

Anzac Bulletin



No. 66. (New Issue).

LONDON, APRIL 12, 1918.

Price 3d.

Issued to Members of the Australian
Military and Naval Forces in Great
Britain, France, and elsewhere.



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CABLE NEWS FROM AUSTRALIA

New Victorian Loan.

Melbourne, 28th March.
The Victorian Parliament has passed a Bill authorising a loan of £500,000 for road construction.

South Australian State Revenue.

Adelaide, 31st March.
The returns for the past nine months show that the State revenue amounted to £3,622,000, which represents an approximate increase of £462,000 on the figures of the corresponding period of the previous year, mainly attributable to railways, harbours, land, and income-tax.—Reuter.

New Regulations as to Pay.

Melbourne, 2nd April.
Military regulations relating to the forfeiture of pay for under-statements of age have been modified. The full rate of pay is continued for those who have been on active service in the firing line: in other cases pay is continued at 1s. a day to those receiving less than 7s. a day, and 1s. 6d. to those receiving over 7s. Respecting dependents in Australia, the allotment of 2s. for a mother or wife, 3s. for a mother and dependent brothers and sisters, or for a wife and children, continues. Separation allowance is also payable.

Melbourne, 2nd April.
"Lady Constant," a white Leghorn pullet, has laid 332 eggs in a year, at Bendigo, establishing a world's record.

Regulations against Disloyalty.

Melbourne, 2nd April.
War Precautions Regulations have been issued designed to suppress Sinn Fein and other disloyal movements. Any person advocating, inciting or encouraging disloyalty or advocating the dismemberment of the Empire, or wearing or displaying the badge, flag, banner, emblem or symbol of an enemy country or of an association disaffected to the British Empire, or the movement known as Sinn Fein, is guilty of an offence. The Minister is empowered to close places of public resort or clubs used to prejudice the public safety.

The Control of Coastal Shipping.

Melbourne, 2nd April.
Regulations have been issued giving effect to the recently-announced scheme for the control of coastal shipping. The controller is empowered to requisition vessels

registered in Australia at rates approved by the Central Committee which has been appointed with the object of utilising vessels to the best advantage. The regulations also provide for the appointment of a deputy controller for overseas shipping, and a deputy controller of coastal shipping.

The Sydney Show: Record Attendances.

Sydney, 2nd April.
At the Sydney Royal Agricultural Show there was a record attendance. 70,000 persons passed the turnstiles on Easter Saturday: this is 7,000 better than the previous highest figure for that day.

War Bonds and War Loan Efforts.

Sydney, 2nd April.
War bonds sold on the racecourse during the two days racing realised £60,000. War loan appeals made to the audience at the performance of the pantomime "Dick Whittington," at Her Majesty's Theatre, Sydney, drew £43,000 on Saturday night and £81,500 on Monday.

The Governor-General on Trade. No Need to Bother if we Lost the War.

Sydney, 2nd April.
The Governor-General, when opening the annual conference of the Commercial Travellers' Association at Sydney, on Friday, said if we lost the war we need not bother about trade. Others would see that all we had to do was to toil and obey. If we won, the commercial travellers and others connected with trade would need to wake up to calls greater than Australia had yet experienced.

Shirkers Debarred from Joining.

Sydney, 2nd April.
The commercial travellers' conference at Sydney has passed a resolution debarring single military eligibles from membership.

Recruiting and Co-operation of Parties. Speech by Mr. Hughes.

Melbourne, 4th April.
At a meeting of the Federal Ministerial Party, Mr. Hughes pointed out the gravity of the war position, the necessity of united action, and the need for men revealed by Mr. Lloyd George's messages. Mr. Hughes informed the meeting that Captain Carmichael had approached him with a view to common action with the Labour Party for securing recruits, and had authorised him to say to the Labour Party that the Ministerialists would co-operate with them in every way. The Ministerial Party unanimously recognised the need of solidarity in the present great crisis.

The Case of Archbishop Mannix.

Melbourne, 4th April.
At an indignation meeting to protest against attacks on Archbishop Mannix, held in the Melbourne Exhibition Building, it is estimated an attendance of 20,600 was present. Motions were passed recording unbounded admiration for Dr. Mannix. The speakers, who were mostly Roman Catholics, included Messrs. F. Brennan and Catts, members of the House of Representatives, and Senator Needham. An apology for absence was received from Mr. Tudor, who expressed sympathy with the resolutions. The British Empire Union is organising a great loyalist demonstration for Tuesday next.

Shipbuilding in Sydney and Melbourne.

Melbourne, 4th April.
Shipbuilding work has been formally commenced at Cockatoo Island, Sydney, and Williamstown, Melbourne. The unionists have signed an agreement with the Government.

Sydney Sales of Blood Stock.

Sydney, 4th April.
At Messrs. Inglis's yearlings sales at Sydney, a Cooltrim-Twilight filly was sold for 560 guineas, a Linacre-Oweenee colt for 700 guineas, a Linacre-Comey colt for 850 guineas, a Linacre-Lady Denman colt for 900 guineas, and a Linacre-Foalsfoot colt for 525 guineas. Altogether 152 lots were sold, realising 19,102 guineas.

Labour Party in Victoria and R.C. Schools.

Melbourne, 4th April.
At the annual conference of the Victorian Branch of the Australian Labour Party, it was decided by 84 votes to 51 not to support the Roman Catholic claims for State payment for secular education imparted in registered Catholic Schools.

Complaints of Delayed Cablegrams.

Melbourne, 4th April.
Several relatives of members of the Australian Imperial Force complain that cables from soldiers have occupied seven weeks in transmission from Europe.

Customs Revenue.

Melbourne, 5th April.
The Customs revenue for March was £1,082,982, a relative decrease of £205,801; for nine months the revenue was £10,241,199, a decrease of £1,786,547.

Cable News from Australia—continued.

Soldiers' Pensions.

Melbourne, 5th April.

War pensions to the number of 95,706 have been granted, comprising:—For New South Wales, 29,901; Victoria, 32,873; Queensland, 10,340; South Australia, 9,685; West Australia, 8,868; and Tasmania, 4,239. The total annual liability is £3,139,322.

Enemy Propaganda.

Melbourne, 5th April.

Senator Pearce, Minister for Defence, on the course of a statement at a Ministerial Party meeting, yesterday, said that Mr. Hughes intended to convene a conference of the leading newspapers to lay before them certain matters in relation to the censorship, with the purpose of securing co-operation in counteracting enemy propaganda. The Ministers for Defence, Repatriation and Recruiting would also address the conference. Senator Pearce added that the Government intended to strengthen the provisions for home defence by enlisting persons ineligible for the A.I.F. between the ages of 21 to 50 in the existing citizen's forces.

Tanks in Australia.

Melbourne, 5th April.

Imitation Tanks are being used with great success in several States in connection with the war loan.

Mr. Ozanne not "A.W.L."

Melbourne, 5th April.

A special committee of the Victorian Branch of the Labour Party has found that the charges of being absent without leave and of desertion against Mr. Ozanne are entirely unfounded. The finding has been adopted by the Labour Conference.

Obituary.

Melbourne, 5th April.

The death is reported of Bandmaster Code, founder of the Melbourne Brass Band.

Land Given to Soldiers.

Tasmania, 5th April.

Mr. Andrew Chirnside has donated 480 acres of land at Berwick towards the repatriation of Beaconsfield soldiers.

To Play or Not to Play.

Melbourne, 6th April.

The Victorian Football Association has considered the question of clubs playing football during the coming season:—Brighton, Essendon, Hawthorn and Williamstown clubs have decided not to play; Prahran, Brunswick, Footscray, Northcote and North Melbourne have expressed their willingness to play; Port Melbourne has not decided. The final decision is deferred until April 15th.

New Repatriation Scheme.

Melbourne, 6th April.

Senator Millen has announced that the new repatriation scheme operates from Monday, 8th instant. Regulations have been issued designed to meet the case of every man seeking help with a view to re-establishing himself as a self-supporting member of the community. The Minister is Chairman of the Central Commission under which the State Boards act. It is composed of seven members, including two returned soldiers and one representative of organised labour.

Provision has been made to provide for the sustenance of men awaiting employment, or being trained on the following weekly scale, inclusive of pensions, viz.:—A soldier without dependents, £2 2s.; a soldier with wife, £2 12s.; a soldier with wife and child, £2 1s. 6d. (? £2 15s. 6d.); and thereafter 3s. 6d. for each additional child up to four, the maximum being £3 6s. The soldier must accept when suitable employment is found. If a soldier declines or fails to retain this the Board will reconsider the case on its merits. Reserve employment will be found where employment in the ordinary industries of the country is not available. Similar employment will be made available for men awaiting land.

A special feature of the scheme is vocational training for incapacitated soldiers. These are divided into three classes, viz.:—Less seriously incapacitated, more seriously, still more seriously incapacitated. Opportunities will be given these to take up callings suited to their respective cases.

Provision is made for the medical treatment of soldiers after discharge, also for the payment of a sustenance allowance. Those totally incapacitated will be provided for in hostels, or by special grants, supplementary to pensions, should they prefer to remain with friends.

