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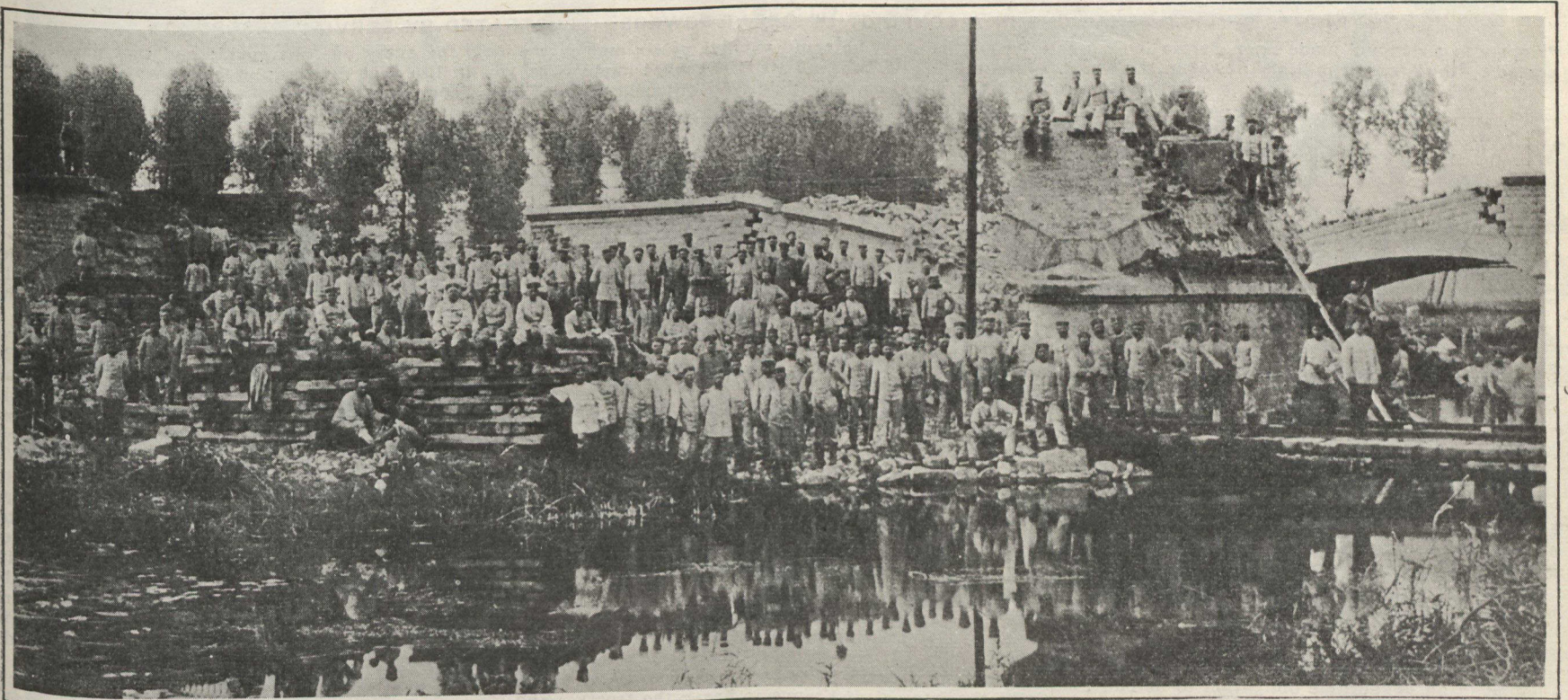


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BRIDGE RE-BUILDERS AND ZEPPELIN DESTROYERS



A Big Contingent of German sappers and engineering corps assembled for repairing a bridge blown up by the French.

DESTRUCTION of bridges has been less spectacular but more practical in the war than the bombardment of cathedrals. The ordinary task of building a pontoon bridge has very little to do with the case, when you consider the number of bridges suddenly blown up by an enemy. To-day a bridge spans a river; to-morrow it is blown up; to-morrow a motor-car plunges into a ravine, a troop-train is hurled down an embankment, a regiment is stopped, has to build a pontoon. Most of the battles in this campaign have been waged along rivers; and much of the strategic activity has been devoted to the destruction and sudden reconstruction of bridge-ways. Not long ago five hundred British wounded were drowned in a French river because a bridge had been destroyed and in the darkness the engineer mistook the lights on a road to which he was unaccustomed. It has been even necessary to construct, not only pontoons to carry infantry and horse, but sudden extemporized bridges to carry troop-trains loaded with troops.



Members of the Royal Flying Corps putting a Zeppelin destroyer on a French train after shipping it from England to the place where British air-men lead the world for efficiency.

WHATEVER may be said of Zeppelin utility in war, the fact remains beyond a doubt that the British air-men as represented by the Royal Flying Corps are as much superior to German aircraft as the British navy is more efficient than the German navy. In scouting, patrolling, signaling and actual air-fighting the British air-men have no equal. But aside from the proven efficiency of aircraft in these operations, there is one function of the British air-man that must never be overlooked. Since Germany took Antwerp and marched upon Ostend, one phase of the war has become of tremendous importance. It is the possibility of a Zeppelin air raid upon England. The Zepps so far let loose were built for land raids. Those yet to take the air and most of the six or seven destroyed, were intended for operating over-sea in conjunction with the fleet. To destroy a Zepp in its shed is easier than after it takes the air. After it gets abroad it must still be destroyed. It is the function of the Zeppelin destroyer to bring down the Zeppelin.