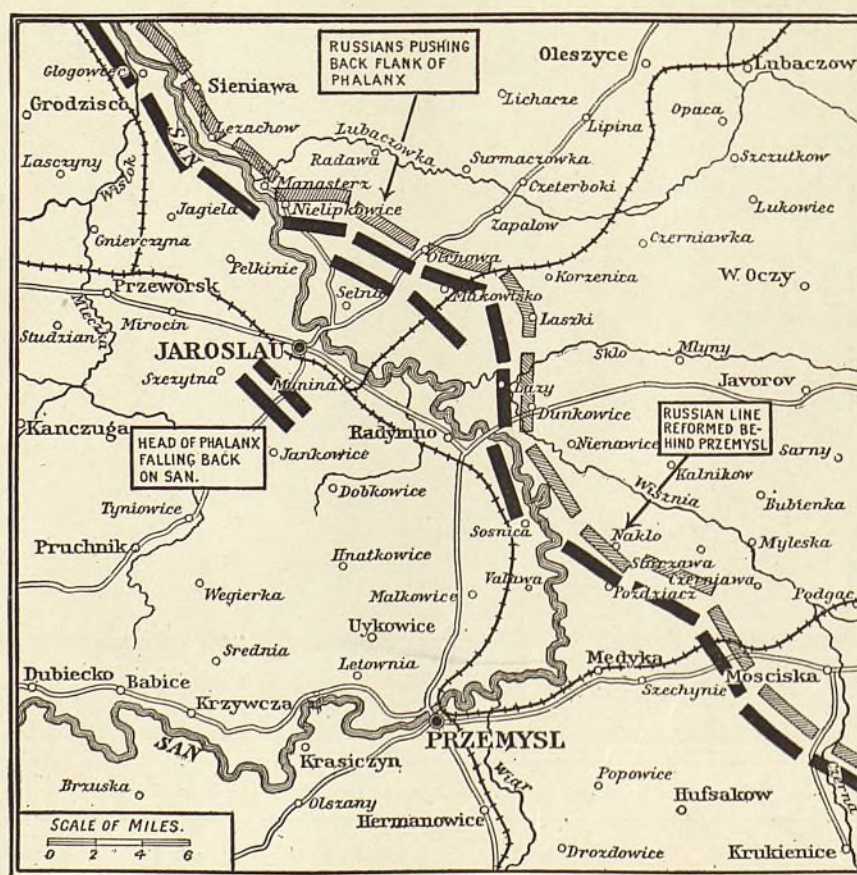
resistance which it encountered. At any rate on May 20 General von Mackensen, having thrust the head of his mass of army corps across the San towards the east, diverted his attack to the south. Fifteen bridges were thrown over the San between Jaroslau and Seniawa, and an elaborate rearrangement of the crowded columns carried out. This was completed by May 24, and the onslaught was renewed. The phalanx gained ground east of the San until it occupied a space about fifteen miles across in every direction.

This, however, gave the Russians an opportunity, and while the phalanx was pushing south-east they developed a fierce counter-attack upon its left flank, which was driven over the San near Seniawa by the 3rd Caucasian Army Corps (Irminov). But the thrust towards the northern front of Przemyśl was successful in carrying two or three of the nearly untenable works, and on June 3 the place was evacuated by the Russians, who took up a position on the Wisznia river some miles eastward, protected by marshes. Fighting continues to rage along this line and no decision seems to have been reached. (Map II.). At the time of writing the official messages from Vienna claimed that the Austrian troops were advancing on Lemberg from the south. E. F.



(1) The Situation in Front of Przemyśl on May 20

The German troops are shown black, the Russians shaded. At this date the opposing armies were in front of Przemyśl. The phalanx had crossed the San and was about to face towards the south-east.



(2) The Situation on the San on June 5

The Russians have evacuated Przemyśl and have formed a fresh alignment on the left bank of the river Wisznia. The head of the phalanx is shown forced into a small area by Russian encircling attacks.

HATS OFF TO THE CONQUERORS : What we Might Expect.



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DRAWN BY PHILIP DADD FROM MATERIAL SUPPLIED, 1915

A DETACHMENT OF AUSTRIAN CAVALRY ENTERING A VILLAGE IN RUSSIAN POLAND

The above picture gives some idea of what war means to the peasants of an invaded countryside. Standing meekly outside their houses, hats in hand, and hardly daring to look up at the new terror, the villagers have to show deference to the enemy in order that their homes and property may remain inviolate. A "Daily Telegraph" correspondent who has been over the Russian battlefields writes of the after-effects of such invasion as follows: "Along the road are many burnt houses and plundered farms. Of entire villages, in some cases only blackened ruins remain. Inside the houses that have not suffered in this way nothing remains whole. Pillows and quilts have been ripped open and the down scattered

about. Samovars, dented by heels of heavy boots, are lying about on the floor. Cupboards and drawers have been rummaged with bayonets.

"What the Prussians could not carry away they have spoilt. Whole forests have been hewed down or burnt. Wide areas have been cleared for fields of fire. Peasants' gardens have been stripped of their produce. Potatoes, carrots, and other vegetables have been dug up wholesale and carried off. Local inhabitants, mostly Lithuanians and white Russians, have been so terrified by the Germans that they hardly realise what has happened to them."



Nursing British Wounded at St. Thomas's Hospital

The men have been spending the day on the terrace of the hospital during the warm summer weather



Nursing a Canadian

This Canadian is recovering from wounds obtained at Ypres

WOMEN as WAR NURSES.

Scenes in the War Hospitals in France, England, and Russia

Woman as a war nurse will prove a fascinating chapter when the history of the war comes to be written with that rightness of judgment which only a proper perspective can give. Already we can perceive one or two facets of this subject. Undeniably a very large number of the women of this country, both young and middle-aged, have thrown themselves into the work of nursing with remarkable keenness. In many cases they are seizing with avidity upon this opportunity of becoming engaged in responsible work. For the first time in their lives the work which these British maidens are doing really matters. The realisation of this fact is vastly attractive to them, quite as much as the general sense of adventure which also impels them. They have no fear, either of contagion in the ward or of the bomb from the air.

In addition to these master motives one can perceive the inherent activities of the feminine mind exhibiting themselves under new conditions. These are, perhaps, more clearly visible in France, where in order to appreciate what the war means to the Frenchwoman one has only to consider the changed outlook of all sections of society towards those things which aforesaid were accounted the essence of life. From subjects such as dress and dancing and shops the mind of the Frenchwoman has turned completely to other more serious and more vital things. This change of part of a nation's temperament has been well traced by a correspondent of *The Times*.

A year ago, the writer stated, Paris was dancing the tango as if her very life depended on it, and

dressing to suit the dance. The tango had permeated all classes and was the one great occupation of society. The maid servant, the shop assistant, and the artist's model danced at the Bal Bullier, the *mannequin* at Magic City, the professional and the cosmopolitan at Sans Souci and other public places, the travelling American at the hotels, and the society woman at every private ball in her own particular set, and even out of it. It was an obsession. It made the most extraordinary ravages among the *petite bourgeoisie* and it robbed every woman who danced it of her grace and dignity. It caused the most absurd fashions in dress to grow up around it, and it gave its name to every eccentricity. Then came the war, and the tango is as if it had never been.

It has completely vanished; and all the queer fashions which came with it have picked up their skirts, what there was of them, and have scuttled away into the obscurity of forgotten follies. In the place of tangos and fashionable skirts we have hospital nursing and the Red Cross uniform. Both the occupation and the costume are as popular as the tango and the tight skirt once were. The maid-servant, the shop assistant, the actress, and the society woman have all adopted the new fashions, and each of them endows the uniform with something of her own personality. Corney Grain would have said of the Red Cross veil as he did of the St. Bartholomew cap, "I had no idea that out of one cap (or veil) so many could be made." It is really very interesting to see how variously the Red Cross uniform can be worn, and

it suggests that the woman "maketh the habit" rather than the other way round. In comparing the way different women wear the present uniform it must be owned that in France the lady of high degree wears it better than any other. The maid-servant manages to look like a rather untidy housemaid, the *bourgeoise* suggests a superior cook, and the actress insists upon a touch of the footlights; only the gentlewoman is satisfied to let severity have its way, aided by carefully-dressed hair and very expensive shoes and stockings. I know several women who get up at 5.30 every morning so that they may be on duty at eight, and can thus have two hours in which to dress. They neglect none of those daily habits which give that well-turned-out look to them, no matter whether they put on a nurse's uniform or a tea-gown.