A rental allowance will be paid to widows with children and incapacitated men for the maintenance of homes. Training will be provided for widows desirous of taking up useful occupations. Such widows will be provided with sustenance, ensuring an income of £1 15s. per week.

Provisions for orphans are elastic. The Boards can arrange for their care and education and training.

Tribute from Australia. Conflicting Ideas of Peace.

Melbourne, 6th April.

Mr. Hughes moved, without comment, in the House of Representatives yesterday, that this House records its unbounded admiration of the heroic efforts of the Allies' armies on the Western Front, and its firm intention to fight on to secure a victorious peace and the freedom of the world. Several Labour Opposition members en-

deavoured to secure the omission of the word "victorious" and the insertion of "honourable" or "equitable." Mr. Higgs moved an amendment to omit the words after "troops" and to insert "in order that sacrifices of human life may be stopped and an end put to intolerable human suffering, this House is not opposed to peace by negotiation."

After six hours' debate the amendment was defeated by 40 votes to 16. The division was on strict party lines. The motion was then carried.

Senator Millen moved a similar motion in the Senate. Senator Gardiner, the Labour Opposition leader, seconded it, and it was carried unanimously, the House singing the National Anthem.

Sir William Irvine, Chief Justice.

Melbourne, 6th April.

Sir William Irvine has been appointed Chief Justice of Victoria, in succession to the late Sir John Madden.

V.C. and M.C. Elected.

Melbourne, 7th April.

In the South Australian elections Captain Blackburn, V.C., Ministerialist, and Lieut. Denny, M.C., Labourite, topped the poll for their respective constituencies. Mr. R. P. Blundell, Minister of Repatriation, Agriculture and Industry, was defeated.—Exchange.

SPORTING CABLES.

Motor Cycling Handicap.

Melbourne, 2nd April.

At the Victorian Motor Cycle Club's annual speed contest, held at Mortlake (Vic.), the 200 miles handicap was won by C. A. Arnold, at an average speed of 45½ miles an hour. B. Eckhardt was second, his average speed being 60 miles an hour.

Bowling.

Adelaide, 2nd April.

South Australia has defeated Victoria at bowls, winning the first game by 98 to 84 and the second by 110 to 74. Victoria beat Tasmania: first game by 115 to 85, second game by 120 to 84.

Bowls in Sydney.

Melbourne, 4th April.

Mr. Wallace's Victorian Rink has won the Sydney City Club's bowls tournament.

Foot Racing at Stawell.

Melbourne, 4th April.

The result of the Stawell Easter Gift was:—A. Roach (14 yards handicap), 1; E. Dennison (9½ yards), 2; B. Burling (10 yards), 3. Won by a few inches; time, 12 3-5 secs. There was an attendance of 10,000.

Australian Captives on German Raider.

Exciting Adventures of Mr. and Mrs. Benson on "Hitachi Maru," "Wolf," and "Igotz Mendi."

By BARKER R. BENSON.

I was proceeding home from Japan to Australia via the Cape of Good Hope. I joined the "Hitachi Maru" at Singapore on September 15th. Everything went well until we got 540 miles S.W. of Colombo. Then, on 26th September, at 2.45 in the afternoon, when I was having a nap, I was awakened by the report of a gun. I immediately got dressed. The firing was still going on. My wife, who had been having a game of deck golf, rushed to me from the deck and told me that there was a warship firing at us. I went out on deck, and orders were given to take to the boats. At the same time I saw a seaplane flying over the ship; it was just in front, and was dropping bombs ahead of the ship. The ship stopped. We eventually got into the boats, after a good deal of disorder. There seemed to be no organisation in regard to the boats, so you can guess what it was like—utter disorder. Some of the davit ropes broke, and boats were precipitated into the sea with their passengers. Before we got on the boats we noticed a number of dead lying about the deck. The ship that had attacked us was the German raiding steamer "Wolf."

Description of the "Wolf."

Her name is, or was, the "Wachfels." She belongs to the German-Hansa Line. She is a cargo boat, about 5,000 tons, and could not go any faster than nine knots. She could fire a broadside of four guns; they would, I think, be equivalent to our 5.5. She carried a gun forward of the same class, one aft, and a machine-gun for the prisoners down below, in case they mutinied. The machine-gun was installed on the upper boat deck. She also carried four torpedo tubes. We used to see them cleaning the torpedoes. She was painted black. What looked very suspicious about her was that she had so many halyards; she had lots of halyards.

They sent over a motor-boat from the raider with a German prize crew, which went on the "Hitachi Maru." After rowing about in the water for about three hours, we were taken on board the raider, and were treated with consideration: we were given hot coffee and so on. The raider then went a little way to the east. The "Hitachi Maru" followed on behind with the prize crew. Both went into the Maldiv Islands, which lie about 450 miles west of Ceylon, and are inhabited. The raider tied up alongside of us, and started discharging cargo and coal from the "Hitachi Maru." They put all the

passengers back on board the "Hitachi Maru" on Monday, the 29th, and also repaired, or partly repaired, the vessel. She was plugged below the water line. During the action they had put nineteen shots into her. Their excuse was that the "Hitachi Maru" tried to fire. This was not so. She manoeuvred so as not to present her broadside as a target for a torpedo. On her making this movement—the "Wolf" fired into her, killing or wounding at least 17 persons.

The "Wolf's" Complement.

The "Wolf" was manned by a German crew, mostly men of their naval reserve. There were at least 320 in the ship's company, and a large staff of officers. The commander's name was Neiger. There was a chief officer, Schnell, said to have been formerly a captain in a Hamburg-Amerika vessel; several navigation officers; an artillery officer, Captain von Oswald; a chief engineer, with a staff of subordinate engineer officers; and a chief boarding officer, belonging to the German Naval Reserve, who was known as Captain Rosé.

The crew contained men of all trades and occupations. Somebody on board was capable of doing the work of any class of artisan. So far as the efficiency of her crew and its members went the raider was completely equipped for its purpose.

The Work of the Seaplane.

While we were lying at the Maldiv Islands the raider sent up a seaplane pretty nearly every morning to see what was about. On Wednesday, the 3rd October, after the seaplane came back in the evening, the "Wolf" left us, and she was away four days. The seaplane gave us another visit on the 6th October, in the afternoon, and what the message was, of course I do not know, but it was something, and we left very early the next morning, steering south. After that the two boats were never together for long: they had appointed intervals when they would meet one another, but they were never together long. We met each other again on the 14th, and just spoke to one another. On the 20th we met again. They took us then to what they called the Charajos Archipelago (sandbanks), and we stopped there about three days. The archipelago is near the Seychelles Islands. Owing to rough weather the "Wolf" had to move away from us. She came back, and stopped there then seven-days discharging cargo, taking coal, taking out the beds from the "Hitachi

Maru," steam pipes, etc.—in fact, gutting the ship prior to scuttling her.

The "Hitachi Maru" Blown Up.

On the 6th November we got orders to board the "Wolf." On the morning of the 7th we started out to sea again. The "Hitachi Maru" followed on, and the Germans blew her up the same afternoon at 1.30 with three bombs. She sank in twenty-seven minutes.

The reason we cleared out from the Maldiv Islands was this. The "Wolf" had a very powerful wireless installation on her, and she heard warships talking. Of this I am certain in my own mind. Subsequently I learned from the Nippon Yusen Kaisha in London that the Japanese authorities had sent out a warship to look for the "Hitachi Maru," and that a lot of wreckage had been seen near the Charajos Islands, but no trace of the ship. Well, the inference is plain that the Germans must have heard wireless, and that was what made them clear away so quickly both from the Maldives and from the Sandbanks, which they left just as quickly. It was because they heard other ships talking.

The "Igotz Mendi" Appears.

On the morning of the 9th, very early, about 4 o'clock, the raider sighted another ship, the Spanish ship "Igotz Mendi." They placed armed guards around our cabins, and we were told we could not get out of the cabins. The prisoners were locked down between decks. We were all given cotton wool to put in our ears in case there was any firing. They caught the "Igotz Mendi" without her putting up a defence, put a prize crew on board, and went back to the Sandbank archipelago which we had left.

The "Igotz Mendi" was a coal ship, and was taking 6,000 tons of coal from Delagoa Bay to Colombo, just the kind of ship the raider wanted. The raider had very little coal. We stopped in the same islands three days, taking coal from her, when the raider suddenly left us, after putting 21 passengers on board the "Igotz Mendi," inclusive of women, children and invalids. Before we were thus transferred the "Wolf" was carrying about 400 prisoners, aft and amidships, in addition to her German crew. All these, except the 21 then put on the "Igotz Mendi" and some transferred to it later on, have presumably been taken to Germany.

Many Ships Sighted.

We did not see the "Wolf" again till the 24th November. What took place in

the interval I do not know. At this time we were on the route between the Cape and South America. We had left the Indian Ocean some time back, and were now in the South Atlantic. We saw the raider on 7th December, when she gave us more provisions, and then left us again. We used to sight plenty of ships when we were on the "Igotz Mendi," and fairly big ones, too, but our ship was not looking for other ships. It was unarmed. Neither was the "Wolf" looking for anything that was putting up a good fight, so she kept clear of them.

