SIDELIGHTS OF CONFLICT PORTRAYED BY PEN AND CAMERA

Prussian Super-Zeppelin Carries 60 Bombs, 9 Guns

Ruin of the L-33, Destroyed in Raid on England, Is Inspected by Party of Newspaper Men—Weaknesses of Air Monster Before Foe Is Shown.

(Special Dispatch.)
LONDON, Saturday.

That airships of the Zeppelin type are vulnerable, that when they come in contact with things that can hit back they are helpless indeed, is what the remains of the L-33, now lying open to the public gaze in a field "somewhere in Essex," tell.

The most serious blow to the Prussians in their airship raids on London in September and October, in which they lost four airships, was the present they were compelled to make of a super-Zeppelin—the L-33—to the British authorities.

As some compensation to the suburbs which suffered damage on the night of September 23 it may be said that the Zeppelin which caused most of it has provided means to all the drawings in the construction of just such a machine—and a better—though it is doubtful whether the English want such things unless for naval reconnoissance. Otherwise they are useless, because it is no part of the English game to raid undefended places for the slaying of the helpless.

Under the guidance of experts a party of newspaper correspondents had a private view of this super-Zeppelin. As was said on the morning that she fell, she looks just like the Crystal Palace in need of glazing. There is a marked depression in the centre of the framework. She is big, certainly, but whichever way she is looked at in detail she suggests the thin skinned and mortal balloon. Yet she was the best that Count Zeppelin could do as things are. She was built this year, and it is believed that the raider was on her maiden voyage. Undamaged petrol tanks bear the date "July 14, 1916," and there are evidences to show that this date does not apply to the tanks alone, but indicates the period at which the fabric was completed and the "Zep" fully equipped for its mission of frightfulness.

Ingeniously Constructed.

There is not much about the structural details which was not fairly well known to the Admiralty before, but minute examination does not detract from the tribute which may, without prejudice, be paid to the ingenious lines on which this monster of the air was built.

"The weight of the Zeppelin," said an officer, "with crew and full load aboard is sixty tons," and for a full hour he talked figures full of interest.

There were six engines, he explained, each developing 250 horse power. All were in gondolas, small and large, shaped like boats.

"This is one of the gondolas," he said, and showed a little aluminum 18-foot boat. The inside was bristling with machinery. In the centre was a large engine which was started by a hand lever. In front of the engine was a little seat. "In that seat," explained the guide, "sat the man who tended the engines. Here, almost touching him, sat the man who manipulated the machine gun, and forward was the place for the sailor who looked after the wireless machinery."

That gondola told the story of the "Zep." Everything was compact, well thought out, strong and efficient, with not an inch of spare room. The beauty of the work and the excellent craftsmanship were apparent to all. Some of the work probably was done by women.

Fabric Was Burned.

Coming to the remains of the main body, which is 750 feet long, the guide explained that 2,000,000 cubic feet of gas were used to expand the twenty-four compartments. Nothing now remains of the fabric, some of which was made of Manchester shirting. It perished in the fire which was started by one of the crew before he deserted the ship.

But the girders remain, and they convey vividly the enormous size of the airship when intact. To demonstrate the lightness of the structure one of the officers lifted with one hand aloft a strip of laced aluminum metal work.

"This piece of wood," he proceeded, pointing to some charred remains in the centre of the tangled wreckage, "is all that remains of what is called the 'catwalk.' It is really the keel of the Zeppelin, which runs the whole length of the ship. Inside the keel is a tunnel, along which the crew can walk and reach any of the gondolas, or indeed any part of the ship."

Another part of the ship which was specially interesting was that which was used as a receptacle for bombs. "The actual bomb dropping apparatus," the guide explained, "has been taken away, but here is the window through which the bombs were dropped. All that the man in charge of the bombs had to do was to open this window and press a button. The machinery did the rest. There was room for sixty bombs in this 'Zep.'"

The guns, or rather the places where the guns had been, was one of the most interesting features. "One was there, two there, two there and another there," said the guide pointing to the sides of the ship. "Another was perched up in the tail and two were on top of the airship. There were nine in all. The calibre of some of them is greater than our English machine guns."

Small metal cylindrical tanks at intervals along the ship contained coiled ropes, which were used for mooring purposes. When the ship was about to come to anchor a lever was pulled and all these ropes shot to the ground simultaneously. By this means the soldiers were able to capture her quickly and guide her to her shed. But that shed will never see her again.