That their work is any better done than that of the women who are less well turned out I will not say, probably it is sometimes good and sometimes bad, like most things and most people; only in their dress do we find perfection, and, as far as it goes, we may admire it. Out of doors the Red Cross uniform is not worn, and once away from the hospital the nurse melts into the ordinary woman.

An old saw with a modern instance may be applied to the tango, for I heard a Frenchwoman say this week that if it had not been for the hardening of her muscles last season when she was dancing the tango for hours and hours every day she would never have been able to stand the rigour of hospital nursing for so many weeks.

(See opposite page for further illustrations.)



Nursing the British Tommy Back to Health at the War Hospital in Blenheim Palace

A number of wounded non-commissioned officers and men are now being carefully nursed back to health at Blenheim, the historic residence of the Duke of Marlborough, who, while himself on active service, has taken a personal interest in the welfare of his guests. It is appropriate that a palace built to commemorate the achievements of one of the greatest English soldiers should again be associated with an army operating in Flanders. All that the magnificent rooms and grounds can afford is at the disposal of the men. The famous long library, one of the noblest rooms in England, which occupies the whole wing of the

palace, has been converted into a ward containing fifty beds, and the men can talk, smoke, and play games in smaller rooms adjoining. Already scores of men have passed through the hospital, many of whom have gone back to the front. The staff of the hospital is under the direct supervision of Colonel Ranking, R.A.M.C., the county representative of the War Office. The above picture was obtained for "The Sphere" in a favourite lounge in the long library named by the soldiers, "the trenches." The matron, Miss Amy Munn, is seen on the right.

The HOSPITAL NURSE in FRANCE and RUSSIA.



Petrograd: In a Military Hospital.—Sisters at work attending to the needs of the wounded Russian soldiers



Paris: The hospital



Calais: The Hôpital Sophie Berthelot.—Lady Lethbridge, who is attending to many of the patients, is seen on the left



Paris: Madame Ida Rubinstein as Nurse.—The famous Russian actress has presented a hospital, which she personally directs, to the French authorities



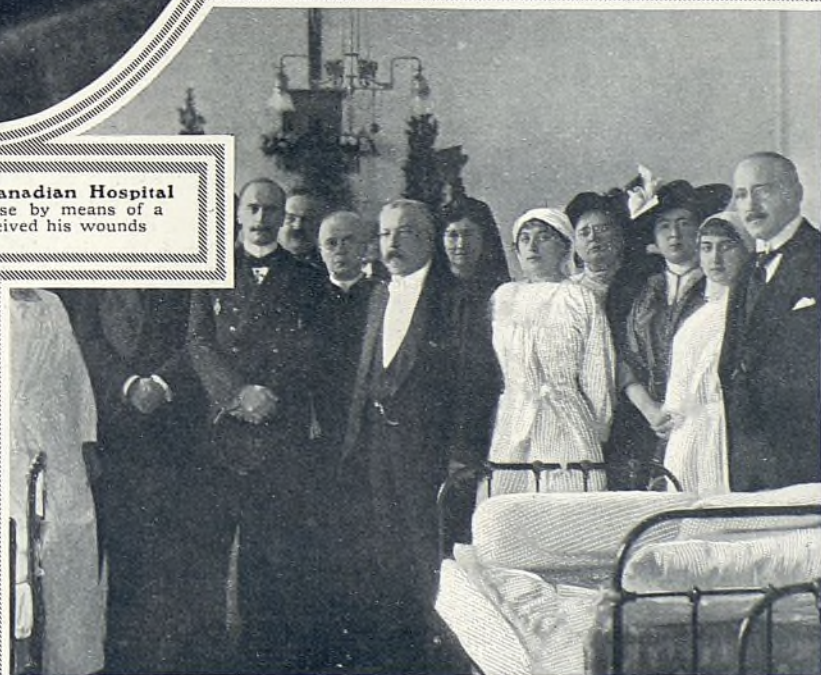
A Patient in the Canadian Hospital explaining to his nurse by means of a diagram how he received his wounds



Paris: In the Astoria Hotel.—The famous Astoria Hotel in Paris is now housing a number of soldiers wounded at the front



Paris.—A Group of "Midinettes" at a Bed-side Demonstration



Warsaw.—A Hospital Organised by the Landlords of Warsaw

The activities of both the French and Russians are unceasing in the direction of helping their wounded soldiers. Paris itself has almost been converted into one huge reception place for the injured, and all sections of society are assisting in the work of repairing some, at any rate, of the ravages of war. The Canadian contingent of the British forces on the Continent has its own hospital in France, which is run by the medical staff attached to the overseas forces; here the Canadian wounded are attended by their own doctors and carefully nursed back to health and strength. Madame Ida Rubinstein, the famous Russian actress, also personally directs a hospital in Paris which she has presented to the French authorities

A LITERARY LETTER : In Praise of Thomases.

LONDON, June 14, 1915.

I always read detective stories, and so *The Stanhope Gate Mystery*, by Robert Machray (F. V. White and Co.), attracted my attention by its name. Unfortunately for the reader there is no real mystery, as one guesses from the first that the blackmailer who enters a house in Park Lane and carries away with him a £200,000 cheque from a millionaire was really shot outside the house by that millionaire's private secretary. All the same Mr. Machray gives us a very good story with much pleasant characterisation of two heroines and a very good picture of an English Lassalle, a Socialist named Ransome. You may read *The Stanhope Gate Mystery* without a break, and for the moment you will forget everything else, even the war.

A quite clever novel is *The Auction Mart*, by Sydney Tremayne (John Lane). You will remember how Thomas Day, the author of *Sandford and Merton*, brought up a girl in his own eccentric fashion. It was thus that a waif named Jacqueline was brought up by Julian Cartmell, although Julian's moral outlook had nothing in common with that of the worthy Day. Jacqueline turned upon her father when she grew up, and had many varied and interesting experiences, including the dancing of the tango in a Paris café. In the end there is reconciliation and a happy marriage. The story makes quite absorbing reading, which is all we ask of most stories.

The Gypsy is a new magazine published quarterly. The title alone would attract me. I like to read about gypsies, although I have never the slightest desire to meet them. There is, however, very little about gypsies in this present volume (published by the Pomegranate Press of 8, St. James's Market, S.W.). There are many excellent illustrations, including a picture in colours by Charles Conder. One of the drawings is supremely funny. It is a black-and-white draughtboard by William Small, and it is called "L'Embarcation pour Cythère."

The Bohemian note is kept alive by Nina Hammett's "The Velvet Coat," and by Alfred Allinson's "Done at the Mermaid," clearly a study of Mr. Gilbert Chesterton. There are good things in the letterpress, some hitherto unpublished letters by Richard Middleton, for example. Mr. Edmund Gosse has an article on the German comic paper, *Simplicissimus*. I have never shared his difficulty as to the obtaining of German newspapers during the war. They have come to me steadily through Holland, and why on earth should they not? They can do no possible harm in this country. Mr. Gosse not only tells us about the German paper but about the famous book by Grimmshausen, of which Mr. Heinemann recently gave us an excellent reprint. Altogether I like the first number of *The Gypsy*, and wish it success.

Mr. Thomas Percival Beyer writes to the Chicago *Dial* to protest against Mr. Woodrow Wilson having discarded his first name of Thomas, and his letter "in praise of Thomases" makes very good reading. He refers incidentally to Thomas Aquinas, Thomas à Kempis, and Thomas à Becket, and gives

us the following quaintly compiled list of men of letters who have adorned the name:—

Thomas Occleve—*The Regiment of Princes*.
Sir Thomas Malory—*Morte d'Arthur*.
Thomas More—*Utopia*.
Thomas Nash—*Plays*.
Thomas Campion—*Songs*.
Sir Thomas Browne—*Religio Medici*.
Thomas Hobbes—*Leviathan*.
Thomas Parnell—*Contentment*.
Thomas Percy—*Reliques*.
Thomas Gray—*Elegy*.
Thomas Chatterton—*Rowley Ballads*, and a fleeting glimpse of the most startling genius ever known.
Tom Moore—*Songs*.
Tom Hood—*Poems*, and courage.
Thomas de Quincey—*Suspiria de Profundis*.
Thomas Babington Macaulay—*Essays*, and that cursed boon, the balanced sentence.
Thomas Carlyle—*Sartor Resartus*, the greatest spiritual dynamic of his century.
Thomas Henry Huxley—*Essays*, and honesty.
Thomas Arnold—*Rugby*.
Thomas Hardy—*The finest novels in English*.

Mr. Beyer, if he lived in England, would find that every name had its penalties. Some fair lady named Clementina, for example, extracted a guinea from me the other day for a war charity—the purport of which was quite unintelligible to me—on the ground of similarity of name. There is here a chance for some enterprising Thomas. If every Thomas in the kingdom gave a guinea, or even a shilling, to the Red Cross Fund the revenues of that splendid organisation would be very considerably increased.