Whenever the raider was close to us, she used to send over a boat.

We were told on the 20th December that the two ships, "Wolf" and "Igotz Mendi," were going to spend Christmas at Trinidad Island, off the coast of Brazil, where we would land and have some fishing and so on. But when they were within 60 miles of Trinidad Island they suddenly turned back at 10 o'clock at night. It appears that they had heard the Brazilian Naval Authorities talking to the island, which had been fortified, so they said, and that was why the raider turned back.

Raiding in the South Atlantic.

On the 23rd December we stopped for two days together. On the 26th she tied up alongside and took some more coal from us. The sea was fairly rough at this time. She untied on the 31st December, just steering ahead of us, and we following.

On the 4th of January she caught a sailing boat. She sighted her about 8 o'clock in the morning. She went round the bow of the sailing boat a good distance off, left her alone till about 4 o'clock, and then went about again and after the sailing boat and caught her. This was a Norwegian boat. The "Wolf" blew her up at midnight of the same day. She kept within distance of us till January 11th, when she again tied up alongside and took off some more coal. When alongside of us in this way the commander of our ship used to exchange visits with the commander of the other boat. This was right on the equator, on the South American side of the Atlantic, nearer the American coast. The "Wolf" left us then, and we did not see anything more of her for quite a time. On the 24th of January large ships came right on our stern. We did not know what they were.

The Germans get Nervous.

This was between latitude 45deg. and 50deg. The Germans got very nervous. We were all ordered inside; whenever anything like this happened the passengers were always ordered inside. Rosé, the German commander, ran down from the bridge, got his papers (log and code books, I suppose), put them inside a bag (they carry bags for sinking all valuable papers which would be of any use to the enemy),



Nature Camouflages an Australian Engineers' Dump.
(Australian Official Photograph.)

and told his sailors to dress in their warm clothing. Well, unfortunately for us, these ships did not hail us at all.

A Spanish Officer throws their Bombs Overboard.

During this confusion the Spanish first mate went up to the chart room, took eight bombs and threw them overboard. They were all the bombs they had, and would have been used in case they had occasion to blow up the ship. An inquiry was held the next morning; the Spanish officer confessed he had done it. They asked him why, and he said, "Because there were women and children on board, and the weather was rough." Well, he was arrested, confined to his cabin under guard, and all the other Spanish officers were relieved of their duties, so from henceforth only the Germans did duty.

Last Meeting with the "Wolf."

We did not see the raider then until February 4th. That was late at night. We were in the North Atlantic at this time, but she did not recognise us, even though we fired rockets after her, so we had to burn masthead lights all night. We were close to one another, and the sea was very rough. We had been constantly having gales and rough seas ever since the 24th January. The next morning she saw us, came near to us, and sent over a boat with some more provisions. Before this there had been some signalling between the two vessels. The raider also sent over in the boat some more neutrals and Germans, as well as another German navigating officer.

The Spanish Officer Court-martialled.

At this time they held a court-martial on

the "Wolf" in regard to the bombs, and the Spanish first mate was sentenced to three years' imprisonment. He has been saved from serving the sentence, because they could not transfer him—the sea was too rough. The raider left us that same afternoon, and we have never seen her since. She went the northern route, north of Iceland, after circling around our boat for a couple of days.

Our Homeward Course—among Icebergs.

We moved due north. At this time we were about in latitude 64deg. We sighted pack ice: we tried to get through it, but as the wind was very strong, and there was so much ice drifting, we turned back south and waited for three days.

On February 10th we tried again, but could not do it. We struck ice, and saw icebergs. It was at half-past one in the morning when the ship struck ice, and we were all thrown out of our beds. We had no more sleep that night. We were forced to wait, but tried again to get through, and eventually had to come back. We took the southern route, that is between the Faroes and Iceland. We were told on February 16th we were running through part of the blockade, and were told not to get undressed, and to keep lifebelts handy. Well, she passed through the blockade all right. We saw plenty of ships: saw the Iceland coast quite plainly. We saw a number of ships going down the Norwegian coast, past Bergen. As we were coming into the Cattegat, off the Skaw, in Denmark, there was a dense fog on, and at 4 o'clock in the afternoon on February 25th we grounded in a rough sea on the Danish coast.

(To be continued.)

An Army in the Making.

The American Host in France.

Very Like the Australians.

By F. M. CUTLACK, Assistant Official Correspondent with the A.I.F.

War Correspondents' Headquarters,
France, 12th March.

"Guess you don't want to potter about Grand Headquarters too much," said the Major. He had the clean-cut features you can see any week in the pictures of the "Saturday Evening Post." "Well, we will go right into the war and see some of the Doughboys—at least as much of the war as we carry on at present."

He whistled up a magnificent great long car, which purred like a locomotive. When it started it ate up mileage like an aeroplane; the great car reeled up one long, white road after another; we panted across whole maps of country. If the driver did not hear some new direction at a cross-roads at the right moment we overshot a village or two. It is a country planned on a broad and generous scale, but too small for that car, and when we had to turn about in the road all other traffic stood still and admired, like tugs might regard the "Aquitania." We Australians remarked on her fittings—the curtains, the disappearing extra seats, the umbrella-holder, the telephone and internal lighting system. "Not built for war, of course," said the Major, "but we got her and a whole lot of others in New York just as they were, and there was no time to alter all this."

Beginnings of a Great Army.

That car exemplified exactly the army of a great new continent descending in its millions into this little theatre of war in a corner of Europe and trying to work out elbow room for itself. For the dominant fact in the arrival of the United States Army is the huge bigness of it. It is new—new as paint—and keen as a racehorse in training—or rather a whole paddockfull of racehorses. The world will probably not have the chance again of seeing such a spectacle of amateur warlike earnestness, for the Americans are learning very fast. It saw something of the same sort when the Australian War Army began long ago in 1914—the same light-hearted enthusiasm, the same rich raw quality all untrained and inexperienced, the same outpouring of the very best of a whole country in an emotion of national pride, counting neither cost nor returns. If the Germans are sincere in discounting the Americans they are in for a rude awakening. The Americans are not soldiers yet, and no people realise better than themselves how much they have still to do to make themselves soldiers, but they will be a great and powerful army in probably shorter time than they reckon

upon. They have a spirit for which, if the Kaiser could get it into his troops to-day, he would sacrifice a good half of his numbers. Great armies have before this been raised for great causes, and the British Empire has the best reasons for knowing how, with the vital spark in him, the most unmilitary civilian may become a fine soldier; but no army you can read of in history ever marched with a more splendid ardour or faced a great struggle with serener satisfaction than the American Expeditionary Force in France. Also, they have more machine-guns to the battalion than any army in France.

The New Conscription.

And it is such a mighty big force, too. They will not tell you how big, and you are discouraged from guessing, but we ran through all a spring day in that league-consuming automobile, and still the American host dotted the landscape, drilling, marching, manoeuvring, building camps and roads; and though the Doughboys, as the Major called them, are apt to be more serious than the Australians, we judged from their faces that there were no happier hearts in France than this army in the mould. They may be, it seems, one of three categories. There is the United States Regular Army, kept up in the past

in order to provide the War Department with an excuse for existence, and now supplying the leaven for the new dough. There is the National Guard, which was their name for what the British Army used to call Saturday-afternoon soldiers, of which most States had some battalions and many towns a company or two. And now there is the Draft Army; and when the American has told you as much as he thinks discreet about the Regular Army and the National Guard mobilisation, he finishes with, "Ah, but you wait till our Draft Army arrives." The Americans are immensely proud of Conscription, being true democrats, and their Conscript or Draft Army will, when in full swing, be such an enormous host as even the Germans have never imagined. The first calling-up in the United States produced ten million men; the depôts took about a quarter of that total, and for the time being sent the remainder home with labels on them for the future. The volunteers of the American Army, outside the National Guard, are the men who could not wait for the Conscription machine to call them up and drill them. There was not at first enough equipment to arm such huge numbers, and these volunteers wanted to be among the earliest to whom rifles were served out.



Hot Food in the Trenches.

(Australian Official Photograph.)

An Army in the Making—continued.**The Gallipoli Major.**

They are learning the art of fighting from the best soldiers of France and Britain, and many of their officers, as attachés of one sort or another, have seen a lot of this war from the German and Turkish side as well. We found a Major who had watched the Gallipoli campaign from the top of Battleship Hill and was in the confidence of Liman von Sanders and the Turkish Pashas. He has therefore a particularly warm regard for the Australians, and he can confirm our most extravagant hopes in those days of what might have been. He visited two officers of the submarine AE 2 in prison, and tells of how they once escaped and reached the coast, but were caught just before they could get away in a row-boat.

Very Like the Australians.

