



Vice-Admiral SIR GEORGE PATEY
Commanding the Australian Naval Forces
which occupied German New Guinea.

disappointment for us is that we wake up again. If some of us remain alive it is because we are so many, eighteen, in the army. Poor father and mother! You are our only hope and support now, for a soldier said they could not find the place any more where our houses had been. The atrocities are awful. We could talk about them our lifetime, and you would not know all then.

If you don't help us, dear, we starve, for comforts and clothes we have not. Father has mortgage papers of houses that don't exist any more.

I give a cross in diamonds to a lady to post a letter for New York, so you would know the atrocities. I hope you will tell them all so that the hate to the Germans will be planted in all hearts.

As soon as we know where father, mother and your son are we will let you know, but don't expect anything good. His hands were saved. We tied them up as if they had already been cut off by the soldiers, like other children. The British arrived, and it gives us a ray of hope.

Good-bye dear, you will know more with the other letter, as I am afraid it will not reach you if I say the truth.

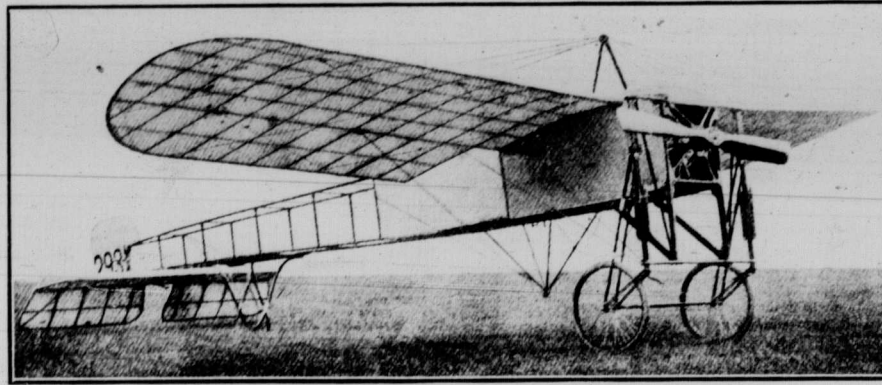
I think the men who are too cowardly to come and help the weak should be shot down. Tell them all to come. Vive la Belgique.

Your Sister.

HELIGOLAND—GERMANY'S GIBRALTAR

One of the illustrations on page 7 shows the West coast of the little island of Heligoland which Great Britain traded to Germany in 1890 for Zanzibar, and which is now a vital point in Germany's defence and a base for naval attacks on England. Heligoland has an area of only 130 acres, and is situated 28 miles from the German mainland. It has been strongly fortified since the Germans took possession, and with the forts at Wilhelmshaven and Cuxhaven, not only defends the German coast but provides a very safe haven for the Kaiser's fleet.

General Von Trip and his staff have been killed by the fire of British naval guns.



A BLERIOT MONOPLANE USED IN THE BRITISH ARMY

Britannia Rules the Air

One of the most stirring statements of Sir John French's thrilling despatches dealing with the operations of the British expeditionary force in France are his tributes to the British flying men. Only a few weeks before the outbreak of war certain German military aviators ventured the opinion that the aerial fighting force of Great Britain was a negligible quantity, but subsequent events have brought them a rude awakening in this respect. The Commander-in-Chief of the British expeditionary force relates:

"Quite one of the features of the campaign on our side has been the success

trial, are fully appreciated by our Allies is shown by the following message from the Commander-in-Chief of the French Armies, received on the night of Sept. 9 by Field-Marshal Sir John French."

Joffre's Tribute

"Please express most particularly to Marshal French my thanks for services rendered on every day by the English Flying Corps. The precision, exactitude and regularity of the news brought in by its members are evidence of their perfect organization, and also of the perfect training of pilots and observers.



NURSES WITH CANADIAN EXPEDITIONARY FORCE

Photo shows some of the nurses. Left to right, starting at top: Miss L. Made, Montreal; Miss A. Hinchey, Kingston; Miss H. Graham, Glasgow, N.S.; Miss J. Robertson, Montreal; Miss F. McCullum, Kingston; Miss E. Pense, Kingston; Miss R. A. M. Gratton, Pictou, N.S.; Miss C. McCullough, Ottawa; Miss V. C. Nesbitt, Ottawa; Miss M. M. Mills, Ottawa; Miss M. Goodeve, Ottawa; Miss M. Kent, Montreal; Miss M. C. Worth, Quebec; Miss K. Lambkin, Ottawa; Miss D. E. Winter, Ottawa; Miss Vernon Smith, Ottawa; Miss E. Henderson, Winnipeg.

attained by the Royal Flying Corps. In regard to the collection of information it is impossible either to award too much praise to our aviators for the way they have carried out their duties, or to over-estimate the value of the intelligence collected, more especially during the recent advance.

"In due course certain examples of what has been effected may be specified, and the far-reaching nature of the results fully explained; but that time has not yet arrived. That the services of our Flying Corps, which has really been on

"To give a rough idea of the amount of work carried out, it is sufficient to mention that, during a period of twenty days up to September 10, a daily average of more than nine reconnaissance flights of over 100 miles each has been maintained.

"The constant object of our aviators has been to effect the accurate location of the enemy's forces, and incidentally—since the operations cover so large an area—of our own units. Nevertheless, the tactics adopted for dealing with hostile aircraft are to attack them instantly with one or more British machines. This



GENERAL VON KLUCK
Commander of the German right wing,
the special antagonist of the British
under General French

has been so far successful that in five cases German pilots or observers have been shot in the air and their machines brought to the ground.

"As a consequence, the British Flying Corps has succeeded in establishing an individual ascendancy which is as serviceable to us as it is damaging to the enemy. How far it is due to this cause it is not possible at present to ascertain definitely, but the fact remains that the enemy have recently become much less enterprising in their flights. Something in the direction of the mastery of the air has already been gained.

"In pursuance of the principle that the main object of military aviators is the collection of information, bomb-dropping has not been indulged in to any great extent. On one occasion a petrol bomb was successfully exploded in a German bivouac at night, while, from a diary found on a dead cavalry soldier, it has been discovered that a high explosive bomb thrown at a cavalry column from one of our aeroplanes struck an ammunition wagon. The resulting explosion killed fifteen of the enemy.

The foregoing well-merited tribute will serve to stimulate our aerial fighters to still greater efforts."

A PUZZLER FOR CHURCHILL

On one occasion Mr. Churchill went into the men's messes and discussed first-hand with them the conditions of their lives. There is no doubt he has got a closer insight into the sailor's mind than any other First Lord has had. But he met a brick wall on this occasion. It was on board a certain cruiser, and he had made a pretty exhaustive survey of her when he knocked up against a stoker fresh from the stokehold, in his full war-paint of "fear-nought" trousers, ragged shirt, and face as black as Erebus. Mr. Churchill looked at him and ventured on a few questions. How long had he been in the Service? The man replied without demur. Then came a few more, till at last he asked: "Do you like your job?"

"Can't say as I do," replied the stoker. "Oh," says the First Lord; "what's wrong with it?" The stoker looked at him calmly in the eye and asked in return: "What's right with it?"

Probably Mr. Churchill is pondering that question to this day!



BRITISH INFANTRY ADVANCING TO THE ATTACK THRU A WHEAT FIELD IN NORTHERN FRANCE