

LONDON GOSSIP.

LONDON, Sept. 23rd, 1918.
REMARKABLE ENGINEERING
FEATS.

Transport services and the engineers come out of the recent advance on the Western Front with a very fine record of efficiency. The engineers, working in close proximity to the actual fighting, have been able to accomplish some remarkable feats. The enemy in crossing the Somme destroyed the bridges behind them, and there are instances where the engineers have re-established them with temporary repairs within four or five hours after the withdrawal of the Germans. These structures were capable of carrying horses and 60-pounder guns. By such aids as these the artillery was enabled to work up almost to the front firing line. It is marvellous how smartly and copiously they were supplied with ammunition. During the last month our guns fired at least 10,000,000 rounds. Their services in addition to the actual havoc which they played on the German divisions were notable for the way in which they broke up wire defenses, and still more notable was their success in actually destroying enemy guns. They knocked out ten German guns for every one of ours which the enemy artillery succeeded in destroying. These achievements were only made possible by the efficiency of the transport services.

OFFICERS AND FIRST CLASS.

The agitation against the order which compels officers to travel first class, it will of course be understood that in this country railway carriages are divided into first class, second class and third class, the first class fares being double third class fares and the second class being in between. Usually the second class is being dispensed with, but the first and third divisions remain, is again in evidence, and there is much to be said for it, for present-day fares are a serious hardship to the subaltern, who is often a married man with a family. On the other hand the order cannot be regarded as wholly unjustifiable, and you will come across a very large number of both officers and men who will contend that "mixing" does not make for discipline. There is yet one other point of view. Officers say it is

not fair to the men that they should occupy their seats in crowded third-class carriages. That something should be done to ease the burden on young officers is obvious. A case came under my notice the other day. A young fellow home on leave in a South-east coast town, wanted to go north to see his brother, who is awaiting his return to the front. More than a week of the youngster's pay went in his railway fares alone. I see it is pointed out that officers on leave can obtain concession vouchers entitling them to the double journey at a single fare, but this privilege is not generally known, and I am not certain that there is not a misunderstanding somewhere. The concession, I fancy, only applies to officers on hospital leave.

USE OF ARTIFICIAL ARMS.

A considerable proportion of the discharged soldiers who have been supplied with artificial arms are not using them. The matter has been brought to the notice of the Minister of Pensions, and inquiries on a limited scale have been instituted to discover whether any corroboration can be obtained in support of this statement. The result shows that the percentage of men using the artificial arm is smaller than might have been expected. The inquiries also revealed a curious fact. Laborers make more use of their artificial arm than any other class. Skilled workers, on the other hand, are inclined to rely more entirely on their remaining natural limb. This is regarded as disappointing. The remedy seems to be an even more widespread system of instruction in the use of the artificial arm, and encouragement to the men to persevere in wearing it. I learn that a number of suggestions have recently been made to the Pensions Ministry in regard to the construction of arms, and these have been submitted to the professional and technical experts. As experience accumulates there is naturally room for invention and progress in the design.

WOMEN AND MARITIME SERVICE.

Women are beginning to invade the maritime service, and for some time have been doing effective duty as ship's surgeons and doctors. Now, I hear, three ladies are requesting ad-



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mission to membership of the Institution of Naval Architects for the first time in its history. Each of them has received a technical training, and has already been engaged in work connected with shipbuilding. The Council of the Institution is taking the views of members on the question, because under the existing rules women are not admissible, and, in addition, for the reason that the consent of the Privy Council is required for the necessary alteration of the constitution.

STANDARD MEASURE SUITS AT LAST.

Permits for the sale by tailors of standard made-to-measure suits will be issued in the course of a day or two, and the first of these suits should be obtainable to customers' individual measurements by the end of next week. There will be six patterns as a commencement—two each in black, blue and brown. A further six patterns in grey are promised by the middle of November. Altogether there are about three million yards of cloth for these suits, or sufficient to make nearly 860,000 outfits. The price is the same—£4.17s.6d. (\$21.35)—for the dwarf or the giant, but he must pay cash and forego credit. Nothing extra may be charged for alterations. There is a standard specification, but the optional features will prevent any appearance of uniformity in cut and make. These made-to-measure standard suits are not to be confused with the ready-made varieties at £2.17s.6d. (\$14.35) and £4.4s. (\$21.00), although those at the latter price are produced from the same cloths.

CURED BY "COLOR."

H. Kemp Prosser, who recently introduced the "color-cure" for soldiers suffering from shell shock and similar nervous trouble, tells me that he will probably be going to South Africa and then on to India to supervise its application there. It has been found at the Maudsley Hospital, the McCaul Hospital for Officers, and half a dozen other big centers in the country, that the restful colors of early spring—primrose, delicate green, firmament blue, and apple-blossom pink—have wonderful effects on neurological cases. Both officers and men are treated. The patients, who were formerly compelled to take drugs every night, drop off to sleep at once in the peaceful atmosphere created. "The Union Government have written asking for particulars," Kemp Prosser told me, "with a view to adopting it in the South African hospitals, and I am ready to go out and supervise it as soon as arrangements can be made."