We went up to see the American line in Lorraine. In a now almost forgotten book, very popular about twenty years ago, the author brought the Americans into this war, which he calls the Final War, and they were largely instrumental in recovering the lost provinces for France. His tactics will probably want correcting: he had a cavalry charge, for instance, done by the Americans with revolvers only. But his general instincts were right enough, and the Americans are to-day in Lorraine being blooded. All the world is allowed to know as much as that. In their khaki and round tin hats among the Lorraine hills they look very much like our own men. They swear as a general thing, perhaps, a little less. They salute gravely as an Indian, and with much the Redskin manner—a slow raising of the hand horizontally to the front of the forehead. Their smart canvas gaiters and the shaven backs of their necks distinguished them at once. They drink coffee rather than tea. But except for these points they might be our own fellows. They have the same sturdy, self-reliant look. They spread themselves over country in the fashion of men accustomed to vast spaces. They walk with the same easy, free-limbed carriage. Their discipline, like ours, is a thing which force could never impose or maintain, but is rather contributed voluntarily to a common good in violation of temperament and upbringing. Against these men, as against the men of the British Empire, the Germans have no chance.

Learning Trench Warfare.

All that they knew of war before was the campaign in the Philippines, where the United States has now established practically a self-governing province, and the Mexican Expedition. The subjection of the Filipinos consisted principally of bush fighting, and the more progressive of the natives now regard themselves as civilised—"wear their shirts inside their pants," consider



Things I've never seen—A Fat Australian Soldier.

voting at elections and drilling in the National Guard "just the finest things out." Mexico one American officer described as a place where a number of marauding bands for a long time "went bustin' around kicking up the doose, and the worst of the lot was a feller called Villa." An expedition from the United States marched in after Villa, and if it served no other purpose, it at all events led to the creation of the American Army's truck (that is, motor-lorry) companies. They do some funny things in the course of learning trench warfare. Two Americans were recently out on patrol in No-man's Land and surprised

a couple of Fritzes. The Fritzes threw away their rifles and ran straight for their own lines. The Americans promptly threw their rifles away too and hared off after them. They lost their quarry and returned and reported the whole incident. When asked why they had thrown their rifles down, they replied, "Oh, we wanted to bring Fritzes in alive."

At Port Hedland, Western Australia, on January 24th, after a shade temperature of 120deg., the most violent "willy willy" yet experienced struck the town, and damaged a number of sheds, outhouses, and boats.

GENERAL AUSTRALIAN NEWS



Soldiers Avoid Politics.

Party politics are to be banned by the Victorian branch of the Returned Sailors' and Soldiers' League, according to a statement made by the President (Mr. J. W. McKenzie) at the annual meeting on January 30th. Mr. McKenzie emphasised the determination also to oppose the introduction of sectarianism. The Australian troops had fought for the whole of the people, not for a section only.

Allegation Refuted.

Inquiries have been made by the Department of Repatriation into allegations made by Senator McDougall (N.S.W.) during the last sitting of the Senate that bitter distress prevailed in Sydney among the families of soldiers who were now at the front. He quoted a statement, among others, that "there are in New South Wales 1,600 families of soldiers who are in need of food and clothes." The State War Council of New South Wales and the Lord Mayor's Patriotic Fund were immediately communicated with, and the reply received in each instance was that the assertions were "without foundation." Senator McDougall supplied a number of instances of hardship in which inquiry did not bear out the allegations.

New South Wales Wheat.

The New South Wales Government statistician reports that the wheat harvest for the current season is much later than usual, owing mainly to the excessive rainfall during the spring. The total area sown with wheat was approximately 3,833,200 acres, or 665,000 acres less than in the previous season. The returns now tabulated show that 3,380,000 acres have been harvested for 43,557,000 bushels, or an average yield of 13½ bushels an acre. In the 1916-17 harvest 3,521,300 acres yielded 36,600,000 bushels, representing 10.4 bushels an acre.

A Burden of Debt.

Some particulars regarding the cost of the Northern Territory to the Commonwealth were furnished in the Senate by Senator Millen on behalf of the Minister for Home and Territories. The liability taken over from South Australia was £6,029,603; loss on public services, £630,506, apart from interest charges, £1,411,940; administration expenses, £1,014,470; miscellaneous expenses, £82,950. The length of the Port Darwin-Pine Creek Railway was 146 miles, and the cost £1,086,617; Pine Creek-Katherine River Railway, 53 miles, cost £430,360.

Paymaster Court-martialled.

A district court-martial, of which Major T. C. Alston was president, investigated at Victoria Barracks, on January 23rd and 24th, a charge against Warrant Officer V. H. W. Tipping, late camp paymaster at Maribyrnong, of having embezzled public money. Tipping was found guilty, and sentenced to dismissal from the forces. The charge, to which he pleaded not guilty, related to an alleged irregularity regarding the amount of £2 in a pay voucher at the camp.

The People's Savings.

The amount of deposits received by the State Savings Banks throughout Australia during the month of December was £5,763,494, and payments amounted to £5,457,565. The excess of deposits over payments, £305,929, raised the amount at credit of depositors to £97,145,395. The number of accounts opened during the month was 23,957, and closed 21,414. The increase in the number remaining open, 2,543, brought up the total of open accounts at December 31st to 2,238,010. These figures do not include the Commonwealth Bank.

Returned Soldier Students.

Thirty-six returned soldiers were among the 102 students who had attended the Dookie Agricultural College during the year, said the principal (Mr. William Gamble) in his report, read at the closing ceremony at the college on February 8th. Mr. Gamble said that during the year seven students had enlisted, ten past students had gained distinction at the war, and forty-six had paid the great sacrifice. Owing to the extremely wet year all the yields were low, but there was a great deal of reserve fodder. The chairman said that the members of the council were very much pleased with the year's work. Regret was expressed at the death of Mr. McDonald, who had held the position of orchardist at the college before enlisting in the Flying Corps.

Commonwealth Steamers.

Replying to a series of questions by Mr. Pigott (N.S.W.), in the House of Representatives on January 25th, the Prime Minister stated that 146,000 tons of wheat had been carried from Australia by the Commonwealth line of steamships. The average rate of freight was £6 to the United Kingdom and £4 10s. to Pacific ports. A Commonwealth steamer was not

chartered about September last to carry salt from India to South Africa at the rate of £10 per ton, nor had the vessel previously been chartered to carry cornsacks to Australia during September at £4 per ton. There was no Blue Book rate for wheat from Australia to England. As high as £11 per ton had been paid for wheat from Australia to Europe. Neutral tonnage was now asking from Australia to United Kingdom 300s. The freight on wool from Australia to England was 3½d. per lb. The Prime Minister also stated that the whole of the fifteen ships bought on behalf of the Commonwealth Government in 1916 had arrived in Australian waters prior to August 25th, 1917. They were now engaged carrying wheat. Up to the present the vessels of the line had made twenty-seven voyages from Australia to England.

Australian Casualties.

Total to Date, 228,851.

From the date of the first embarkation in 1914 up to January 26th the number of casualties in the Australian Imperial Force has been 228,851. The summary is as follows:—

Deaths	43,395
Missing	1,171
Prisoners of war ...	2,994
Wounded	114,717
Sick	66,362
Casualties unspecified ...	212

The figures relating to the dead, missing, prisoners of war, and unspecified casualties are actual net totals after corrections based on later advices have been made.

Murderer Executed.

Albert Edward Budd, who was sentenced to death for the murder of his foster-sister, Mrs. Annie Elizabeth Sampson, at Port Melbourne on October 19th, was executed in the Melbourne Gaol on January 29th. An effort to obtain a reprieve had been made by representatives of the Returned Soldiers' Association, but after considering the petition, the State Cabinet decided that the law should take its course. At the hour fixed for the execution, a number of returned soldiers who had assembled in front of the main entrance to the gaol stood at attention and saluted. The Rev. W. Keith Forbes, who had attended the condemned man during his last three weeks, said that Budd had made a full and unreserved confession of his sins, and was quite resigned to his fate. He also said that if it had not been for drink he would never have committed the crime. Including Budd, 173 persons have been hanged in Victoria, four of the condemned persons being women.

General Australian News—continued.

The Mackay Cyclone.

Mackay, whence comes news of a disastrous cyclone and tidal wave, is, on the map, under the protecting influence of the Great Barrier Reef of North Queensland. But, while the reef ordinarily breaks up the great waves which beat on the exposed beaches, the sea from time to time bursts through and over and round the obstacle. This is what happened at the end of January, when Mackay was visited by a cyclone, a tidal wave, and a tremendous rainfall. It was one of those awful visitations, characteristic of the tropics, against which the works of man avail little. "There is nothing stable in this world but the gods break it." Many thousands of pounds have been spent in the harbour of Mackay upon the making of breakwaters to withstand the storms which have successively wrought damage there. They have proved unavailing—probably they have been destroyed. Houses—many of them unsubstantial, it is true, but many also well and truly founded, as man understands the business—have been wrecked by hundreds. Over one hundred dwellings have fallen before the blast, and already a score of bodies have been recovered. The rainfall in a month was 78 inches. That is an astonishing record, difficult for the mind to grasp. It is almost exactly three times as much rain as the average yearly fall in Melbourne. It is, possibly, the highest

record for Mackay, although 10in. in one day is by no means uncommon there. Here are some of the figures:—February 17th, 1888, 10.10in.; February 15th, 1893, 10.46 in.; February 3rd, 1898, 11.95in.; January 5th, 1904, 10.45in.; December 23rd, 1909, 13.96in.; March 12th, 1910, 10.31in. At The Hollow, in the Mackay district, 15.12 in. of rain fell in 24 hours ending on February 23rd, 1888. Mackay is on the south bank of the Pioneer River, and has little chance when heavy rains and the great storm waves of the Pacific beat upon the town at the same time. The district is composed of rich sugar lands, girt with mountains, upon which huge pine and cedar trees grow. Naturally, it is one of the richest parts of Australia.

