

tween Brest-Litovsk and Bulkof separate at the latter point and run east and northeast respectively. An Austrian cavalry force is moving north over one of the swamp roads from the southeast of Brest-Litovsk in an effort to cut these railways at Kobrin, but it is believed the retiring Russians will have passed Koblin before the Austrians will be in a position to endanger their avenue of retreat.

The Russian line north of the evacuated fortress, and now retiring in conformity with it, is on the edge of the vast Bieloviezh forest, which has a length of thirty miles and a width varying from seventeen to thirty miles. This forest is expected to afford ample opportunity for rear guard actions certain to be costly to the Germans. The forest almost meets the Pripet marsh on the south and the two natural barriers afford an almost impregnable defence to the Russian left flank.

So long as Grodno holds out on the north and Field Marshal von Hindenburg is kept from Vilna, there is assurance that the entire operation of retirement to the third Russian line will be free from all danger of flank attacks, either on right or left.

Unless Field Marshal von Mackensen's cavalry, of which he now is using large numbers, succeed in getting ahead of the Russian armies retreating through Bieloviezh forest, the marshes of the Pripet and along the Plinsk railway, military men here say the main Russian forces are assured of a safe arrival at the new positions prepared for them. The effective resistance of the units in Courland, who are preventing any appreciable advance from the

Aa by Field Marshal von Hindenburg, has disposed of German hopes to cut off the retreat to Vilna and Lida, and has thrown the responsibility for obtaining a decisive result on the Austro-German armies which broke through Kovel and south of Brest-Litovsk.

Between Brest-Litovsk and the Aa nothing but frontal actions are possible. The Germanic allies are maintaining contact with the Russian rear guards, and the nature of this line of contact precludes the employment of envelopment operations so favoured by the great general staff.

SOUTH of Brest-Litovsk, a different situation is presented. Here the vast marsh country has prevented the maintenance by the Russians of a solid front in retirement. Large bodies of cavalry, estimated at two divisions, are passing through the swamps and, according to Berlin advices, are biting at the exposed Russian flanks and exerting all their strength, are seeking to get between the Muscovite forces and their objective near Plinsk. At the same time, cavalry and infantry, turning to the right from a point about midway between Vladimir-Volinsky and Kovel, are attempting to roll up the right wing of the extreme southern Russian army. This operation is in progress in conjunction with the new Austro-German offensive on the Zlota Lipa, in South-eastern Galicia. Here, between the Lemberg-Brody railway and the Dneister, the Teutonic allies are directing an immense pressure that has forced back the Russians on a thirty mile front for more than ten miles. The reports from this section on Saturday that the

Russian line had broken near Brzezany obviously were exaggerated. What seems to have occurred was a general assault on a wide front, in which the Austro-Germans crossed the river, dislodged the Russians and forced a general retreat in sector. Nowhere, however, did the Russian units lose touch and thus permit the opposing forces to effect a distinct breach in the line.

There is a general belief here that the Galician offensive means a broad Austro-German drive on the Lusk-Dubno-Rovno fortified triangle which guards the Russian province of Volhynia from invasion from Galicia. This triangle occupies a position in relation to Kieff, such as the Kovno, Grodmo and Ossowetz fortresses occupied to Vilna, and it is to the protection of the triangle which forms a part of the new Russian defence line that the armies in Galicia are expected to retire.

The operations in Galicia, still in their early stages, will be watched here with great interest, as the fourth distinct effort by the German command in the last two months to bag an appreciable part of Grand Duke Nicholas's army. It is estimated that the Russians holding the front from the Kovel sector to Bessarabia, the units now under attack, number about three hundred thousand. It is possible, say observers, that the crucial struggle through July and August in Poland drew part of the original force to the northern fields, but the holding units have not been seriously weakened. It is to the capture of these seven corps the Teutonic effort in the south is directed.

THE SUN-SWEPT ISLE, CURACAO

A Dutch Island in the West Indies Where the Natives Speak Papimento



AMSTERDAM IN THE TROPICS.

Natives of Curacao carrying coal ashore; a study in black and white.



ARCHITECTURE PURE PICTURESQUE DUTCH.