ON THEATRELAND.

The West End theatres are all doing good business, and managers are prosperous. This happy condition of things is not due to the intellectual character of the entertainment they are generally providing, but due to the good news we are daily receiving from the various theatres of war. Shakespeare is still the most neglected of our dramatists, although there are rumors that his name may appear in more than one bill before the autumn season ends. I am told that Fagan intends to revive some of the comedies at the Court Theatre after the run of "Damaged Goods" has ended. Lady Forbes Robertson also intends giving a Shakespeare season at St. James's Theatre, and Doris Keane is ambitious to appear in Shakespearean characters. The manager of the Lyric, she is, the manageress of the Lyric. The surest indication to the general prosperity is that the managers are tumbling over each other in their anxiety to secure theatres.

"FOUR YEARS AGO."

At this happy moment of American victory the songs of American soldiers are of particular interest. A correspondent who has returned from the Continent, where he has seen many

American bases, tells me that this is the popular song at the moment:—

The U.S. flag will fly over Germany,
Fly over Germany,
Fly over Germany,
The U.S. flag will fly over Germany
And rattle old Kaiser Bill.

Kaiser Bill, he ain't what he used to be
Ain't what he used to be,
Ain't what he used to be;
Kaiser Bill, he ain't what he used to be—
Four years ago.

There are many verses, and several versions, mild or strong, according to taste. The song became very popular at certain French headquarters, but the French found it difficult at first to understand the statement in the last line of the first verse.

"Vivante Le Anglais."

Paris, Oct. 18.—"I have just witnessed the most touching spectacle of my life. The whole city in a delirium of joy was ready to throw itself upon us, the first to enter Lille," telegraphs the war correspondent of the Petit Journal from that city.

"To-night at 9 o'clock near Armentieres an officer shouted to us 'Lille is taken.' We speeded our automobile on the road of victory. Two miles from Lille two young girls ran out in front of our automobile, crying amid sobs of joy. They have gone, they have gone. Vivant les Anglais, vive la France."

"We went a little further and then a huge shell hole obliged us to abandon our machine and proceed on foot. Two more girls who had run out of the city to meet their deliverers sooner cried while tears streamed down their cheeks, 'they won't come.' Germans offered a Million.

"A hack appeared and we got in, but a crowd, every member of which was weeping, seized us. One man climbed on our shoulders.

"Another shouted to us, 'My name is Guiselin. I am City Councillor. The Germans offered me a million to betray my country. The cowards, the cowards,' and then he burst into sobbing.

"Carried by the crowd, we arrived at the city hall. Deputy Mayor Baudon stood at the door. When we entered everyone rushed to embrace us.

"An old man, with white hair, stood with a violin at the top of the grand staircase and played the Marseillaise. Outside the crowd seemed like a sea. We were the first messengers from the motherland.

"Speak, speak to us,' they cried. We opened the windows and told of our victory. A shout went up that filled the city. We told of the Bulgarian capitulation. Again the cheers rang out. We told of the Turkish promise to quit the war and again the crowd cheered. Then we told them that President Wilson has refused to grant an armistice and demanded Emperor William's head. The crowd, in a frenzy, tossed everything it could lay hands on into the air.

Joy of the Prefecture.
"At the prefecture the acting prefect, M. Rogner, embraced us and there was a fresh outburst of cheering from the crowd. It was for Mayor Delsalle and for his French officer, of the Legion of Honor and wearing the War Cross. This officer, an aviator, heard at eleven o'clock that the city had been freed. He leaped into his machine, flew quickly to Lille and landed in the Place D' Theatre. Alighting he rushed home to see his father. His was the first French uniform the liberated citizens had seen and the sight increased their delirium of joy.

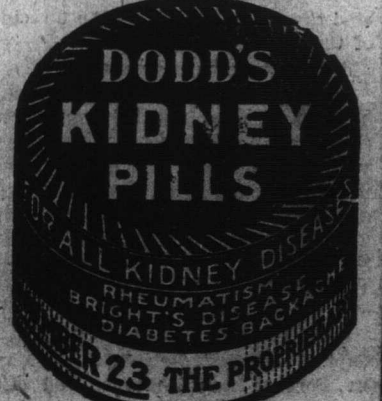
"There remain 120,000 inhabitants in Lille. The Germans had carried off all the male population more than fourteen years of age. The city is not greatly damaged and the public buildings are intact."

When you want Roset Beed,
Roset Veal, Roset Mutton, Roset
Peck, try ELLIS.

Faces and Beards

(From Everybody's Magazine.)
The first Tommy was ruddy of countenance, with a huge beard of the hue politely known as auburn. The second was smooth-shaven. "I used to have a beard like that till I saw myself in the glass. Then I cut it off."

But the bearded man was not dismayed.
"Much better 'ave left it on, mate. I used to 'ave a face like yours till I saw it in the glass. Then I grewed this beard."



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