War Profits; Treasurer's Estimate Criticised.

In Victoria 1,367 persons or companies found themselves during 1912-13 with taxable incomes aggregating £9,439,000. By this year five had found the struggle to keep in this class too much, and only 1,362 were left. Still these managed to appropriate £10,963,000 between them. Thus, the average income of the wretched citizens coming within this category ascended from £6,905 to £8,049. Now, wherever a start may be made in fixing a pre-war standard of profits, it is a certain thing that since the war 1,362 large concerns in Vic-

toria can show an average profit increased by £1,144, and that whatever else this may mean there is no doubt of there being £1,558,128 war-time profits on the Victorian premises. A tax of 75 per cent. on that would yield £1,168,596. And then every individual and business with an income of less than £2,200 is left out. Yet working over all Australia Bigjohn Forrest reckons he can get only £450,000 a year. Instead of using a net Bigjohn seems to be fishing with a post-and-rail fence.

Australian Steamer Torpedoed.

The Australian steamship "Conargo" was torpedoed off the Irish coast on March 31st. Mr. G. H. Kneen, assistant manager of the Commonwealth Government Line of steamers, states that the crew got away in three boats. Two of the boats were picked up by a collier and one boat's crew safely landed at a port. The rescued men number 44 and there are 10 missing. The report at first published that boats were destroyed or fired upon is unconfirmed and is believed to be untrue.

The "Conargo" was formerly the German-Australian steamer "Altona," which was requisitioned by the Commonwealth Government after the war. It was built in 1902 and was of 4,312 tons register.

Later.

It is reported that all the crew of the "Conargo" have now been safely landed.



The Wool-sorting Department of the Working Men's College, Melbourne, is being devoted to the instruction of returned soldiers.

SPORTING NOTES.

Foot Racing.

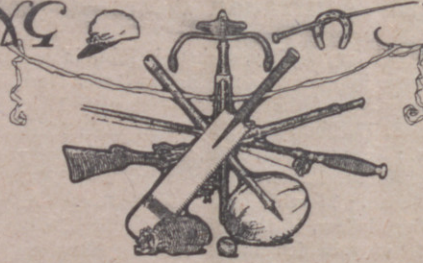
There were but two amateur foot-races at the A.N.A. meeting at the end of January. The first heat of the 100 yards was won by E. Hannay (9yds.) from N. D. Hall (10) by a yard, and in the second heat the first two were A. Donnelly (11) and B. N. Pickford (10), the former winning by a few inches only. The time of each heat was 10sec. The final resulted:—E. Hannay (Clayton), 1; N. D. Hall (Melbourne H.), 2; A. Donnelly (unattached), 3. Won by a foot in 10sec. The mile champion, W. H. Brown, who figured on scratch in the two miles, was able to score a popular win. His nearest rival, W. H. McDonald (25 yds.) was not in his best form, but L. V. Mudge (10yds.), who is improving steadily, gave some trouble. Brown cut out his first mile (five laps) in 4min. 53sec., and at eight laps he had got to the head of his field, and, running vigorously to the finish, won by 50 yards, his time being exactly 10min. L. V. Mudge (Melbourne H., 110yds.) was second, about the same distance ahead of A. Ingram (Hawthorn H., 50yds.).

Disqualifications.

H. Treen (jockey), who was fined £20 at the St. Kilda Court recently on charges of assault as the outcome of a midnight brawl in a garage, was on February 8th disqualified by the V.R.C. committee. J. T. O'Reilly (jockey), who gave evidence in the same case, but was not one of the accused, was also disqualified. No term was fixed for the disqualifications, which are, therefore, during the pleasure of the stewards. The jockey's licence of H. Bird, who also gave evidence in the case, expired on February 9th, and it was not renewed.

Golf.

Members of the Victoria club competed for the Lord Denman Cup at Fishermen's Bend, on February 9th. There was a fair entry, and the course was in good order. Despite the strong south-westerly wind some fair cards were returned. The result was a win for J. Kitson, who handed in the "warm" card of 94—18—76. He took 51 to go out and 43 to come home. Included in his card were some bad holes, but these were more than compensated for in that he holed out seven holes in four strokes each. Dr. Lee Atkinson, who has been well up on several occasions, again had to be contented with second place with a card of 98—20—78. Three players, viz., T. V. Healy (3), M. S. Cooper (11), and W. J. Oliver (12), were equal third with cards of 80 net each.



Yachting Events.

A number of yachting races were decided at the Brighton Yacht Club's regatta on February 8th. The following are the results:—"A" Class Handicap: Eric, 1; The Rip, 2; Native, 3; Idler, 4. "B" Class Handicap: Gauntlet, 1; Moynes, 2; Fidena, 3; Wollahra, 4. Dinghy Race: John Nimmo, 1; Hustler, 2; Tassie, 3; Almo, 4.

Motor Cycle Racing.

In the monthly competitions for the "Australian Motor-Cycle" trophies, some very fine riding was witnessed on February 9th, when the members of the Victorian Motor-Cycle Club competed in solo and side-car trials. The events were decided on the Geelong road, away from traffic, and upwards of 200 people assembled to see the speed-bursts. Three Excelsior machine riders—R. H. Monteith, H. Pannach, and L. White—were left in the final for solo machines, a race of two miles, and finished in that order, and in close company, at a speed approaching 80 m.p.h. In all, 13 riders competed in this event.

The side-car event was a time test over a mile, in which the trials were less spectacular than with solos. A. Walker (7-h.p. Excelsior), with his time allowance or handicap (9sec.), won the event, his net time being 54 4-5sec., but T. G. Walker (7-h.p. Harley-Davidson), who was second, covered the mile in 57 1-5sec.—the fastest time of the day—though his net time was 55 4-5 sec. W. S. Clarke (Excelsior) was third, in 56 4-5sec. net. A large field of eighteen riders contested this event, which really was misnamed. Instead of being a time test, it was a mile handicap, by time allowance.

Tasmanian Racing.

The Hobart Cup meeting was held on February 6th and 7th, the following being the results:—

Trial Handicap.—W. J. Southerwood's Drawing, 1; M. Bryant's Lady Laureta, 2; R. J. Slade's Fire On, 3.

First Hurdle Race.—E. A. Eley's Lay-by, 1; J. Hallett's Taurus, 2; R. Slait's Marvelle, 3.

Waverley Handicap.—W. J. Southerwood's Malt Prince, 1; C. R. Fairleigh's Earlstine, 2; W. McLow's Tuticorin, 3.

Hobart Cup.—C. Reginald's Ladino, 1; E. A. Kimberley's Silent Maid, 2; W. J. Southerwood's Felim, 3.

Elwick Futurity Stakes.—G. Bennett's Fancy Light, 1; T. Lyon's Princess Vimy, 2; A. F. A. O'Connor's Pangooneah, 3.

Second Day.—Encourage Stakes.—D. Doyle's Lady Lamington, 1; H. T. Waller's Koogarah, 2; W. H. Muttlin's Young Flavel, 3.

Tattersall's Stakes.—A. F. A. O'Connor's Warneford, 1; T. Lyon's Nyland, 2; T. Lyon's Nadin Shah, 3.

Millen Stakes.—W. J. Southerwood's Malt Prince, 1; T. Lyon's Sartoleri, 2; D. Virtue's Royal Pride, 3.

Elwick Handicap.—F. M. Clarke's Chore, 1; A. Jordan's Simon's Choice, 2; W. L. Sidebottom's Eumelus, 3.

SPORTING CABLES.

Easter Racing Results.

Sydney, 2nd April.

The A.J.C. Autumn Stakes result.—Desert Gold 1, Thana 2, Gadabout 3. Betting, winner 9 to 4 on; dividends, 14s. 6d., £1 8s., £1 14s.

Sires Produce Stakes.—Outlook 1, Redfox 2, Sweet Lady 3. Betting, 5 to 4 on Sweet Lady, 20 to 1 v. the winner; dividends, £7 5s., 11s.

Dancaster Handicap.—Delinacre 1, Panacre 2, Cetigne 3. Betting, 5 to 1 v. the winner; dividends, £2 14s. 6d., 14s.

St. Leger.—Prince Viridis 1, Thrice 2, Bronzetti 3. Betting, 9 to 1 on Bronzetti, evens the winner; dividends, £1 2s. 6d.

