

The Entry of the Allied Fleet Thro' the Dardanelles.

(By G. Matthews of H. M. S. Skirmisher.)

The following is a detailed and, I trust, interesting account of the Allied occupation of the Turkish and Russian waters and the triumphant entry of the Allied Fleet through the Dardanelles.

The dates and times given are absolutely authentic, although in many cases they will not correspond with the previous vague reports. It will possibly interest the reader to first give an account of the officers, ships and bases previous to the commencement of negotiations.

The Commander-in-Chief in the Mediterranean was Vice-Admiral the Hon. Sir Somerset A. G. Calthorpe, K. C.B., C.V.O., (who will be referred to throughout as "the C-in-C") flew his flag on H.M.S. "Foresight," Com. F. Chiffon and was based at Malta with Rear Admiral Sir Michael Culme Seymour, C.B., C.V.O., in his flagship H.M.S. Lord Nelson.

The squadron was based at Mudros in the island of Lemnos, in the Aegean Sea.

A small dockyard and a floating dock assisted in making Mudros almost a self-contained naval base. The R. A. was in direct communication with the C. in C. and England by wireless telegraph via H.M.S. Europa, which also carried out the duties of Depot ship.

The following arrivals took place previous to and during the negotiations with Turkey.

11 a.m., 11th Oct.—The C. in C. H.M.S. Foresight.

2 p.m., 21st Oct.—H.M.S. Superb.

4.00 p.m., 24th Oct.—H.M.S. Temeraire.

7.40 a.m., 2nd Nov.—H.M.S. Canterbury.

11 a.m., 4th Nov.—Italian ships "Vittorio Emanuele," "Roma," and "Libra."

1 p.m., 4th Nov.—Greek battleship "Lemnos" with a Rear Admiral.

This ship was sold to the Greek Government by the U.S.A. in 1914, and was previously named the "Mississippi." The Greek R.A. removed his flag to the Greek Cruiser "Averoff" a few days later.

Between the 1. and 8. Nov. the twin-screw minesweepers "Cragie Widnes," "Fontypool," "Kilnross," "Aberdare," "Abingdon," "Bagshot," and "Barraclough" arrived and were engaged in sweeping a channel to Constantinople.

At noon 31st Oct., the C. in C. struck his flag on the Foresight and hoisted it on the Superb, and took command of the Allied Fleet.

The Flagships of the French fleet were the "Diderot" (Vice Admiral) and "Justice" (Rear Admiral). The Italian R.A. flew his flag on "Vittorio Emanuele."

The Allied destroyers were continually arriving and sailing during the few days previous to Nov. 12th, and it is difficult to say what was the ultimate destination of many of these craft.

Opening of Negotiations.

Early in October H.M.S. "Liverpool" proceeded by arrangements made under the auspices of General Towns to within a few miles of the Turkish coast, flying a white flag. She was met by a Turkish tug and Monitor, also flying a white flag, and 8 enemy delegates were embarked on board the British Cruiser and brought to Mudros where they were included in a conference held on board H.M.S. "Agamemnon." This was practically the first intimation of actual negotiations.

Movements.

At various times between the 8th and 11th Nov. the following ships left Mudros for Ismid, in the Sea of Marmora, the destination of the Allied Fleet after leaving Constantinople. "Endeavour," "Blenheim," "Triad," "Bacchus," "Queen Victoria," "Prince Edward," "Aphis," "Monitors" "Severn," "Humber," M. N. 16, 17 and 18, and several colliers and oilers. H.M. S. "Severn" being established as Captain of the Base.

At 4 p.m., Nov. 8th the 14-inch gun Monitor "Abercrombie" left Mudros for Chanak, a small town on the Asiatic coast of the Narrows, where she became Senior Naval Officer.

Between 1st and 11th Nov. British Marines and Indian contingents took possession of all fortified places and batteries in the Dardanelles, Sea of Marmora, and Bosphorus.

The Fleet Proceeds.

Early in the morning of Tuesday, Nov. 12th, the Allied ships began to weigh and proceeded out of the harbour in order shown:—

3.30 a.m.—British Destroyers.
3.45 a.m.—British Light Cruisers.
4.15 a.m.—British Battleships.
5.00 a.m.—French ships.
5.30 a.m.—Italian ships.
6.00 a.m.—Greek ships.

All navigation lights were burned for the first time since hostilities commenced and on clearing the harbour bow protection paravanes were streamed.

Speed was adjusted to preserve a

Interval of 2 miles between the units of the British and an interval of 7 miles between each Allied Squadron. On rounding the Island of Imbros, from the Northward at 10 a.m. the fighting top and a portion of the tripod mast of H.M.S. "Raglan" was observed.

(It will be remembered that this 14" gun Monitor sank during the action with the "Goeben" and "Breslau," in Jan. 1915, when the latter was sunk and the "Goeben" escaped back to the Dardanelles.)

Nearing the entrance shortly before noon the British Fleet was formed in single line ahead, Battleships leading and at noon the "Superb" passed the entrance.

It was then that the largest ensign carried (generally 25 feet by 12 ft. 6 ins.) were hoisted.