The German Comic Supplement to the *Berliner Tageblatt*, "Ulk," is very angry at Italy's entry into the war. It gives three full-page pictures, one representing Bismarck shouting "Traitor," another King Humbert thus addressing his son, and a third showing Goethe standing in the Piazza at Venice declaiming the same word. Now any impartial student of Goethe's writings knows full well that his sympathies could never have been with Prussianism at this crisis. He was not much of a pro-German when Napoleon was victorious at Jena and Austerlitz. He could not possibly be a pro-German to-day. All his sympathies would certainly have been with Italy and France. Read his *Italian Journey*, and imagine what he would have thought of his countrymen at Louvain and Rheims!

I see from *The Saturday Blade*, published in Chicago, that there has been a great rush both there, in New York, and in other large cities of the United States to become naturalized citizens. Chicago has a larger population of German blood than any other American city, and the Germans there have just proved through a local election that they intend to be American citizens and not Germans. Several well-known Germans, in fact, have taken the opportunity of declaring publicly that if America should join in the war they will be as anti-German as the men of any other race.

I confess that I, in common with all the inhabitants of these islands, very heartily hope that America may ultimately join the cause of the Allies, to which her financial contributions would prove a

great asset. Not on this account, however, do I wish it, but because I recognise the extent to which it would cement the friendship of the two great branches of the English-speaking race. As for Mr. Bryan, I cannot imagine but that his retirement from the United States Government must be a relief to all his colleagues, whether they are bent on peace or war. I once heard Mr. Bryan make a speech in this country, and it seemed to me to be tainted with vulgarity, to be altogether lacking in the dignity which I have found conspicuous in every other statesman from the United States who has visited these shores, and I have heard here and in America a great many of America's distinguished sons.

The firm which has published the most books on the war is surely that of C. Arthur Pearson. I think I have received more than two dozen, all of which have been noted in our "Books Received" column, and most of them are published at a shilling. They include *The Life of Lord Kitchener*, by H. G. Gosser; *Things to Know About the War*; *The Special Constable: his Duties and Privileges*; *Behind the Prison Bars in Germany*, and, most curious of all, a little book on *War-time Gardening: how to Grow your Own Food*.

But the firm of publishers that has done best of all with the war from the point of view of what may possibly be permanent contributions is that of Thomas Nelson and Sons. I have already noted the excellent quality of Mr. John Buchan's *History of the War*, of which four shilling volumes have now been issued, the admirable style, the lucidity, the mastery of detail, the continuity so remarkable in the case of a war which has so many ramifications. Now the firm of Nelson gives us in one solid volume *A General Sketch of the European War*, by Hilaire Belloc. This volume is called "The First Phase," and heaven only knows how many there may be, but Mr. Belloc, always a writer of power, has won laurels as a writer on the war by his contributions to *Land and Water*. His gift of style, added to the fact that he once served in the French Army, gives him special qualifications for dealing with military subjects. In any case his "General Sketch" is entirely readable.

It is a curious circumstance, by the way, that the Franco-German War produced no classic that we read as we read Napier's *History of the Peninsular War* or Kinglake's *Crimean War*. One has to gather up the threads of the Franco-Prussian War of 1870—a peculiarly interesting subject just now—from a number of miscellaneous quarters, from W. H. Russell's *Diary*, from Archibald Forbes's *Experiences*, from Fournier's *History*, a somewhat leaden book, and so on.

The regretted death of my good friend, Mr. Luther Livingston, made a vacancy in the librarianship of the Harry Elkins Widener Collection at Harvard. I see that Mrs. George Widener has appointed Mr. George Parker Winship to the post, and that Mrs. Livingston will occupy the position of assistant librarian, a pleasant office in which she will carry on the tradition of her husband's keen love of books.
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.

One of the more curious thoughts, to me, in connection with this monstrous and wanton war so needlessly forced upon the world, is the reflection that history is being made. One had a kind of feeling that history was over. When in the old peaceful days the writers of leading articles told us that history had been made last night in the House, we paid no notice. But now there is no escape from the fact. History is being made, and we shall be in it—some of us as heroes, some as statesmen, or bunglers, or humbler instruments of fate; the rest, in which I include myself, as citizens of London during the Titanic struggle.

In our old age we shall read books describing what the world was like, and London was like, in 1914-15, and shall be able to contradict most of it.

Any beauty-loving readers of THE SPHERE who are acquainted with members of the Burlington Fine Arts Club should ask for tickets for the present exhibition of Chinese art, for there are articles there of extreme loveliness and unusual dignity. Most of them date from B.C., and many of them still serve as models to craftsmen, who strive in vain to equal the originals. The more one learns of the best of the past (even to the gold stoppings in mummies' teeth) the more one marvels at the boastings of modern civilisation.

Walking down Bond Street the other day in this season of house-painting I came to a narrow part of the pavement where expensive cigarette

shops cluster, and found a ladder extending from the gutter to the roof. Only by stepping into a muddy road could one avoid passing beneath it. Standing there curiously for a minute or so I noted that out of the first twelve persons, eight avoided it and four took the plunge. I then went on myself and avoided it.

None of the four who were brave (or foolish) so far as I could see crossed their thumbs so as to cancel out their rationalism. The proportion of nine superstitious people out of thirteen indicates that the world is still far from being a scientific paradise.

I am glad to see that some evidence as to the courage and sense of duty of those members of the Society of Friends who, pacifically, are helping near the front has reached the public press. The society is much divided as to its proper action in this juncture. Some Friends have actually enlisted (quite possibly the descendants of those who went to prison rather than encourage fighting during the Napoleonic wars); others have held disapprovingly aloof, while not disdaining the protection which our army and navy give them and their often extensive property; while others have thought it right to give up their homes and do what they could for the wounded. Of the fighting Quakers I have heard nothing, but among those last are some very real heroes. Meanwhile the heads of the society are divided among themselves as to what their attitude should be to the returned warriors.

More or less in this connection I may remark that the history of the Bishop of London's visit to the front in khaki in place of lawn lies before me, and at the end will be found the beautiful liturgy of the Russian Church as adapted by E. M. M. H., to whose mention of beasts of burden I recently made a reference.

I wonder why, after all these years, *The Century Magazine* has dropped its end feature, "In Lighter Vein." Some of the best things of Oliver Herford have been printed there, and a recent and valuable recruit was Stephen Leacock, the most humorous man now writing. Is it that "In Lighter Vein" has become so much a feature of all American periodicals?

What a tendency there is to incomplete impulses! A day or so ago I found myself watching a man whom I was following down the street. He had a walking stick, and three times he made a swish at pieces of orange peel on the pavement and each time he missed them. He did not, however, stop to turn his beneficent impulse into fact, but passed on. How very typical, I thought, of thousands of us; we have the good intentions but not the patience to carry them out. We say to ourselves, "We must see to it that no poor devil slips on this orange peel and is injured," but we cannot interrupt our steps sufficiently to make sure.