Second day results.—Champagne Stakes: Outlook 1, Sweet Lady 2, Woorawa 3. Betting, 2 to 1 v. Sweet Lady, 3 to 1 v. the winner; dividends, £2 2s., 9s. 6d.

Sydney Cup.—Rebus 1, Shadow Land 2, Lanus 3. Betting, 4 to 1 v. Gadabout and Westcourt, 50 to 1 v. the winner; dividends, £20 12s., £1 16s., £2 5s. 6d. The total investments in the totalisator for the cup were £18,385; for the two days the total investments were £96,679.

Adelaide, 2nd April.

Racing Results in South Australia.—Onkaparinga Cup: High Tension 1, Weegun 2, Dependence 3. Dividend, £7 16s.

Perth, 2nd April.

West Australia St. Leger result.—Mindoolah 1, Postladdie 2, Varoofel 3. Dividend, £5 7s.

Melbourne, 5th April.

A.J.C. Results.—The All-Aged Stakes was won by Desert Gold 1, Cetigne 2, Panacre 3. Betting, 2 to 1 on the winner; dividend, 14s. 6d.

The Cumberland Stakes.—Lanius 1, Westcourt 2, Wallace Isinglass 3. Betting, 7 to 4 against the winner; dividend, £1 6s. 9d.

The winnings of Desert Gold have been devoted to the endowment of cots for wounded soldiers of New Zealand and Australia.

Australians in the Great Offensive.

Two Historic Fights. Outnumbered but not Outfought.

By C. E. W. BEAN and F. M. CUTLACK.

War Correspondents' Headquarters,
France, 6th April.

Six Australian units have been involved to-day and yesterday in two separate attacks, fighting most desperately with such magnificent tenacity and fiery spirit in a counter-attack as will make one of the finest chapters ever written in our country's history.

The story of the first of these two fights is as follows:—In drizzling rain the Germans returned to the attack yesterday of positions in the undulating country south of the Somme valley. The battle lasted all day for the possession of the town of Villers-Bretonneux, commanding the local position, which we retained after heavy fighting and a glorious defence by New South Wales battalions. The enemy began in the morning assaulting in great force, and drove in their troops to the left of the Australians between the River Somme and the town. The left company of the Australians only fell back when it was impossible to bend farther back the defensive flank. They were a New South Wales battalion trying to get the position by constant skirmishing. These men made an indomitable resistance. They lacerated waves of the attacking enemy with machine-gun fire. Though the Germans made some ground against them it was only at the cost of great losses.

Operating with British Cavalry.

At noon a part of another New South Wales battalion assisted dismounted British cavalry in a counter-attack, restoring the position on the right flank in most gallant style. In the afternoon, to the accompaniment of a terrific bombardment of the town, which tore the streets to pieces, the enemy sent on waves of assaulting troops on the right flank of the Australians. The shock temporarily overcame the line, which was bent on the southern edge of the town. For several hours the battle waged with a welter of shell fire, among woods, little copses, ploughed fields and road embankments. Once the town was deemed lost. At the end of the afternoon a British regiment was sent in to reinforce the right of the Australians, and shortly afterwards another New South Wales battalion advanced on the right, and these British troops saved the position on the southern edge of the town.

Lines Re-organised.

In the early hours of the night the line was reorganised, and at one o'clock New South Wales troops, by a brilliant attack to the south-east of the town, captured a local vantage point and drove back the enemy six hundred yards, the whole line to the right and left advancing with them.

The German casualties in the twenty hours' fighting were exceedingly heavy. To-day the Germans made perhaps an even more desperate assault from Albert to Dernancourt across the Ancre against another portion of the Australian force which faced them along the railway and the hills along the north-east side of the river. The fight began about eight in the morning with a heavy general bombardment, the area of bombardment gradually concentrating on the front line just before the enemy's infantry advanced to the attack. Assaulting waves met a withering fire, but opposite one part of the Australian line, where all the officers and many men were casualties, the German infantry managed to penetrate the first Australian line.

Wave upon Wave of Germans.

Germans, coming on in wave after wave, gradually pushed up the hills, being mown down by Australian machine-guns in supporting positions until the guns, though firing continuously, were unable to stem the tide which was flowing all round them. One group of four machine-guns was seen fighting till the very last, when the German line actually swamped them, the men dying at their guns after inflicting terrible losses.

By mid-day the Germans at some parts had advanced well up the hillslope on our side, though South and Western Australians on one flank, and Queenslanders on the other, were still holding out along the front line with their flanks bent right round to meet the attack almost from the rear.

Magnificent Sweep of Counter-Attack.

About four in the afternoon our counter-attack swept out in magnificent form over the edge of the hill down towards the valley. Queenslanders, New South Welshmen, South and Western Australians, and others, advanced, exactly as they had done a thousand times in practice, on parts of the line which had been driven in. It so happened that the Queenslanders, while advancing, found a German wave also

advancing almost on top of them. The Australian wave broke the German wave. No sooner was the first wave shattered than a second German wave was met, and likewise shattered at the point of the bayonet. By this time the Australian line had penetrated to the point where Germans were already behind their flank, and the brave advance ended. Fighting continued till dusk, when the Germans appeared to have been literally fought to a standstill.

Australians against Four Times their Numbers.

The Australians who were still holding the hills fought certainly at least four or five times their own numbers. In yesterday's fight Australians killed or wounded about four thousand Germans; in to-day's they must have accounted for far more.

When a full history comes to be written the Australian Empire will realise what a magnificent buttress the Australian Imperial Force has been to the cause of our race and to humanity and civilisation in this, its darkest hour. This week's work, if nothing else, will give our children the right to glory in calling themselves Australians. There was never a finer fight in the history of our army than that fought by Australians to-day.

Australia and the Empire.

Sydney, 28th March.

Mr. Hughes delivered a stirring speech at the Royal Agricultural Society's dinner in Sydney:—"Our mission is to go forth and tell our fellow citizens what their duty is, not in words but by example. The time was gone for speaking. On the altar of your country pour out your wealth, and lives if need be. We shall win through, but whether defeat or victory awaits us, let us tell the Government of Great Britain and the Empire that in good fortune or foul fortune Australia is behind them. I propose to send to Great Britain an assurance that we have every confidence in them and their soldiers, and, speaking for the Commonwealth, whatever needs to be done shall be done: that the people of this country are resolved to do their duty. The people have decided for no compulsion in recruiting. The Government accepts that, but calls upon every citizen to do everything within his power to make voluntarism a success."

Gang at Garage. Outrage at St. Kilda.

As a result of a brutal attack by a gang of men and women, three motor-car drivers were left bruised and battered at the garage of the Taxi-cab Company in Fitzroy Street, St. Kilda, on the morning of January 9th. One is suffering from broken ribs, and another from a broken nose, as the result of the attack on them. Five men have been arrested, and the police are hopeful of apprehending many others.

Shortly after midnight about fifteen men, accompanied by two women, called at the garage and talked about engaging two cars, but it was not contemplated by the garage people that only two cars were to be used for the conveyance of the crowd that had assembled outside the garage. George Drew drove his car out, but when he stopped near the door a man jumped in and pushed him off his seat. This apparently was the signal for a general attack upon the driver. He was set upon by several men, thrown to the ground, and hit and kicked in a savage manner. John M'Ivor, employed at the garage, ran to the assistance of his workmate, but he was also violently assailed. When the excitement was at its height, Cyril Christie drove to the garage from the city depot. The mob turned their attention to him, and he too was roughly handled. Evidently satisfied that they had placed the taxi men out of action, the cowardly mob left. M'Ivor and drew went to the Alfred Hospital, where it was found that M'Ivor was suffering from three broken ribs. Drew's nose was broken. Christie was merely bruised.

Plain-clothes Constable Hall later ascertained that a party was held earlier the same night at St. Kilda, and that some of those who had attended were asked to leave. They went to the garage to get a conveyance to the city, and then trouble began.

Later in the day Senior-Constable Weppner and Constables Colmo and Gamble arrested Ernest Vockler, vaudeville artist; William Lionel Stansil, musician; George Wilson, accountant; Edward Walsh, jockey, and Alan Fenton, employed at a picture theatre. They were charged with having inflicted bodily harm on the motor-car drivers, and were admitted to bail to appear at the St. Kilda Court on the 15th January. Additional arrests were expected.

Railway Electrification.

It is expected that the electrification of the Sandringham-Essendon line, forming part of the scheme for the electrification of all Melbourne Suburban railways, will be completed by the middle of June. It is not certain, however, that a consignment of

Interned in Switzerland.

Australian Prisoners' Experiences. Useful Trades Taught.

Our Red Cross correspondent supplies some interesting details of the life of Australian prisoners of war interned in Switzerland, gathered from the seventeen Australian men who, with one Australian officer, were recently returned to London from Switzerland.

Most of the men had been fortunate enough to be sent to Switzerland after a short period of imprisonment in Germany, and the memories of their experiences at the hands of the enemy are softened by more recent recollections of pleasanter times in internment. Some, however, still speak very bitterly of their harsh treatment by the Germans, and all repeat what has been said repeatedly by men repatriated direct from Germany, that Red Cross parcels alone kept them alive.