Passing the entrance the remains of the River Clyde (the transport which played such an important part on April 25th, 1915, during the Dardanelles Campaign) was plainly visible off Seddul Bahr.

Communication was maintained between the different flagships by wireless telegraphy. During the whole journey, positions being exchanged so as to preserve relative bearings and distances.

One was struck by the formidable appearance of both coasts which were literally complete lines of natural defences, forts of huge structure, guns of large calibre and innumerable earthworks in brief, an eloquent Gibraltar. On either side thousands of Indian troops lined the forts and were silhouetted in places against the sky, truly an imposing spectacle.

At 2.10 p.m. the bottom of the French battleship Bouvet, and our submarine E-15 were sighted. The former sank on March 15th, 1915, the latter grounded off Kephez Point in an attempt to reach the Sea of Marmora in the same month. This was the scene of many heroic deeds with her destruction by picket boats of H. M. ships Triumph and Majestic manned by volunteer crews under Lieut. Com. C. Robinson, who gained the V.C. for this exploit.

The impression made on one's mind during the daylight hours was that it was Nature and not merely the Turks that prevented our troops from gaining their objective in 1915. Seaplanes were provided as an escort against a possible submarine attack. It being the intention of the C. in C. to reach Constantinople at 8 a.m., squadrons were manoeuvred about during the night.

The Arrival at the Capital.

At 7 a.m. Thursday, Nov. 13th, the picturesque minarets of Constantinople were first sighted, and shortly after 8 a.m. the British battleships and light cruisers anchored, followed at intervals, by the large Allied ships.

A patrol of destroyers maintained an anti-submarine lookout to the westward of the fleet at anchor.

On both European and Asiatic sides great displays of Allied flags were visible and cheers could be heard from all directions.

At noon the same day, the Allied

fleet with the exception of the French and Italian flagships, weighed anchor and proceeded to the Gulf of Ismid, arriving at 4 p.m.

Ismid, situated at the eastern end of the Gulf of Ismid, and 48 miles from Constantinople, was prepared as a base for the fleet.

At Ismid.

Little of interest occurred during the ten days' stay at Ismid. The C. in C. left for Constantinople the day after our arrival, other movements being the sailing of H.M.S. Liverpool at 12.40 p.m. on the 20th for Varna, the Bulgarian Black Sea port; the sailing of H.M.S. Sentinel for Sinope at noon on the 21st. The sailing of H.M.S. Canterbury for Sevastopol at 10.10 a.m. on the 22nd and the arrival of H.M.S. Forward at noon the same day. This light cruiser having broken down on the morning of the 12th, did not accompany the fleet to Constantinople. She was, however, detailed later to proceed to Taranis where she embarked Rear-Admiral Webb, who on his arrival at Constantinople hoisted his flag on H.M.S. Foresight which had sailed from Ismid on the 16th.

Ismid to Constantinople.

On the morning of the 24th the French ships Justice and Democrite and the Italian vessels Roma and Agordat (torpedo gunboat 1313) proceeded to the Capital. (The Agordat had relieved the Libra on the station on Friday, 22nd.)

At 10.4 the Temeraire and Skirmisher weighed, and in company with the destroyers Shark, Parramatta, Tibury, Parthian, Rifeman, Swan and Sikh, proceeded to Constantinople. It may be worth noting that the two latter T.B.D.'s together with the Senator, had reinforced the squadron a few days previous. Constantinople was reached at 2.40 p.m. without further incident, and anchoring in the Bosphorus found the following in company: Superb, with C. in C. on board; Foresight, with R. A. Webb; Pyramus moored at Galata, and several auxiliaries.

Occupation of the Black Sea.

At 8.45 a.m. the following day, Monday, 25th November, the second phase was begun. The Allied fleet, consisting of the following ships: British destroyers Shark, Tibury, Parthian, Rifeman, Swan, Parramatta, Greek destroyer Panther; French destroyer Dehorter; British cruiser Skirmisher; Italian gunboat Agordat; French battleships Democrite and Justice; British battleships Superb and Temeraire; Italian battleship Roma, weighed and proceeded in single line ahead up the Bosphorus in the order given. Paravanes were again streamed, speed and courses being adjusted to preserve a short interval between each ship.

The Bosphorus, separating Europe from Asia, and connecting the Black Sea and the Sea of Marmora, is 17 miles long and varies in width from 4 cables to 1½ miles.

Both shores are rocky and interspersed with trees and bushes, are houses built in a quaint and picturesque manner.

The City of Constantinople stands on the southern shores of the Golden Horn, the waters of which presented a scene of great activity by the many vessels traversing it. Hearty cheers were received from the American Embassy when the fleet passed by some hundreds of feet below the building which was now surmounted by the new familiar Stars and Stripes.

Much excitement prevailed at 9.30 a.m. when the Goeben was sighted off the port hand, moored in Stenia Bay, a small harbor, an ideal hiding place and practically immune from aerial attack about 8 miles from Constantinople. H.M.S. Humber and M-78 were also here.

The Bosphorus was equally formidable as the Narrows, its high cliffs on both sides bristling with heavy guns. Huge searchlights were also conspicuous in many prominent positions.