The commissary department of an army is undoubtedly the most necessary and important of all, for it is a well established fact that soldiers cannot fight on empty stomachs. Here we have a scene which conveys the impression that the French soldiers occasionally indulge in the luxury of lamb stew and the like. The large photograph shows a flock of sheep on their last gambol. The smaller one gives a view of the scalding tubs in the army slaughter house, "somewhere in France."

Increased British Maritime Losses Emphasize Menace of Submarines

(Special Dispatch)
LONDON, Saturday.

The recent raid on allied and neutral commerce in the West Atlantic lends special interest to some new figures relating to the war losses of the British mercantile marine, which have been given out by the president of the Board of Trade. He informed the House of Commons during the debate on the increase of food prices that Great Britain had actually lost by enemy action and by marine risks 2,000,000 gross tons of shipping since the war began. Mr. Runciman was necessarily vague on this matter, but the round figure which he gave shows that of the 21,045,049 tons of shipping which the British Empire possessed at the start of the war in 1914, there has been a shrinkage of about nine and one-half per cent from all causes during the twenty-seven months of the conflict.

Some part of this large volume of lost tonnage has, of course, been replaced by new construction, but the proportion is very small. It is also considerably below the usual amount of mercantile shipbuilding turned out by the British yards. As an article in the Liverpool Journal of Commerce shows the total shipbuilding for the present year to September 30 is 200,000 tons gross, which compares with a normal output of 1,000,000 tons for the same period.

It would be interesting to know how much of the 2,000,000 tons lost was due to the ordinary hazards of the sea and to breaking up, dismantling &c. Roughly, one may estimate that three and a half per cent may be set down to these causes, leaving six per cent as the proportion of loss inflicted by the action of the enemy. Taking the latter figure, it is clear that the rate of loss is on the increase. Nearly a year ago the Board of Trade issued an official return showing that between August 4, 1914, and October 31, 1915, the steamships and sailing vessels sunk were of 558,190 tons, or a little over two and a half per cent of the whole British mercantile tonnage. If the proportion indicated above is to be accepted, the losses caused by the enemy have more than doubled within the twelve months.

It is manifest from these official figures that the extent and scope of the submarine menace is increasing. Though it is not developing to a vital degree, yet it is becoming more and more difficult to deal with. Earlier in the war the localities in which they operated made it simpler than it is now to find and combat the U-boats, but measures of suppression which are suited to narrow channels and shallow waters obviously cannot be applied when the submarines work in large areas of deep water.

This extension to ocean routes makes interesting a comparison between the operations of, and the damage inflicted by, the cruisers employed in raiding on the one hand, and submarines on the other. The two classes are typified by the Moewe and by the U-53. The former, during the three weeks or more that she was at large on the Atlantic trade routes, sank or captured fifteen vessels of 57,835 aggregate tons. The submarine, in one day sank six ships of about 24,000 gross tons.

WHEN A "ZEP" APPEARS OVER OLD LONDON

(Special Dispatch.)

LONDON, Saturday.—Thousands of incidents attend every Zeppelin raid on London. During one of the raids a physician, watching the giant airship from the roof of his house, became so excited that he dropped through the skylight into a room where two housemaids were sleeping. The latter rushed to the street in their night clothes and asked a policeman to apprehend the "burglar" in their room.

While many slept unconscious of the raid, others, terror stricken, ran about the streets in nightgowns and pajamas, not knowing what to do. As one raider was brought down a great crowd in one district sang the national anthem.

COMMODORE SUETER, EXPERT IN SEA AND AIR, CHIEF AUTHOR OF "TANKS"

Submarine Commander and Aviation Student Gets Credit for Innovation.

(Special Dispatch.)
LONDON, Saturday.

Since the advent of the "tanks" in the second phase of the great offensive on the Somme some secrecy has shrouded their history. Mr. Lloyd George, in the House of Commons recently, mentioned the names of several officers to whom credit was due, but his statement went very little beyond the mention of names.

The story of the "tanks" has not and cannot yet be fully told, but the mention of the name of Commodore Murray Sueter, R. N., in the House of Commons has carried it one step further.

Commodore Murray Sueter, according to those who are familiar with the facts, had probably more to do with the appearance of the "tanks" as the most modern engine of war than any other man. To him, says the Pall Mall Gazette, must be given the credit for the inception of the idea, whatever part others may have played in its development and application.