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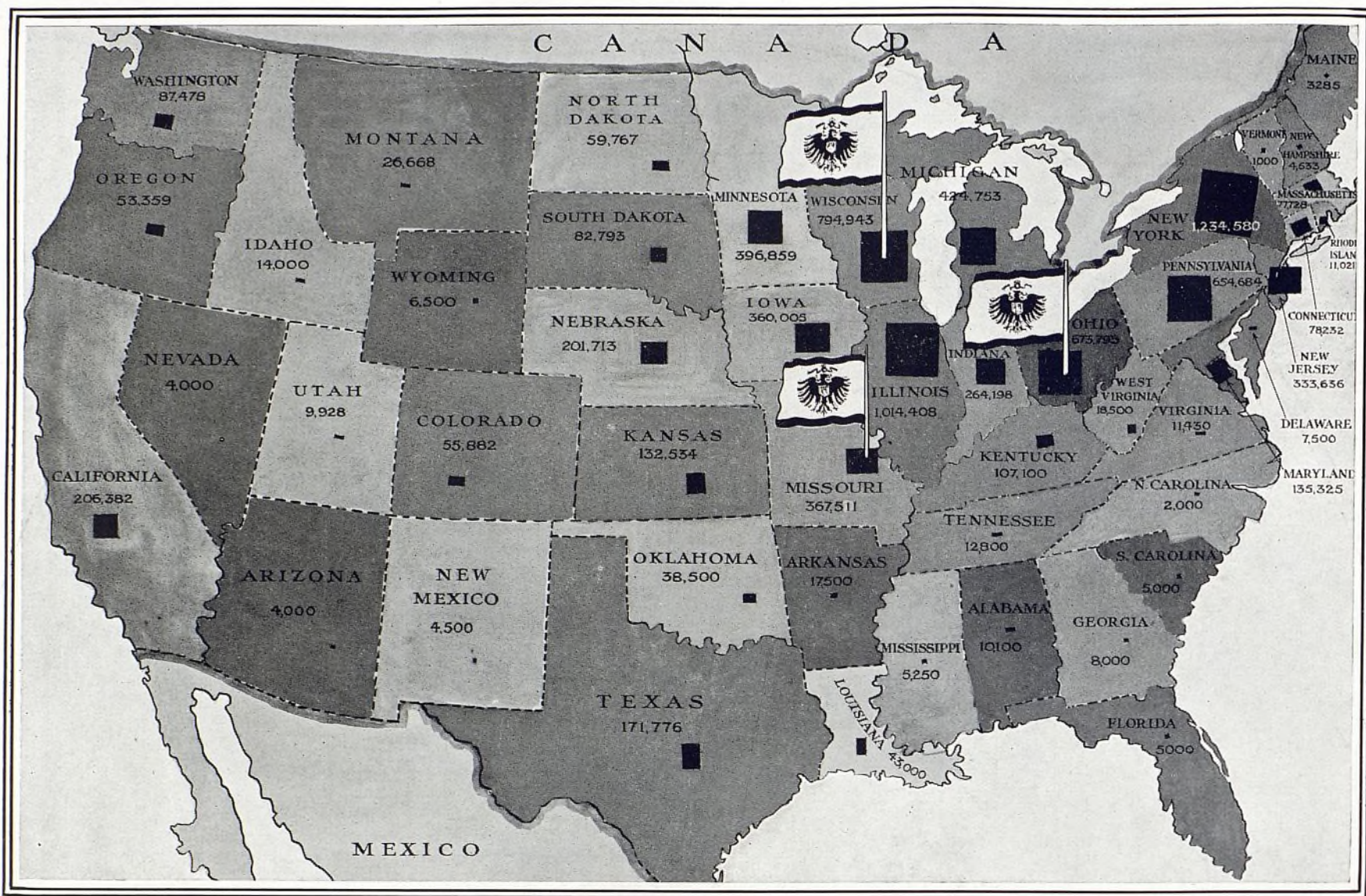
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MAP SHOWING THE PARASITIC DISTRIBUTION OF GERMANS IN THE UNITED STATES

This map has been specially prepared for "The Sphere" in order to show the distribution of Germans in the United States. The three flags bearing the German eagle are seen floating over the districts of Wisconsin, Missouri, and Ohio. These flags indicate that the Germans in these three states predominate. In these particular districts they are able to assert their Germanic tendencies and characteristics in a way which is not possible in other states where they are even numerically stronger. The black square in the centre of each state indicates the proportionate number of Germans living in that particular state. It will be noticed that these squares are larger in New York, Illinois, and Pennsylvania. It will be seen that the "German-American" nowhere strikes out new territory for himself; he always, cuckoo-like, invades the territories of others.

GERMANY in the UNITED STATES of AMERICA.

Where the Hyphenated-Americans of Teutonic Origin Reside



"What About It?"

Drawn by Rollin Kirby for the New York "World"

How the GERMAN TENDS TO DOMINATE in AMERICA

In view of America's steadily-increasing preoccupation with the great war it becomes very necessary to understand the peculiar position brought about in that country owing to the presence there of large numbers of German-born inhabitants in whom the feeling of loyalty to the country of their adoption is almost entirely dominated by their desire to see Germany victorious in the present war.

In treating of these German-Americans or Austro-Hungarian-Americans (hyphenated-Americans, as they are generically termed, because of their insistence

on the two names) one has to consider that there are in the United States, roughly speaking, some 8,000,000 of Germans alone.

Of the 8,282,618 Germans, to be exact, in the United States, 2,500,000 were born in Germany and the remainder undoubtedly possess much more German than American blood in their veins. Of this grand total, about 5,500,000 have voting powers, and their very considerable strength will tell materially in presidential elections.

Many of the individual states are almost wholly dominated by the hyphenated-Americans, the chief of such states being Missouri, Ohio, and Wisconsin, where the Germans have far greater control of affairs than even their great numbers warrant. They are able to bring pressure to bear on weaker parties, and can stand in a solid body for the achievement of their ends.

GERMANS IN THE UNITED STATES, 8,282,618

Comprising 2,501,181 born in Germany
Comprising 3,911,847 born in the United States, having both parents born in Germany
Comprising 1,869,590 born in the United States, with one parent born in the United States and the other in Germany
Total - 8,282,618

GERMANS IN AMERICA

From the United States census, 1910

Foreigners in the United States	Born in the United States
English	10,037,420
German	3,363,792
Italian	3,911,847
French	2,151,422
Polish	1,365,110
Swedish	1,357,169
Norwegian	528,842
Jewish, etc.	1,707,640
	943,781
	1,445,869
	683,281
	1,009,845
	402,587
	1,676,762
	1,051,769

and fifty-seven other nationalities under a million each

TOTAL POPULATION OF AMERICA

White and black	91,972,266
White	82,598,168
Black	9,374,098

The Germans are thus about a million less than the black population



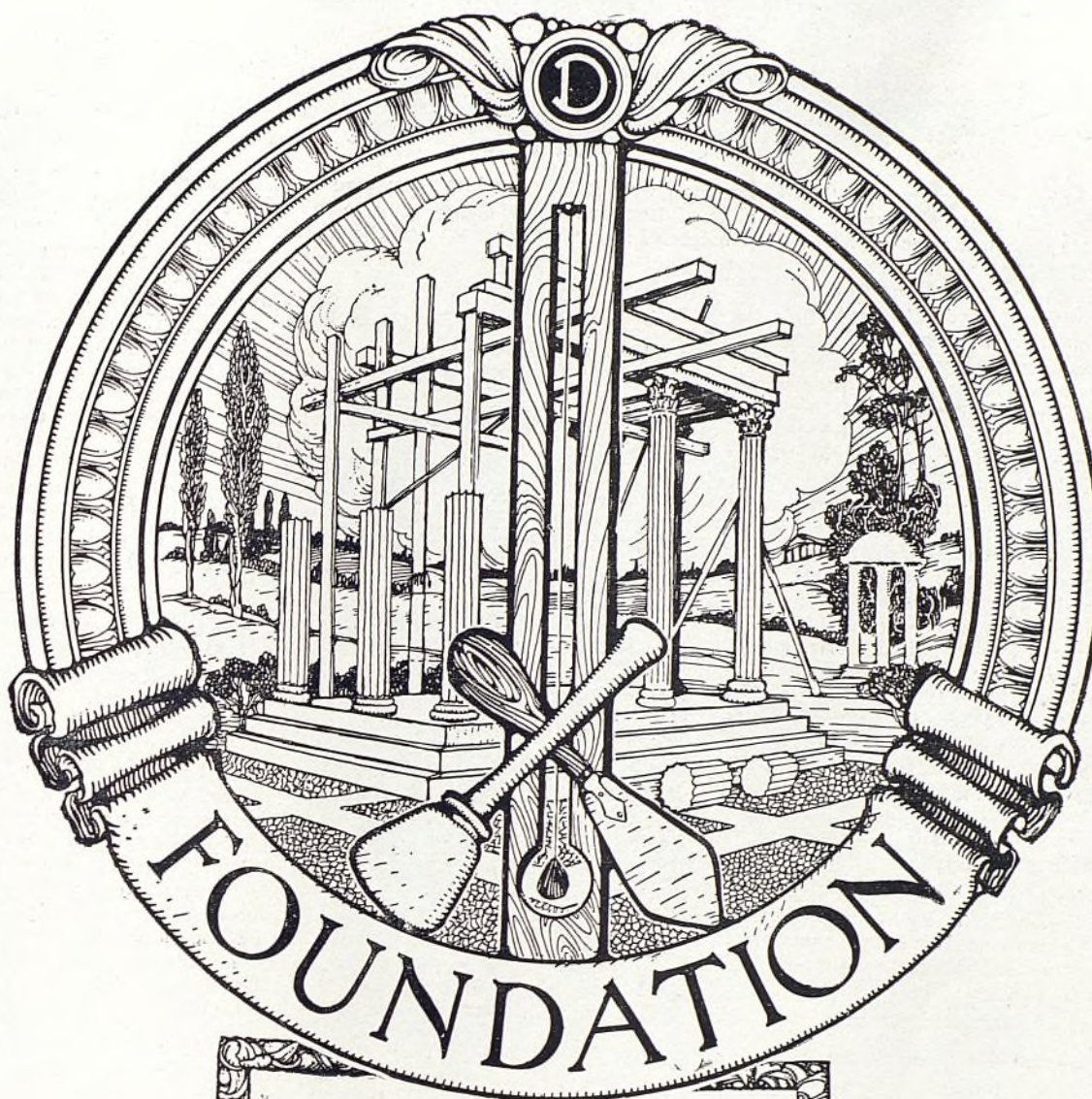
"Cooling Him Off"

Drawn by Rollin Kirby for the New York "World"

Milwaukee, on the western shore of Lake Michigan, the chief city of Wisconsin, to take a case in point, is to all intents and purposes a German town. At least half of the 400,000 inhabitants are German by birth or descent. The administration of the town is carried out by men bearing typical German names, and in the stores and streets perhaps more German than English is spoken. Being removed from the war and not seeing so much of its hardships, the Milwaukee "hyphenates" express more frankly anti-Ally views than are expressed even in Germany itself.