Russian Friendliness for Australians.

The men speak in terms of high praise of the careful attention which they received while in hospital at the hands of their comrades, and more than one pay high tributes to the Russians with whom they came in contact. "Everyone who has met Russians in Germany," said one of the returned soldiers, "will tell you the same thing. They cannot do too much for Australians, and some firm friendships were established between us. Fortunately, we were able to be of some assistance to the Russians. Our food parcels from the Red Cross made us practically independent of the wretched food that was served up to us by the Germans, and we made a practice of handing our rations over to the Russians, for which they were very grateful, very few if any of them getting anything from outside."

A Comfortable Life in Switzerland.

Of life in Switzerland it was declared that the change worked wonders in the health of the men. "We soon settled down to the new conditions," he proceeded, "and were comfortably housed and well looked after. Some of our men were still hospital cases, and had little opportunity of outdoor amusement. Others who were convalescent were able, even from the outset, to take walks in the beautiful

country surrounding our new quarters. As time went on, however, many felt they would like to be doing something to fit them for occupations when peace returned, and joined the classes which were established under the direction of the British Government.

The British Government Classes.

"These included instruction in a great variety of subjects, such as electrical work, watch repairing, book-keeping, piano making, leather work, blacksmithing, to mention only a few. There was, however, an impression among some of our men that by joining these classes one prejudiced one's chances of repatriation. The idea prevailed that the doctors on the Commission took it as an indication that a man was fairly well who could devote himself to such work. Some men who had a thorough knowledge of French studied classics or science at the University, but as the lectures were in French, a sound grounding in the language is a first essential to such a course.

"As the men grow stronger, and pass the required medical test, some of them take up work in Switzerland in one of the branches of industry in which they have become proficient. If their wages exceed a certain amount they become self-supporting. One of my friends, for example, who was a jewel-setter in civilian life, had no difficulty in finding a job in his own line in this way. Several others took up positions on farms.

Efficiency of the Red Cross Society.

"The Red Cross looks after the boys in Switzerland well. In addition to forwarding them new uniforms at regular intervals, it sends 100 cigarettes and 4 ozs. of tobacco to each man every fortnight. The men are not short of pocket-money, receiving twelve francs a month for this purpose.

"But pleasant as were the conditions in Switzerland as compared with Germany, it was with the greatest enthusiasm that we learned that we had been marked out by the Commission for return to England."

switch gear and rotary converters will arrive in time for a beginning to be then made with traffic. War has retarded the work in a number of suburbs. When equipment is more readily available, however, the scheme will advance rapidly to-

wards completion. Men from among the railway employees are being trained for the new staff—150 for the first section. The cost of electrification to June 30th, 1917, amounted to £2,271,507, but many more costs have since been incurred.

Windstorm Devastates Brighton.**200 Miles an Hour Gale.****Two Deaths: Many Injured.**

The most furious windstorm experienced in Australia since meteorological records have been taken occurred at two Melbourne suburbs—Brighton and Brighton Beach—at about a quarter to 5 o'clock on the afternoon of February 2nd. To a slighter extent the storm affected parts of South Melbourne, Albert Park, St. Kilda, Elsternwick, Bentleigh, Oakleigh, Williamstown, and Newport. The area affected at Brighton and Brighton Beach was fortunately limited to a fairly narrow strip, but within that strip the passage of the wind was marked by a trail of collapsed or damaged houses, uprooted trees, and levelled fences. Only two deaths have been reported as the result of the storm, but many people were injured, more or less seriously. Those killed were Frank Green, 14, Chetwynd Street, North Melbourne, whose skull was severed by a falling house, and G. McLeod, of Sydney, who was drowned through a boat overturning at St. Kilda.

A gale of unprecedented violence struck the foreshore, demolished half the bunks in the baths, stripped the roof off a large portion of the building, lifted up a small refreshment store bodily, hurling it forty yards across the road, and passed on to wreak havoc among the buildings for more than two miles inland. The moment it struck the mainland the air became thick with flying tiles, sheets of galvanised iron, branches of trees, and pieces of wood. Sheets of iron were flying through the air like birds, and there are authenticated cases of heavy beams being carried more than one hundred yards before they fell to earth. Sheds were moved bodily. Chimneys fell through the roofs of houses, and in many cases the houses themselves proved unable to stand against the terrific pressure of the wind and collapsed. Women became hysterical. Windows crashed in under the weight of the wind, or were broken by flying missiles, and through every gap in the roof or window that the storm made the rain poured in in torrents. Every house that was unroofed was also flooded, causing serious damage to carpets, pictures and furniture. The three or four minutes during which the storm lasted was a period of terror. Then it passed as suddenly as it had come, leaving in its wake many stricken homes and a desolated landscape, with scarcely a whole tree left standing.

Doctors and Lodges.

Melbourne, 28th March.

A Bill regarding the Doctors and Friendly Societies' Lodges, designed to bring the parties together in a spirit of conciliation, has passed both Houses of the Victorian Parliament.



Methodist Church, North Brighton.



The Brighton Baths.

FIRST AID !



What a difference it makes to have a friend at hand to render "first aid" in an emergency! Serious consequences have often been averted, life itself has been saved, by the timely use of some simple measure—the prompt administration of some homely remedy.

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of the body's waste material is *the* condition precedent to health.

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Sole Manufacturers—E. Griffiths Hughes (Kruschen) Ltd. 68 Deansgate Arcade, Manchester, England.

War Honours for the A.I.F.

The following are the statements of services for which the undermentioned decorations were conferred. The ranks shown are those held at the time the awards were made:—

Awarded a Bar to the D.S.O.

Lieut.-Col. James Campbell Stewart, D.S.O., Inf.—For conspicuous gallantry and devotion to duty. When his battalion was ordered to fill a gap in the line caused by an enemy attack, he personally reconnoitred the position in advance of his battalion under an intense enemy barrage. Though the enemy were pressing forward fresh troops and machine-guns, by his courageous leadership and example he succeeded in filling the gap with his battalion, consolidated the position in spite of very heavy fire, and held it until relieved. The loyal support which he rendered to other battalions was in a great measure the cause of the success of the operations. On previous occasions he has been largely responsible for the success achieved by his brigade.

Awarded the D.S.O.

Major Sydney Vere Appleyard, A.M.C.—For conspicuous gallantry and devotion to duty. He established a forward dressing station immediately in rear of the front line during an attack, and attended continuously to the wounded, frequently going out and dressing cases in the open under heavy shell fire. His dressing station was hit by a shell, and, though he was badly shaken, he continued his work with great determination and devotion to duty. His fearlessness was an inspiration to all, and was the means of saving many lives.

Major Henry Bachtold, M.C., Engrs.—For conspicuous gallantry and devotion to duty. In daylight, under fire and heavy direct observation by the enemy, he marked out the assembly position for the attack by his brigade. During the attack he personally reconnoitred the whole brigade position and organised the work of consolidation. His personal courage and skill in grasping the situation were of the highest order.

Major Neil McKenzie Freeman, Inf.—For conspicuous gallantry and devotion to duty when his battalion was attacked by the enemy after a preliminary bombardment of great intensity. Though his right flank was exposed by the enemy attack, he held his position with the greatest determination and repulsed the enemy, inflicting casualties. When reinforcements arrived he personally directed their dispositions under a very heavy enemy barrage, and continued to send clear and encouraging reports upon the situation. He was able eventually to cover the gap on his flank and to consolidate the position. On a subsequent occasion he rendered great assistance

in supporting an attack and in consolidating a captured position. His courage and devotion were beyond all praise.

Major William Wallace Stewart Johnston, M.C., A.M.C.—For conspicuous gallantry and devotion to duty. While the enemy were shelling very heavily the positions where assaulting troops were assembled he went out into the open with an absolute disregard of personal safety and attended to the wounded where they lay. After the attack was launched he continued to work for several hours under a very heavy enemy barrage until severely wounded. On many previous occasions his fearlessness and devotion to duty while acting as regimental M.O. have been most conspicuous.

Lieut.-Col. Norman Marshall, M.C., Inf.—For conspicuous gallantry and devotion to duty. When ordered to fill a gap in the line caused by an enemy attack he personally led his battalion through a heavy enemy barrage to its position. He rendered valuable service in arranging the assembly positions for two other battalions which were ordered to join in an attack at very short notice, and in guiding those battalions under fire to their positions with only two casualties. During the attack, when the troops on the right of the brigade were held up, the flank of the brigade seemed likely to become exposed, but by skilful dispositions he succeeded in keeping this flank covered as the advance progressed and consolidated the position under heavy fire. He subsequently led his battalion to the capture of an enemy position of great tactical importance, and afterwards captured several enemy concrete posts with a number of prisoners. His fine leadership and gallantry were largely responsible for the success of the operations.