In the early days of the war the naval authorities deemed it necessary to establish an aeroplane base at Dunkirk, with temporary bases as far inland as the circumstances at the time permitted. In connection with this plan it became essential that some system of armored car support should be developed. There was not a moment to spare, and Commander Samson, who was on the spot, with characteristic ingenuity and skill, made the most of the material available. Within a very short time there were armored, or protected, cars at work, based on Dunkirk.

These cars were protected by steel plating, but the thickness of the plates they were able to have gave them little real value.

The failure of his first effort did not discourage Commander Samson, and the experiments were continued until a protected car was produced which was capable of resisting enemy rifle fire at point blank range.

The immediate result of this success was that the War Office began to make inquiries, but they went on their own way, and the naval authorities continued to experiment along the lines they had worked out.

Commodore Murray Sueter is understood to have returned to London immediately before the fate of Antwerp, where he had, in the course of his duties, obtained a mass of valuable information with regard to the cars—their weaknesses and defects.

On every hand it was admitted that the wrong lines were being pursued. The cars which "worked" between Antwerp and Dunkirk were obviously lacking in overhead protection; their crews were exposed to fire from houses and trees, against which they were not secure. It was toward the remedying of this grave weakness that the attention of the authorties directly concerned was then directed, with the result that a car with a revolving turret was produced. This, of course, added materially to the weight, but it was found that several well known chassis were capable of carrying it. After much experimental work the cars were produced, and when the time for their employment came they were successful in doing all that was expected of them.

The need for heavier guns than the machine guns the cars carried presented another problem for solution, but lorries were built and protected by shields of armor plate which served the purpose with considerable efficiency.

At this period the insistent demand was for heavier guns, and to the naval men engaged upon the work the "land battle ship" idea made an irresistible appeal.

With energy, enthusiasm and skill Commodore Murray Sueter tackled the problem, and within a few weeks it was possible to subject to practical tests a "battle ship" which answered the requirements as to armor and armament.

Mr. Churchill, the then First Lord, and Lord Fisher, the First Sea Lord, approved the "land battle ship" idea, but when Sir Percy Scott was consulted he was not favorable to it, being convinced that the enemy would quickly succeed in wrecking the "battle ships" by heavy artillery even before they could be brought into action. The size of the target supported Sir Percy Scott's contention, and the strength of the position the famous gunnery expert took up was admitted.

It was at this point that Commodore Murray Sueter hit upon the idea of adapting the Pedrail system to the "land battle ship."

Without delay all the information available in this country and America was obtained, and before Mr. Churchill, Mr. Lloyd George and a group of high War Office officials a demonstration was given of the powers of the "caterpillar" in forcing wire entanglements and surmounting obstacles.

The demonstration was so convincing that instructions were given for the building of a considerable number of "battle ships." Commodore Murray Sueter was instructed to take an important part in bringing the squadron into being, but circumstances interfered to prevent his doing so.

Commodore Murray Sueter, to whom therefore a large share of the credit for the "tanks" must be accorded, was in the early days of the present century perhaps England's most distinguished submarine officer, the book he then wrote on the problems of organizing that service, in the light of his actual experiences as commander of a submarine, being still regarded as the standard work on the subject. He was at one time commander of the ill fated A-1, and before that he commanded the earlier Holland submarines.

From submarines he turned his attention to the air, and he may be justly described as the maker of the Royal Naval Air Service, both before the war and after.

He is an expert on the technicalities of both aeroplanes and seaplanes, and also of airships.

OLD 13 FIGURES IN STRANGE SUIT OF LAW

(Special Dispatch.)

LONDON, Saturday.—No. 13, king of superstitious signs, has caused the institution of an action in the Westminster County Court, a young married couple being the defendants.

It all came about this way:—The man and his wife looked over some new houses in a new street and decided they would like to live in one of the dwellings. They talked with the owners of the property and everything was rosy until they came around a week later to feast their eyes on their prospective home. Ah! No. 13 stared at them from its resting place over the front door.

Shivering with fear, they said "Nay! nay!" and left the premises. They later received notice of the suit begun by the solicitors because, it was alleged, they stopped negotiations for taking the house on mortgage.

HAS NO FEAR FOR IRON HAND OF THE LAW

(Special Dispatch.)