The total white population of the United States at the last census was just over 82,000,000, so that the powerful German influence in the States will readily be perceived. It is, in fact, very strongly pronounced, and affects American ways of thinking with regard to the war.

There is, of course, one other aspect to this question. The German influence in the United States is further increased by a skilfully-controlled and highly-influential press. Herr Dernburg, who, it is stated, is shortly to leave America—if he has not done so already—was the virtual director of the vigorous press campaign which has been in progress since the outbreak of war. A great amount of money has been freely lavished for this purpose; also German agents in America have found it comparatively easy to organise the Teuton elements against the Allies. And herein lies a danger to both America and Great Britain—that the alien element thus organised may ultimately cause people to believe that it is stronger than it really is.



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How often can this be said of the foundation of a firm? Insight, judgment, enthusiasm, ability, confidence, determination, energy, and breadth of mind presided at the foundation of the Dunlop business 27 years ago, when the pneumatic tyre was a freak to most but a fortune to the few.

These qualities are still the driving force behind the Company, which has reared a magnificent edifice on the foundations so solidly laid, and their influence is markedly exemplified in the Dunlop tyre of to-day.

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Woman's Sphere in War Time

By Olivia



What changes ten months of war have wrought in the whole aspect and aims of London! This time last year we were at the height of a gay and giddy season; now gaiety seems to some of us to have vanished, never to return.

Last year the two parties in Parliament were squabbling over Irish Home Rule; now they are in coalition, and we are breathlessly and anxiously watching for them to coalesce. The park, instead of being filled with fine ladies in their carriages in the afternoons, is filled with wounded soldiers back from the front being driven in the magnificent landaus and limousines whose fair owners are working hard in hospital depôts and at all manner of self-imposed war work. The butterflies—"uncertain, coy, and hard to please"—of yesteryear have become the ministering angels of to-day. Instead of a country at play, as we generally are at this season, we see all around a country at work in grim and growing earnest its whole heart centred on prosecuting the war "with all possible energy and with every means of available resource"—in the words of the Prime Minister. The women of Britain have mobilised themselves with a thoroughness and absence of fuss that would hardly have been credited a year ago, and risen to such heights of self-sacrifice and heroism as place them on an equality with the Spartan women of ancient Greece. They have come into their kingdom, taken possession of their rightful sphere—or rather, hemisphere—and "found themselves" in work for the common good.

Practical Fashions

The truth is that the total absence of society functions has come as a welcome relief to many of the women who are usually engaged in the arduous round of idle pleasure at this season and who now find in real work for others a vital interest, with no room for boredom. Curiously enough, too, in spite of all predictions to the contrary and despite the want of any stimulus, the feminine interest in dress has not in the least abated. The eternal feminine will always remain true to itself, though willing to accept and adopt suitable modifications at times and relinquish its extreme vagaries when necessary. The dress of the moment is absolutely delightful, shorn as it is of all eccentricity. In spite of war we still dress, and will, we fancy, continue to dress "till the moon is old and the stars grow cold." It is the ineradicable

instinct of woman to adorn herself; it is also her bounden duty to make herself look "all beautiful within" and without, thereby beautifying her particular little corner of the world. And so, without further apology—to the subject of clothes. In the new summer fashions the alliance of the practical and the picturesque is quite a salient feature. A proof of this is shown in the number of pockets with which the latest models are furnished. Both coats and frocks have a good supply of quite capacious pockets, and as often as not these are not only visible but ornamental adjuncts of the designer's scheme. Most skirts have a pocket at either side now. Sometimes these are outlined with silk braid, fastened with a button and finished with a tassel, which droops from the nether end of it. The tendency is to indicate and not to conceal the presence of the pocket, and make it do double duty in being ornamental as well as useful.

Summer Frocks

The silhouette created by the greater width of our skirts, when not exaggerated, is graceful, and on all hands women are revelling in their new-found freedom, which makes walking a pleasure instead of an achievement. The cotton voiles and *lingerie* frocks of all descriptions that have suddenly appeared in such wealth of design and ingenuity of fashion are a joy to behold. The *lingerie* skirt should be as broad as it is long, and to be really delicious the flowered voile or ninon frock should have worn over it a tiny taffeta coat, a foolish winsome trifle of no particular shape, much befrilled, short, and full, which bobs away irresponsibly from the waistline. Striped batistes and muslins make charming little frocks for the mornings, artful and yet simple, easily laundered and effective. The fanciful collar and cuffs of crisp white muslin, as a finishing touch, are a *sine qua non*, and we wonder how we ever got on without them, so dainty and becoming are they and so valuable a decorative asset.

Changes in Lingerie

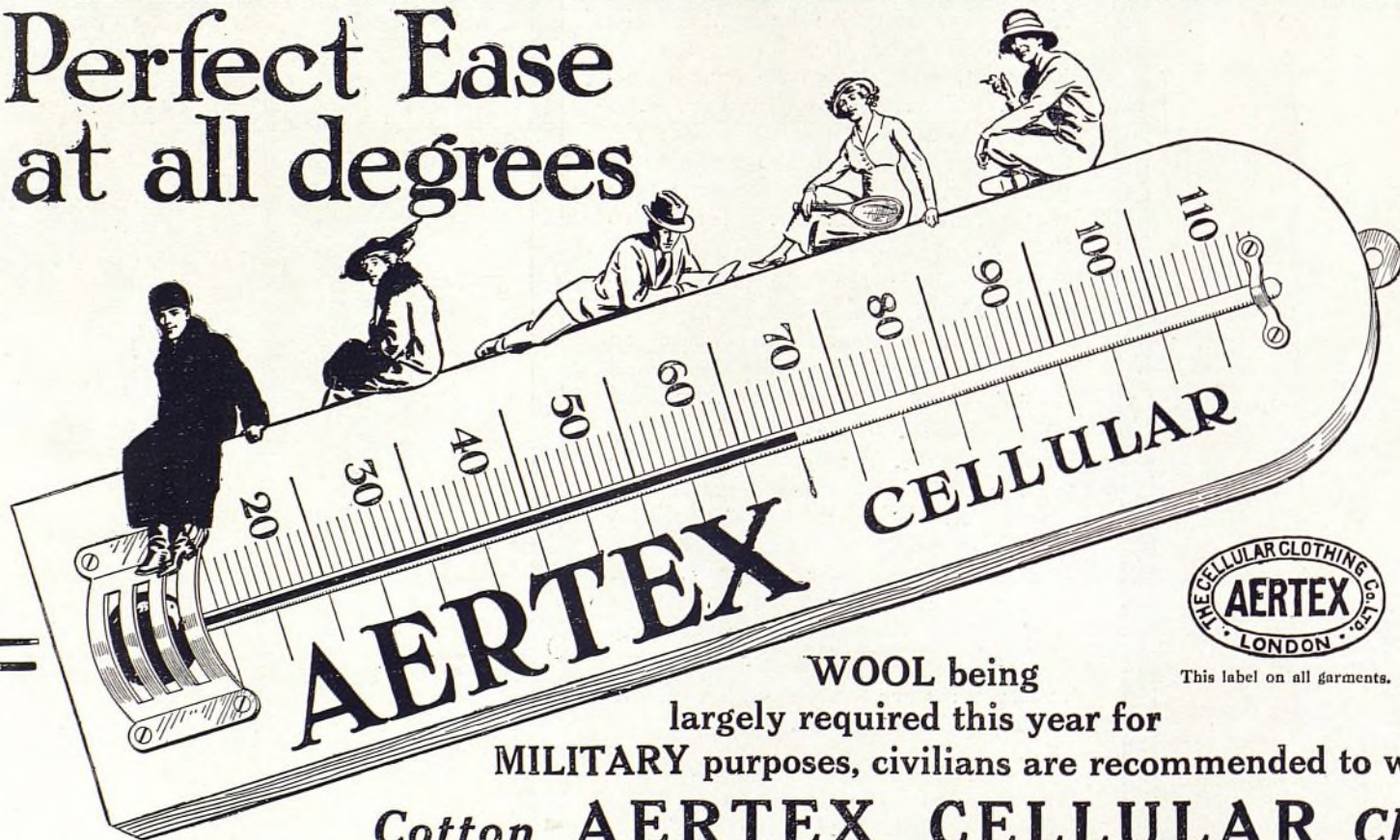
With the drastic changes in the silhouette all our under things now have perforce to change their shape. When our frocks began to flare and our waists were nipped in our *lingerie* had to forsake the straight and narrow way. Every article of underwear immediately began to flare in sympathy, and our knees were forthwith freed from all the shackles that had held them. Both chemises