Lieut.-Col. Charles Conway Mason, Inf.—For conspicuous gallantry and devotion to duty. He carried out a successful attack on an enemy position with great skill, although the plan of operations had to be altered at very short notice. Though blown up and severely shaken during the attack, he continued in command and consolidated the position, capturing ten machine-guns and inflicting heavy casualties on the enemy. The success of the operations was largely due to his courage, determination and devotion to duty.

Major Howard George Tolley, Engrs.—For conspicuous gallantry and devotion to duty. He personally reconnoitred forward routes under a hostile machine-gun and artillery barrage. During the attack he reconnoitred for mines all the concrete posts and dug-outs in the area captured by the brigade, and also assisted in consolidating the captured position under heavy fire. He successfully organised the getting up of engineer stores and the laying out of communication routes, and supervised this

work under continuous shell fire. He has at all times set a fine example of cheerfulness and courage under the most adverse conditions.

Awarded a Bar to the Military Cross.

Capt. Gordon Cathcart Campbell, M.C., Inf.—For conspicuous gallantry and devotion to duty. While his battalion was assembling for an attack it came under a very heavy enemy barrage. With great coolness and determination and utter disregard of personal safety, he reorganised his own company and then assisted in reorganising the rest of the battalion. Throughout the operations his work was admirable, and he was largely responsible for the success achieved.

Lieut. Thomas Deam, M.C., Engrs.—For conspicuous gallantry and devotion to duty when in charge of a party burying a cable to the front line. As the party was assembling the enemy opened an intense barrage, during which he was blown up and badly bruised by a shell. Although severely shaken he remained at his post until the task was completed.

Capt. Keith Wemyss MacKenzie, M.C., Inf.—For conspicuous gallantry and devotion to duty. When in command of his company he displayed fine leadership and great dash in leading his company to the attack. He quickly reached his objective and consolidated the position under the heaviest shell fire. He has always shown fine fighting qualities, and has accomplished some very good work as company commander.

Capt. Kenneth Basil Muirson, M.C., M.G. Corps.—For conspicuous gallantry and devotion to duty. When the flank of the brigade to which he was attached became exposed during an advance he passed through a heavy enemy barrage, and by skilful disposition of his machine-guns he covered the flank and rendered great assistance to the infantry in repelling an enemy counter-attack. During the advance he succeeded in bringing fifteen captured machine-guns into action against the enemy by collecting and organising crews from the infantry, whom he had previously trained in the use of these guns. His courage, energy and devotion to duty were beyond all praise.

Capt. Robert James Smith, M.C., Engrs.—For conspicuous gallantry and devotion to duty. He surveyed and constructed a buried cable route 2,300 yards in length to a newly-won position, securing communication up to 400 yards from the front line. The work, which occupied several nights, was carried out under continual enemy barrages, and it was only by his untiring energy and dogged perseverance that it was completed in time and the communications secured.

War Honours for the A.I.F.—*continued.*

Awarded the Military Cross.

Lieut. Charles Wilson Cutcliffe Bluett, Inf.—For conspicuous gallantry and devotion to duty. He was in charge of a carrying party, but when all the senior officers in the attacking companies had become casualties he assumed command, and, after reorganisation, moved forward to the capture of the last objective. He rendered valuable service during the consolidation, and his cheerfulness, pluck and determination during the advance were an example to all.

Lieut. Hugh Julian Boyd, Inf.—For conspicuous gallantry and devotion to duty. The enemy penetrated the position on his right and enfiladed his battalion with machine-gun fire. He formed a defensive flank and foiled repeated attempts to roll up his line, inspiring his men by his fearlessness to hold on in a desperate situation. It was largely owing to his prompt action that the brigade front was held intact.

Lieut. Henry Joseph Bradley, Inf.—For conspicuous gallantry and devotion to duty. He carried out a daring reconnaissance of the forward area, and marked out assembly positions for the attack by his battalion in front of the most advanced positions. When all the officers in his company had become casualties he took command, and rendered most valuable service during the consolidation, organising carrying parties with supplies for the whole line. He showed the greatest gallantry and good leadership.

Capt. Vernon Carlisle Brown, A.M.C.—For conspicuous gallantry and devotion to duty when working at an advanced post. When the officer in charge of the post and a stretcher-bearer were wounded he attended to them under a heavy bombardment and assisted in carrying them to a place of safety. He showed great courage and coolness.

Lieut. George Burrows, Engrs.—For conspicuous gallantry and devotion to duty. He constructed a strong point under heavy fire, and for four days supervised the wiring of the brigade front, in spite of heavy counter-attacks. He showed great coolness and determination.

Lieut. Thomas Frederick McLean Bursey, Inf.—For conspicuous gallantry and devotion to duty. He took command of two other companies who had lost their leaders, and organised and consolidated the battalion line, holding it against a counter-attack. He moved about among his men for two days under intense shell fire, setting a splendid example of coolness and contempt of danger.

2nd Lieut. Leslie William Butler, Inf.—For conspicuous gallantry and devotion to duty. He led his platoon in the attack with great initiative and good leadership. He took command of his company when all

the other officers were casualties and led it to the final objective, which he consolidated and secured against counter-attack. During the advance he saved the life of a wounded man who was loaded with Very lights and bombs, whose equipment was set on fire by a shell. He showed splendid courage and coolness throughout, which did much to ensure the success of the operations.

Lieut. Samuel Lincoln Butler, Engrs.—For conspicuous gallantry and devotion to duty. He was in charge of some buried cable routes, and displayed the utmost courage and determination in maintaining these routes at a very important period. He was under continuous heavy shell fire, and rendered the most valuable service.

Lieut. Charles Richard Carleton, Engrs.—For conspicuous gallantry and devotion to duty. He organised and carried out the construction of a strong point during an attack. His party was subjected to very heavy fire throughout, but he completed his task, including the wiring of the position, in spite of heavy casualties to his party. Having completed the work and sent his party back, he remained on the spot himself to attend to the wounded. He set a most inspiring example of courage and determination.

Capt. Ernest Kenneth Carter, Inf.—For conspicuous gallantry and devotion to duty when in command of the leading wave of an attack. He led his men with great ability under very difficult conditions to the capture of the objective, and consolidated the captured position with great skill. He was responsible for guiding the battalion direct to its objectives in a dense fog, and showed great gallantry and good leadership.

Lieut. Charles Harold Davis, Inf.—For conspicuous gallantry and devotion to duty when his battalion was ordered to fill a gap caused by an enemy counter-attack. The position was very obscure, but he reconnoitred it through an intense barrage and guided his company to the position. By his energy and fearlessness he set a magnificent example to the battalion at a very critical moment.

Lieut. John England, Pnrs.—For conspicuous gallantry and devotion to duty. While on reconnaissance he was wounded in two places. Despite this he completed his reconnaissance, walked one and a half miles and guided a company on to the work. It was mainly due to his fortitude and endurance that the work was completed that night.

Lieut. Henry Finter, Inf.—For conspicuous gallantry and devotion to duty. When the other officers of his company became casualties he reorganised the company, which was supplying carrying parties, and succeeded in keeping the forward area supplied. He personally led parties through

heavy barrages with utter contempt of danger. Later, he took over part of the front line and consolidated the position. His example throughout the operations was splendid and greatly contributed to the success achieved.

Lieut. Walter Morris Felix Gamble, Inf.—For conspicuous gallantry and devotion to duty. He kept his battery in action during an enemy counter-attack in spite of a heavy barrage. When all his ammunition was expended he took command of a platoon and led them with great ability throughout the operations. He displayed the greatest coolness and initiative.

Capt. Robert Glasgow, Inf.—For conspicuous gallantry and devotion to duty. His company was held up in its advance by machine-gun fire, but he rallied his men, led them forward, and overcame the opposition. He consolidated the final objective so skilfully that very few casualties were caused by the intense enemy bombardment that followed. By his steadiness and coolness under fire he has continually set a magnificent example to his men.

2nd Lieut. Edmund Gore Goodwin, Engrs.—For conspicuous gallantry and devotion to duty in laying water mains forward under heavy shell fire. He worked indefatigably throughout the operations laying and repairing mains. He set an excellent example to his men by his courage and resource under fire.

Lieut. Stanley Albert Hill, Pnrs.—For conspicuous gallantry and devotion to duty. He was in charge of a convoy of motor lorries carrying urgent material forward. He found the road impassable owing to heavy shelling and dumps burning on each side of the road. He took his unloading party forward, cleared and repaired the road, and got his convoy through. He displayed great courage, determination and initiative and succeeded where others failed.

Lieut. Robert Arbuthnot Holmes, Engrs.—For conspicuous gallantry and devotion to duty. On two occasions when he was organising the bringing up of urgent material to the line by night, the roads became blocked by heavy shelling and congestion of traffic. With great coolness and total disregard of personal danger he went forward and cleared the roads sufficiently to allow important stores to be got forward. He set a fine example of coolness and courage.

Capt. Roy Kintore Hurcombe, Inf.—For conspicuous gallantry and devotion to duty. His company came under a heavy barrage when assembled for the attack. By his determination, cheerfulness and disregard of danger he reorganised the company and led it successfully to the final objective and consolidated the captured position. His ability and untiring energy contributed largely to the success of the operations.



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