LONDON, Saturday.—Michael Fitzpatrick has been convicted so many times in the police courts of London that he has the reputation of being one of the worst characters in the city. When arraigned at Marylebone for being "drunk and disorderly" Fitzpatrick was sentenced to twenty-one days. His familiar face recalled the numerous convictions against him. Records were produced, and a list of convictions measuring fully a yard in length was the result.

This war has taught France many lessons in the equipment of her soldiers and the transportation of vast armies. In this respect it is safe to say that she leads all other nations at war, with the exception of Germany, whose splendid arrangement in every department of her military system is well known. In the above photographs the reader gathers a fair idea of the efficiency of one branch of the equipment department of the French government. The large picture shows a number of women in the workroom mending linen sent back from the front. The inset in the corner gives a view of the outfitter's shop.

STORIES FROM BEHIND THE FIRING LINE

Indomitable Spirit of Wounded Soldiers of Allies Described.

(Special Dispatch.)
PARIS, Saturday.

The indomitable spirit of the French soldiers fighting at the front is nowhere so clearly set forth as in a series of articles by Miss Kathleen Burke, who has been to the trenches and knows whereof she speaks. The Litany of the Poilu, as revealed by Miss Burke is as follows:—

"Of two things one is certain; either you're mobilized or you're not mobilized. If you're not mobilized there's no need to worry; if you are mobilized, of two things one is certain; either you're behind the lines or you're on the front. If you are behind the lines there is no need to worry; if you're on the front, of two things one is certain; either you're resting in a safe place or you're exposed to danger.

"If you're resting in a safe place there is no need to worry; if you're exposed to danger, of two things one is certain; either you're wounded or you're not wounded. If you're not wounded there is no need to worry; if you are wounded, of two things one is certain; either you're wounded seriously or you're wounded slightly.

"If you're wounded slightly there is no need to worry; if you're wounded seriously, of two things one is certain; either you recover or you die. If you recover there is no need to worry, if you die you can't worry."

LONDON, Saturday.

Offers of as high as $25 were made for brooches made out of the Zeppelin which was wrecked at Cuffley. There were forty miles of wire in the wreck. This was all cut up into small pieces for souvenirs and the sale fetched many thousands of dollars for the Red Cross Society.

There have been several cases recently of soldier boys who were stricken dumb at the front suddenly recovering their speech. The latest is that of Private Thomas Shaw, a young Manchester lad and a member of the London regiment. In Shaw's case his speech was returned to him in a curious manner while he was confined at the Smithston War Hospital. A gramaphone was playing at his bedside when one of the records fell on the floor. Shaw suddenly made an attempt to catch the record and then shouted, "Oh, it's back." He is now able to speak as well as ever.

Service as conductors on the street railways in England seems to be the best paying employment for women who work as unskilled laborers. Since the war has demanded the services of men who formerly were conductors, railway officials have experienced no trouble at all in filling their places.

Hundreds of young women are leaving the factories throughout England to seek employment on the tramway cars. Much machinery is now standing idle in the Manchester cotton mills, owing to a scarcity of female labor.

The following story is told describing the fate of a Church Army hut at the front:—

"One of our men invited a whole battalion to dinner and borrowed crockery amounting to some five hundred plates for the purpose. While they were in the midst of the festivities an enemy aeroplane came over and all the men were ordered out. Within a few minutes of their leaving a shell directed by the aeroplane fell on the hut and hut and plates were things of the past."

Stung by the marriage bee, many of London's fair telephone operators are leaving their posts to begin housekeeping. This epidemic of marriages, combined with the shortage of women workers, is likely to place the telephone exchanges in a difficult position.

Every week the list of resignations is increased. In one week the telephone company lost two assistant supervisors, four girls from the central exchanges and three from other exchanges. In the country districts the telephone girls are marrying as soon as they can find THE man. Thus far the marriage wave has spread from the London district to Belfast.

The luck that follows a man when he is intoxicated is proverbial. An instance of this sort of good fortune was noted in the Brentford police court during the arraignment of an inebriate who, with hilarious laughter and uncertain steps, had almost fallen as he entered the court-room.

While his case was being heard the prisoner paid no attention to the testimony, but kept joking with one of the attendants. Finally he dug his hand into one of his pockets and drew forth a hand grenade. He raised the iron ball and was about to throw it when some one seized his arm, removing the weapon. The Chairman of the Magistrates was greatly excited and he remarked:—"For goodness' sake, take that thing out of here and have it destroyed."

—N. Y. H. Feature.