An Evening Frock

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BOLTON.—H. Eckersley, 13, Bradshawgate.
BRADFORD.—Brown, Muff & Co., Ltd., Market St.
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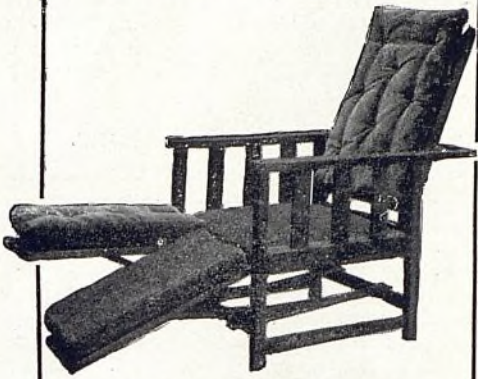


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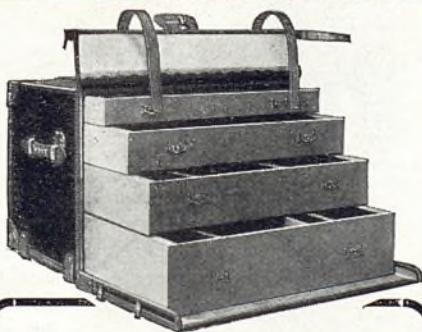
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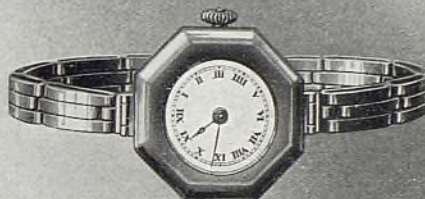
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—to which the Frenchwoman at least still ardently clings—and *culottes* are cut much shorter than before—to the level above the knees of the Highlander's kilt, in fact. Now that we can boast a definite waist we welcome back the long-neglected petticoat with many flounces. Never has more beautiful needlework been lavished on underwear, for it has been the only means, to many thousands of Frenchwomen especially, of keeping the wolf from the door, and hand-made and embroidered *lingerie* is extraordinarily abundant and inexpensive this year. The most-sought-after trimmings are the lovely Flemish laces—point de Lille, Malines, etc. Filet is always effective, too, when of the right thickness of mesh, as it washes excellently. As to materials, batiste, lawn, crêpe de chine, and the new triple ninons are among the favourite. The tendency is rather towards simplicity of line and frugality of trimming, but such embroidery as there may be is of the most exquisite.

The Newest Millinery

The military note has been so overworked in millinery of late that we turn with relief to the wide sailor brims beflowered and beribboned. The use made of ribbon and effective unions of fragile materials is very dainty and clever. The large picture hat, simply trimmed, is the thing of the moment, and many of the new sailor shapes have transparent lace brims, widespread and fragile, radiating from the crown and throwing a mysterious shadow over the face beneath. The Leghorn in all its attractiveness, too, is another old favourite that is back in our midst. The grace of the Leghorn is perennial with its drooping brim and its almost inevitable accompaniment of charming, foolish black velvet streamers of moiré, which is newer. The latest conceit is that one of the streamers should be wound carelessly round the throat and then allowed to fall below the waist. Now that the novelty of the long streaming veils has worn off, we are not quite sure after all that we like them, and are likely to discard them without ceremony.

Fashions for the Old

How I wish that some of the great dress designers would devote themselves to devising really beautiful and distinctive fashions for the middle-aged and the old! These are stages of life that have their own prettiness and dignity, yet their appearance in the clothes designed for the youthful, badly adapted, is often little short of a tragedy. Compromises are at best dull. Something distinctive is necessary. It is so necessary to have *l'esprit de son âge*, and surely the spirit and charm of age has many subtle possibilities that would be worth exploitation by an artist in dress. The tailor-made coat and skirt is decidedly not the garment for the woman whose figure has lost the contours of youth, yet the early-Victorian mantle, with its terrible trimmings of jet, is too often the only alternative, worn with a skirt that is neither long

nor short, but simply dull and shapeless. The mantle difficulty, however, I find very charmingly solved at the Regent Street House of Peter Robinson, where really lovely and graceful coats for elderly ladies are now made a speciality.

Some New Bathing Dresses

The bathing suit is one of the most interesting articles of attire for the coming months and quite one of the most

fascinating. Some of the more elaborate "creations" of the year in the way of bathing dresses are evidently not intended for the briny but merely for the beach, or for posing in graceful attitudes in on the steps of the bathing machine; but fortunately for intending bathers there are others made to see service in the sea. A pretty one I saw the other day was of white serge, the V-shaped neck outlined with three rows of fine scarlet braid and finished with a sailor knot of scarlet. The tunic and knickers were also ornamented with triple rims of braid. Serge and stockingette are the time-honoured material for bathing dresses, but another that has many points in its favour is alpaca, which does not cling heavily when wet, which dries easily and quickly, and when dry looks as well as ever.

Country Cottage Furnishings at Messrs. Shoolbred's.

With the approach of the holidays our thoughts perforce turn to the economical furnishing of country houses and cottages for the summer. These will be in great demand all over England this year, as holidays abroad will hardly be possible. The question of every kind of equipment for country quarters is easily solved at Messrs. Shoolbred's, who have a delightful selection of pretty, useful, and extremely inexpensive furniture for Arcadian nooks. Dining-room suites in fumed oak of thoroughly reliable quality may be had for as little as £6 15s. 6d., including a dresser with cupboards and shelves, while a dainty drawing-room suite upholstered in tapestry, comprising a 5-ft. settee, a large and a small easy chair, and three standard chairs, is £14; and bedroom suites in fumed oak are from £5 15s. 6d. The most delightful chairs for garden use, covered with strong ticking striped in charming colours, are from 4s. each; and luxurious hammock chairs in ticking, fitted with adjustable leg rests, are 10s. 6d., so that the summit of luxury is brought within the reach of the slimmest purse. Inviting arbours with wicker-work awnings, backed with this decorative ticking, at wonderfully modest prices, and both indoor and outdoor blinds, are made a special feature of at Messrs. Shoolbred's, who also have a vast selection of the closely-woven Belvoir cane furniture in the most fascinating shapes. Even to look at it makes for coolness. OLIVIA.

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Get the Claxton Ear-Cap and let your child wear it in the nursery, and during sleep, and any tendency to outstanding ears will soon be corrected. Easy and comfortable in wear. Keeps hair from tangling during sleep, and promotes breathing through the nose. The Claxton Ear-Cap moulds the cartilages while they are soft and pliable. Made in rose pink in 21 sizes. Send measurements round head just above ears, and over head from lobe to lobe of ear. Price 4/- from Harrod's, Selfridge's, Whiteley's, John Barker, Ltd., John Barnes & Co., Ltd., D. H. Evans & Co., Ltd., E. & R. Garrould, Jones Bros. (Holloway), Ltd., Spiers & Pond's, Woolland Bros., or direct from S. P. Claxton, Castle Laboratory, London, N.W.

SOME RECENT BOOKS of the SEASON.

Remaking the Map of Europe

Nationality and the War, by Arnold J. Toynbee (J. M. Dent and Sons). To remake the political map of Europe is one's study with an atlas and a few coloured chalks is a harmless pastime much in vogue in the earlier weeks of the war, but somewhat less fashionable in these later days. Of course, it is a game that was played long before the war and that will be played so long as political maps have more than historical interest. Not so long ago we played it on the map of the Balkans; a dozen years before China was the favoured field; a quarter of a century back the equitable partitioning of Africa was the problem we tried to solve to our own satisfaction.

But never before, I suppose, has this fireside game been made the subject of a serious treatise. Mr. Toynbee has played it more strenuously and more seriously than either his predecessors or his contemporaries; and he has written a book of some 500 pages to tell us all about it and how he would rearrange the boundaries of Europe when peace comes back if so be the job were given to him.