The Strait was cleared at 12.10 p.m., the Black Sea entrance was observed to be especially well fortified and the fleet formed in the following order:

Skirmisher,

Agordat, Shark, Superb, Parramatta, Parthian, Tibury, Rifeman, Justice, Tibury, Dehorter, Democrite, Ierax, Roma.

The remainder of the day passed uneventfully, and a steady course and speed was maintained towards the Crimea.

The sea was rough throughout the night, but eased up at dawn when land was again sighted. H.M.S. Adamant and E-21 which had proceeded some hours before the fleet, were overtaken. At 8.50 a.m. when within gunshot of the historic Balaklava the fleet was stopped and charts were issued to each individual ship by a Russian tug sent out from Sevastopol by H.M.S. Canterbury.

The fleet then proceeded to Sevastopol and anchored. The ships secured to buoys, being cheered lustily by thousands of Russians who came out in small boats.

Young carrots scraped will cool in a very few minutes.

Excellent cherry roly-poly is made with a biscuit crust.

MAJESTIC THEATRE

Monday and Tuesday,

The Management of the Majestic Theatre has great pleasure in presenting the powerful drama of American Social Life, entitled

"The Crucible of Life,"

Featuring Grace D'Armond and Frank O'Connor. The Management is anxious that every patron will see this picture. Produced by AUTHOR'S FILM CO.

THE USUAL COMEDY AND AN INTERESTING EDUCATIONAL FEATURE.

On Wednesday and Thursday will be shown the story, "THE WARRIOR," a picture of the Italian Front, illustrating the wonderful feats of strength of MACISTE, the great hero of Calabria.

MAIN FLOOR 10c.

MATINEE DAILY, 5 and 10c.

BALCONY 20c.

MAJESTIC THEATRE

White Footwear.

Our Assortment of White Footwear for the Whole Family will meet the needs of every Man, Woman and Child in the Dominion.



WE HAVE

Women's

White Buttoned,

High and Low Heel, at

\$2.20, \$2.50, \$3.00 to \$3.50.

Women's White Canvas Laced

Low Heel, at

\$2.50 to \$3.50.

Women's

White Laced,

High Heel, at

\$3.00, \$3.50 to \$4.00

Women's

White Kid Laced

Leather Sole and Heel,

\$4.00 to \$4.50.

White Buck Laced,

Rubber Sole and Heel,

\$3.50.

Infants'

White Strap Shoes,

sizes 3 to 6,

\$1.00 to \$1.50.

Infants'

White Buttoned

sizes 3 to 6, at

\$1.15 to \$1.50.

Child's

White Buttoned

Leather Soled and Heeled,

sizes 5 to 2,

\$1.60 to \$2.50.

Misses' White Boots,

Lace and Buttoned,

\$2.20 to \$2.80.

Misses' White Shoes,

Lace and Strap, Leather

Sole and Heel,

\$1.90 to \$2.60.



BEST QUALITY, LOWEST PRICES.

PARKER & MONROE, Ltd.
THE SHOE MEN.

Silent Cats.

The Arabs are said to have an old legend concerning the cat, to the effect that this animal was created to destroy the mice which bred in Noah's Ark.

The Russians, we are told, likewise aver that at the time of the Creation, pussy's furry coat was designed for the dog. The latter, noble animal, however, forfeited such a coat by becoming very impatient whilst the slow process of gifts took place, and going over to the Evil One in the hope of acquiring a better covering for its body. This, according to Russian theory, is the cause of dogs hating cats, the former being under the impression that the latter have stolen their furs!

Cats have a very keen sense of smell, even while they sleep. You

can confirm this by placing a piece of catnip under the nostrils of your cat while it is asleep. The nostrils will be seen to dilate, and in a very few seconds the animal will be wide awake—probably looking for the bit of meat which it has eaten!

In South America it is said there is a race of cats to which "meowing" is an unknown accomplishment. A South American cat in this country should be valuable, but unfortunately they do not appear to be on the market.

Cat's tails, twenty years ago, were used for ornamenting ladies' wearing apparel. About a hundred tons of cats' tails were sold at an auction in one lot at that time, which meant that over a million pussies had to be killed to provide the amount.

A Great Triumph.

At the celebration in London of the Jubilee of the Salvation Army, postponed from 1915 on account of the war, a message from the King congratulated General Booth and the Army on the mighty achievement of the system founded half a century ago. "By its work of love and mercy, both in peace and war," the King wrote, "the Salvation Army has become honored and endeared to the nations of the world."

Queen Alexandra sent a message which described the progress achieved by the organization as "truly remarkable," and asked that God's blessing might rest on the Army's labors.

General Booth said that there was great longings in the hearts of the multitude for the very kind of faith and confidence which the Salvation Army exemplified. There was a time when nobody wanted the Salvation Army, but now everybody wanted it.

Fifty-four years ago, on the site of a public house in the East-end of London, General Booth founded a mission which has become one of the greatest religious organizations in the world. Verily, it is a great triumph.—Morning Chronicle.

When you want something in a hurry for tea, go to ELLIS—Head Cheese, Ox Tongue, Boiled Ham, Cooked Corned Beef, Bologna Sausage.