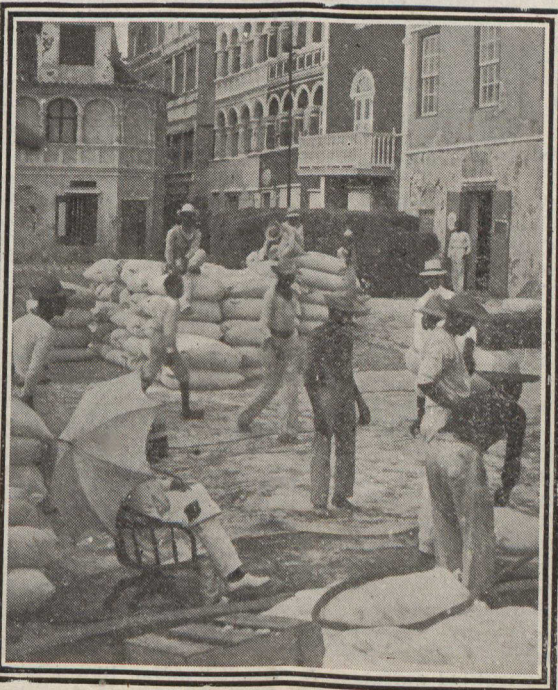
But the sea and the sky of Curacao are said to be pure Italian.

By ARTHUR FORD

THE Island of Curacao, in the Caribbean Sea, is one of the most interesting of the West Indies. It lies about 60 miles from the northern coast of Venezuela, and forms with Margarita, Buen Ayre, Arouba, and some smaller units, the group of the Leeward Islands in distinction from the better known chain extending from the east end of Porto Rico to Trinidad, which are the Windward Islands. The reason for these names will be easily understood by any one who has been in the South Atlantic, as referring to the North East trade winds, which blow steadily all the year round from East to West, although stronger at some seasons than others.

Curacao is 40 miles long and 12 miles wide, and possesses several harbours and coves, the most notable of which is Santa Anna, on which is situated the town of Willemstadt. There being, however, no other town on the island, both city and harbour are generally referred to as Curacao. Although situated in Lat. 12 degrees N., and twice a year directly under the sun's path, the trade wind tempers the heat so that it is seldom unbearable and its Dutch government insists on such absolute cleanliness that it is probably the healthiest city in the tropics.

The island was settled by the Spanish in 1527, and captured by the Dutch in 1634. The English captured it in 1798 and again in 1806, but it was restored to the Dutch in 1814, and they have retained it since. It occupies rather a commanding position near the centre of the Caribbean Sea from east to west, and being a free port with an extremely good harbour, it has gradually drawn to itself a very large portion of the carrying trade of the sea and of the adjacent continent of South America. Vessels are not only owned there, but built and repaired, and this carrying trade has brought a great deal of wealth to its inhabitants. Living by the sea and dependent on the sea, its inhabitants are very largely sailors, and they



EVERYBODY WORKS BUT FATHER.

A street scene in torrid Curacao. The man who does the least work holds up the parasol—as usual.

are among the best sailors of the hemisphere, although nearly all blacks. Owing to the various

ances from which they have sprung, and with which they have come in contact, these natives talk a mixed jargon called "Papimento," made up of Spanish, Dutch and English. The pirate Morgan had his headquarters here for some time, and many of these sea rovers are unquestionably his lineal descendants and those of his men, but the business instincts of the merchant class seem to have been derived from the Dutch and the Portuguese Jews.

The architecture of the town is pure Dutch, and very quaint and picturesque, while the sky and sea are Italian. The collective result is very charming, a good deal of Amsterdam or Rotterdam in the buildings; a good deal of Venice in the water, and the ramifying harbour and sunny sky, while the people and the surrounding rocky scenery have a character of their own. There is little rain, but what there is is caught in cisterns and made use of, and the island is by no means a desert, but produces many tropical fruits and vegetables and a peculiar species of oranges, from which is made the famous Curacao liqueur. With this, Amsterdam beer and Schnapps, Curacao possesses all the materials necessary for a first class drunk, but as a matter of fact it is a very temperate and orderly town, and living is probably as cheap or cheaper than anywhere in the Archipelago. The population of the island is about 20,000, of whom half belong to the town.

Curacao, besides being the home port of a fleet of trading schooners, is a port of call for the Red Line of steamers from New York to Venezuela, an Italian line between Genoa, Costa Rica and Limou; a French line to the same points; a Dutch line from Rotterdam to Trinidad, Venezuela, Hayti and New York, and an English freight line. It is also a coaling station of some importance. But its main interest to people in the northern hemisphere is the odd, colourful character of the place, the people and the customs.