Whereat the superior person sniffs and says, "What puerile rubbish!" and points out that Mr. Toynbee will not be called upon to adjudicate, that he will not even be represented at the peace conference, and that he might have found far better use for good paper and honest printers' ink.

And the superior person, as usual, is utterly and entirely wrong. Mr. Toynbee knows quite well that his arm-chair solution of the problems is unlikely to influence the diplomatists who will sit round a mahogany table when the time comes settling with a map and a pencil the political future of millions. But in getting at his solution he has done a lot of useful thinking, and has noted down a great many facts which are very well worth consideration just now. And at the same time we can, if we chose not to be superior persons but to enter into the spirit of the thing, get a lot of fun out of the game.

Of course Mr. Toynbee is a more subtle player than the average journalist, and boldly faces difficulties which the less skilled slur hastily over. That is perhaps the chief value of his book. It is just as well that we should be reminded now that Alsace is *not* a compact French-speaking, French-feeling province; that Schleswig is only half-Danish, Holstein not Danish at all; that there are Poles in Silesia as well as in Poland; that Roumania Irredenta spreads into Russia as well as into Hungary; and that, in brief, the whole arrangement of nationalities in Europe is far more complex than most of us dream.

Whether Mr. Toynbee is right in thinking that nationality should be the basis of the settlement is a disputable point. It is a shifting and unstable foundation on which to build our commonwealth of Europe. When one remembers Belgium with no ties of common race or language, with no traditions, and no independent history for 400 years, made into a self-conscious nation under three generations of foreign kings; when one remembers the Sicilian peasantry who cheered and

died for "Italia" under the impression that she was Garibaldi's wife; when one remembers that there were men as willing to die for the integrity and independence of Naples as were others for the union of Italy, or that the descendants of the United Irishmen of '98 signed the Covenant of 1913; when one remembers that fifty years ago the very name of Bulgar had been all but forgotten in Bulgaria—one wonders. And that is the last and greatest merit of Mr. Toynbee's book—that it sets one wondering; it makes one think, a thing to be very thankful for in these months.

W. N. E.

"Purdah" Women

A striking novel of Indian life, *Love in a Palace*, by F. E. Penny (Chatto and Windus. 6s.), suffers an injustice through the title, which is likely to give a wrong impression of the book. In addition, the little coloured picture on the cover may prove unattractive to some eyes. However, the reader who, misled by these two externals, expects a lurid melodrama, will be disappointed, pleasantly or otherwise, according to his or her taste.

Love in a Palace is a skilfully-written story of the many difficulties that beset a cultivated and high-minded young Hyderabad prince who has received a European education and returns to his home to be married to a Mahomedan lady chosen for him by his father, the Shazada. The characterisation is excellent and original, and the plot consistent and credible; too good, in fact, to be revealed in a review. So far as can be judged, an accurate picture of this phase of Eastern life is presented, and for this alone Mrs. Penny's novel is worth reading.

Allegory, or What?

Certainly, and happily, unique in its way is an extraordinary novel entitled *Angel Island*, by Inez Haynes Gillmore (G. Bell and Son. 6s.). The most merciful criticism to bestow upon a work of this kind is to assume that it is intended as an allegory—perhaps upon Women's Suffrage.

The story, to give it briefly, is this: Five men are wrecked upon an island in the Pacific, and five more vulgar and unreal people it would be difficult to find in fiction although the author appears to admire the type she presents. Of one she says:—

"His blue eyes carried a glacial gleam. Even through his thick moustache the lines of his mouth showed iron."

To these men, naturally enough, New York is preferable to a desert island.

"The Great White Way for mine," said Pete Murphy, 'at night—all the corset and whisky signs flashing, the streets jammed with benzine buggies, the side walks crowded with boobies, and every lobster palace filled to the roof with chorus girls.'"

Five women with wings are discovered to be flying about the island. After much coquetting the men by stratagem manage to catch these beings, cut off their wings, and marry

them in the most orthodox manner, including bridal wreaths and a service performed by one of the men. After a time the women learn to walk on feet that had hitherto been useless. Their wings begin to grow again, and they have a fierce struggle with the men as to whether the wings of their baby girls should be cut off or allowed to grow. Finally the men give way and the angel-women are allowed to retain not only the wings of the baby girls but also their own. In the concluding paragraph a baby boy is born with wings, the forerunner, apparently, of a new race.

In spite of all that is preposterous, and sometimes almost revolting, in this strange achievement, it must be owned that the author possesses the gift of telling a story in an interesting manner, which makes it all the greater pity that she did not choose a story worth telling.

Hampshire Field Archaeology

In *Field Archaeology as Illustrated by Hampshire* (Macmillan) Mr. J. P. Williams Freeman gives us a most exhaustive and interesting collection of archaeological notes which should be in the hands of every resident in the county. The volume, which has been published by Messrs. Macmillan, chiefly deals with the earthworks of the county, but it does not omit to deal with archaeological objects of more popular interest. A good illustration is given of the Mizmaze on Breamore Down, a well-preserved labyrinth cut into the turf on the summit of Mizmaze Hill. It is one of the seven examples of turf-cut labyrinths which still exist. A second example is to be found in Hampshire on St. Catherine's Hill, Winchester. Another illustration of peculiar interest is that of the sculptured stone by Chute Causeway. The lists of earthworks, long, round, and disc barrows, which will be found in the appendix, will interest all serious students; and the very large number of plans and sections of the principal earthworks of the county, which complete the volume, alone make the book indispensable to the local student. A coloured map gives in very clear fashion the main archaeological features of the county and the adjacent Wiltshire border. A forest map of the county would be a useful addition to succeeding editions. Mr. Williams Freeman has brought together a mass of archaeological detail by the unremitting use of tape and rod, sketch-book, and camera. We would, however, beg of him not to make use of the word, "photo," as a noun. This, however, is a minute point where there is so much to interest.

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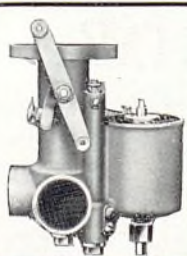


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The spectre of hunger has cast its withering hands over the vast land between the Niemen and the Carpathians. Workmen have lost their work, for all the workshops and factories are shut. The plough is rusting for want of use, for the labourer has been robbed of tools and seed. Epidemics have spread throughout the country, and the domestic hearth is extinguished.

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Some Odds and Ends of Varied Interest.

Great Britain to Poland Fund

A very interesting concert, under most distinguished patronage, in aid of the Great Britain to Poland Fund, will be given on June 29, from five to seven o'clock, at 47, Portland Place, by kind permission of Lady Markham. The following well-known artistes have very kindly promised their valuable assistance: Signor Maurice Bacci, who will render some of Guy D'Hardelot's songs, accompanied by the composer; Mlle. Nikitina, the celebrated Russian prima donna; Sacha Votitchenko, the sole living exponent of the tympanon; Mr. Harold Moss, violinist, in Polish melodies, etc. The concert will conclude with a brief *causerie* on "Poland and its Celebrities," by Mrs. Cunningham (lecturer on Madame Curie), illustrated by unique and exclusive lantern slides. His Excellency Count Benckendorff is much interested in the movement. Special attention is drawn to the fact that no composition by any Hun, living or dead, will be played at this concert. The tickets, including tea and strawberries and cream, are 10s. 6d., and can be obtained from Miss Hook, 47, Portland Place, W.; Miss M. Stanley Clark, 3, York Street, St. James's, S.W.; and Miss Chantrey, 12, Torrington Square, W.C.

A Quaint Request

The following appeared in the "personal" column in *The Scotsman* of May 26:—

To all friends and enemies of James C. Thomson, N.D., D.O., 5, Albany Street: Kindly look through your library—even though you know you have sent them back—and return any books of his you may find there. In all humility.

The advertiser, says *The Clique*, evidently realises that good intentions are not always carried out, and the "even though you know you have sent them back" is a delicious piece of irony. Mary Anne Schimmelpenninck's book plate might well have been used by this doctor who has suffered from borrowers, and perhaps her apt Scriptural quotation, "The wicked borroweth and payeth not again," might have saved him the cost of advertising.

Sketches from the Cameroons

The three very clever sketches from which our illustrations of incidents in the Cameroons were made were the work of the late Major H. W. G. Meyer Griffith, who was killed in action on May 28. Readers will particularly recollect the illustration of an elephant charging through the jungle on to some of our African forces. The first letter which we printed was also from the pen of Major Griffith. "I hope you will have heard ere this," he wrote home, "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." Unfortunately this very able officer fell during an action against the German forces in West Africa.

Appreciated by Khaki Warriors

One of the entertainments which has proved really attractive to khaki warriors in London for a few days' leave is *Push and Go* at the Hippodrome. The prettiness of many of the scenes put before the eye is very grateful nowadays. Among all the clash and dissonance of war, the symmetry and beauty one beholds at the Hippodrome come as a real relief. Miss Shirley Kellogg and Miss Violet Loraine carry the audience with them by reason of their verve and swing. There is enough really first-rate acting to make the comic episodes get well home across the footlights. (As the actors and actresses themselves come across the footlights this phrase must, of course, be used with care nowadays.) However, it is all very bright and pleasant, and one will be well advised to take one's soldier friends to *Push and Go*. You and they will enjoy it.

What to Do with German Goods

Mr. Osborn tells the following excellent story in *The Morning Post*:—

There came the other day into a little grocer's shop at Chiswick-on-the-Thames an old woman who was buying luxuries—a bottle of vinegar and twoence-worth of acid drops—for her son at the front. They were to go with a lettuce and a cucumber out of a friend's garden; she was convinced that such green provender could not be procured in France. Said the man in the shop, seeing that she was a daily customer: "You're late this morning, mother!" "I only found out last night," she replied apologetically, "that me clock was a German, so I put me fist through his face." That old lady, a mother in Israel indeed, is worth the whole fraternity of Pacifists many times over.



Our Wounded Heroes from Australia.

The Australian War Contingent Association has received offers from various quarters to show wounded Australian soldiers some hospitality during their visit to England. The first of the weekly outings in a motor char-a-bancs, promised by the managers of the Orient Line of steamers, was made on Saturday. The picture shows the party leaving the Union Jack Club for Little Bookham, where they were entertained by Mr. C. W. Darley, I.S.O.

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



Sir Frank Bowden, Bart.

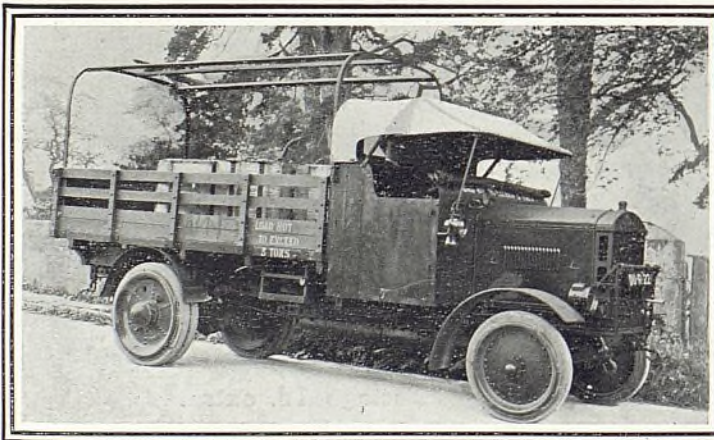
Youthful military motorists are driving with just a little too much dash on the public roads. Nobody wishes to be harsh with them, for we know the sacrifices they are preparing to make; but they might bear in mind that older people's nerves are not always up to the mark.

Cyclists and motorists were pleased to see that the name of Sir Frank Bowden, Bart., was amongst the recent birthday honours. Probably no man

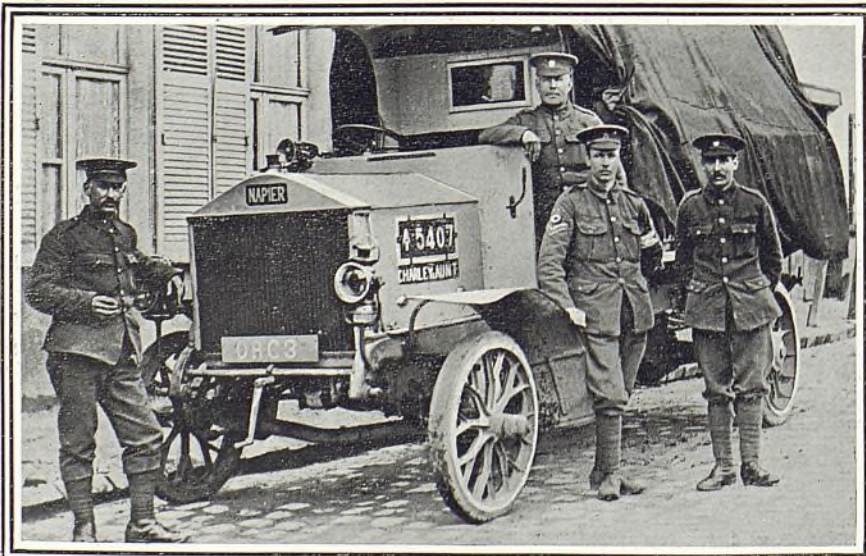
has done more to place the British bicycle in its present unchallenged position. Sir Frank has taken his bicycle to some of the farthest parts of the earth, including the Sahara Desert and the most outlandish parts of Syria, and has toured extensively in such places as the States, Canada, and all over the Continent.

Undoubtedly it is this close personal interest in the pastime which has had so much to do with the development of the all-steel Raleigh and the unique position it holds among bicycles. It is a case of a practical head providing a practical article. Some years ago, in recognition of his world-wide travels, Sir Frank Bowden was made a fellow of the Royal Geographical Society, while for several years he has been a Justice of the Peace for Nottingham. The Raleigh Company is now also manufacturing a light car which bids fair to achieve the same success as the Raleigh bicycle.

I publish a very interesting photograph from the front. It depicts a Napier transport lorry which has been in active service



A Specimen of the Lorry now being Manufactured for the Government by the Rover Company



A Veteran—This Napier Transport Lorry has been on Active Service Since the Commencement of the War, and was Used in the Retreat from Mons

from the commencement of the war and took part in the famous retreat from Mons. It will be observed that it has been christened "Charley's Aunt," and the name is painted on the side of the bonnet. When British vehicles first went abroad for war service it was customary for drivers so to christen them, but an order was issued that the practice was to be discontinued. Owing to the fact, however, that this



The Sunbeam Adjustable Front Seat

van has run so consistently all through, and is still running well, the driver informs us that the War Office has granted special permission to him to retain the name.

Adjustable front seats in motor cars are a great boon. It is of interest to note that the manufacturers of the Sunbeam car were the first company to fit as standard to their open cars means of adjusting the front seats, and this has now been in use for two years. The illustration shows the simplicity of the control. Hundreds of Sunbeam owners have testified to the usefulness of this feature, and it has in many cases been a very important item in the sale of a second-hand car.

As a convenient aid to dimming motor lights, Messrs. C. A. Vandervell and Co., the well-known electrical engineers of Warple Way, Acton, are sending out to their clients, free of charge, special adhesive transparent violet sidelight discs for motor lamps which come within the present lighting regulations. The discs can be supplied for models "B.S.," "E.S.," "G.S.," and "F.S." Any client desiring these should write to the works at Acton.



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Week of issue from June 19, 1915.

Signature of holder.....

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Your Greatest Joy in Life is Your Baby.

FROM the crown of his merry little head to the tips of his wee toes, baby is more dear to you than anything else in all the world. It is your heart's delight to watch him grow sturdy, strong and well, and you will do everything in your power to make him so. His future lies in your hands to shape. You want to give him the best chance you can, and nothing you can do is too much, or good enough for him.

Baby's health and happiness to-day and in years to come rest to a great extent upon the nourishment he receives during the first few months of his life. That is why a mother will feed baby herself if she can possibly do so. She knows that nothing can compare with the intensely individual nourishment which she alone has power to give.

If the breast milk does not satisfy baby, it can generally be improved both in quality and quantity by the mother herself taking a cup or two of Glaxo daily; or if the mother finds the strain of continuous breast-feeding too great, baby can have Glaxo in turn with the breast without fear of digestive disturbance. Should it be impossible for baby to have breast milk at all, he should be reared from birth on Glaxo, the food which for the

past seven years has been persistently used by Municipal Health Authorities. If Glaxo did not rear bonnie, happy, healthy babies, these Authorities would long since have discontinued its use, instead of which the use of Glaxo by such Authorities steadily increases year by year, the Corporation of Sheffield alone having purchased over 100,000 lbs of Glaxo to date.

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Ask your Doctor!

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"The Practitioner" says:

"We have carefully examined the Glaxo Feeder, and have no hesitation in saying that it is the best that has come to our notice. It is remarkably simple; easily cleaned; does not crack when put from hot into cold liquids; its dosage can be accurately measured from both ends; the valve and teat cannot be pulled off by baby while feeding. Its shape is an immense improvement on the usual style."

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These are subjects that interest everyone who loves a Baby.

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47 T. 19/6/15