NAVAL ATTACHE'S REPORTS

O.N.I.

JUNE *1915*

3

June 1915 - T6

Need not be returned.
(See Paragraph 4, Instructions of October 31. 1900)

TG

SUBJECT New Torpedo boats - Italian Navy.

From ..... No. 139. Date June 1, 1914.

Replying to O. N. I. No. ..... Date .....

1. From good authority I learn that the Italian Navy Department has ordered twentyfour additional torpedo-boats of the PN Class. Six of these boats have each been awarded to the shipbuilding firms of Ansaldo, Orlando, Odero and Pattison. These boats are to be completed in one year.

Need not be returned.

(See Paragraph 4, Instructions of October 31. 1900)

T6 (2)

SUBJECT French and English Re-enforcements to the Italian Fleet.

From ..... No. 140. Date June 1, 1915

Replying to O. N. I. No. ..... Date .....

1. The Italian fleet has been re-enforced by the British battleships - Implacable - London - Prince of Wales - and Queen, this division is under the command of Rear Admiral Thursby; there are also ten French destroyers attached to the fleet which I believe are under the command of a Captain of the French Navy. Half of these destroyers are of a late date while the other half belong to an earlier type. These ships together with the Italian fleet are at Taranto.

[See Paragraph 4, Instructions of October 31, 1900.]

Need not be returned

T6 (3)

Subject Secondary Naval Station, Tsingtao.

From W. *No.* 13. *Date* June 1, 1915.

Replying to O. N. I. No. xxxxx *Date* xxxxxxxxxx

580
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ENCLOSURE 7-6 1915 Naval War College

Now that the port of Tsingtao is in order the Secondary Naval Station, pro tempore, was closed on May 31st, and a Defense Division, pro tempore, similar to that in the South Sea Islands, will be stationed there instead.

Title VI. Expenses for Maintaining Naval Preparations	Yen	11,833,318
Item 1. Naval construction		11,833,318
Title VIII. Expenses for Investigation of Aeronautics		150,000
Item 1. Expenses for investigation of aeronautics		150,000
Total Extraordinary Expenditures	Yen	12,010,302

Expenses for Maintaining Naval Preparations.

1. Sum previously authorized	Yen	446,835,016
2. Additional sum authorized		93,946,914
Total		540,781,930

Of the above sum

1. Expended to and including 1914-1915	Yen	390,117,959
2. To be expended from 1915-1916		150,663,971

The last sum is to be expended from 1915-1916 to 1918-1919, and the amount assigned to each year is as follows :-

	1915-16	1916-17	1917-18	1918-19
Total	58,713,865	46,847,004	33,258,767	11,844,335
Naval Construction	40,495,926	36,548,489	25,815,641	6,360,478
Shore Buildings	8,248,930	5,000,000	5,000,000	2,983,857
Construction and repairs of ships and arms.	9,969,009	5,298,515	2,443,126	2,500,000

Extraordinary War fund.

Additional Extraordinary War Fund for 1915-1916 shall be	Yen	16,175,424

June 2, 1915. T6

Office of Naval Intelligence, Compilation J.H.K.

June 2, 1915. Copy N.H.L.

T6 1 (4)

U. S. S. NORTH CAROLINA,
At Sea, Alexandria-
Gibraltar,
June 1, 1915.

From:- Intelligence Officer.
To:- Commanding Officer.

SUBJECT:- Intelligence Report, Alexandria.

1. The defenses of Alexandria have doubtless been covered in other reports to the Office of Naval Intelligence. So far as could be ascertained, they have not been strengthened since the outbreak of the war, nor has the normal garrison of the city, two battalions of English regulars, been increased as a permanent garrison. Large quantities of troops are of course based there.

2. Since early February, 1915, Alexandria has been used as a base for the Allies' operations against the Dardanelles. An advanced base was established about March 1 on the island of Lemnos, but Alexandria has remained as the main base. It has been used for three main purposes: concentration and despatch of troops; collection and transportation of supplies; reception of wounded.

3. In the autumn of 1914, the main body of Australian and New Zealandian troops disembarked in Egypt and were concentrated in Cairo, to undergo a period of training. These troops, originally 50,000 in number, were subsequently reenforced to about 60,000. They comprised a complete army corps, with all arms. On Feb'y 23, the movement of these troops to Alexandria was commenced, and, as transports became available, they were thence transshipped to Lemnos, the concentration at that advanced base of the entire Australian contingent being completed about April 1. At the present time, some of these troops, artillery and cavalry only, have returned to Alexandria, as the cavalry cannot be used (except dismounted) on Gallipoli peninsula, and the artillery is in excess of that needed. English troops to the number of 25,000, of volunteers mainly, with some regulars, arrived in Alexandria in March and were, save about 5,000 still in Alexandria, sent direct to the Dardanelles. French troops, mainly African native troops, about 40,000 in number, were camped in Alexandria during March, and of them 5,000 remain, the rest having gone on to the Dardanelles. Such Indian troops, in all not more than 5,000 as went to that theater of war, went direct from Port Said, but their supply ships base on Alexandria.

4. The transportation of these troops and of the quantities of supplies necessary for them at the Dardanelles, was, and is being, effected by means of a number of British merchantmen, ranging from 5,000 to 20,000 tons full load displacement. These ships are divided into fleets and each ship is individually designated by a letter, indicating its fleet, and a number, showing its serial number in that fleet. The extent of these fleets may be judged from the highest serial numbers observed between May 14 & 29, the period of the North Carolina's stay in Alexandria:

A 36 (A for "Army" service -- originally "Australian", but now English and Australian indiscriminately.)

T6
1 (4)

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A 36 (A for "Army" service -- originally "Australian", but now English and Australian indiscriminately.)

S 23 (S for "supply")
N 8 (N for "naval division", a species of advanced base organization.)
Z 8 (Z for Indian troops and equipment).
F 14 (F for "French").

The routine business of handling and despatching these ships seemed to be excellently done, the large dockage spaces of the port proving of great value. For example, N 2 anchored, on arrival, near the North Carolina one afternoon, hove up and went alongside dock the next day, discharged a number of field guns and horses, found superfluous at the Dardanelles, and left port the following day.

The number of such auxiliary ships in port at any one day was well over forty.

The naval and military authorities cooperated in the management of these vessels. The Navy was in charge until the moment of anchoring on arrival, and after heaving up on leaving, but the Army was responsible for the allotment of dock space and the continuous flow of traffic. The exact authority in charge could not be determined, but was a general officer of the Army Service Corps, similar to the U.S. Quartermaster General. Naval authorities looked after the safety of the vessels en route, but as regards disembarkation, etc. at the Dardanelles, they were of course under the orders of the General Commanding the Expeditionary Force, Sir Ian Hamilton. These ships were mainly commanded by officers of the Royal Naval Reserve, but were manned by their civilian complement and flew the red ensign; one or two had been placed in regular commission and flew the white ensign and pennant.

The fleet organization seemed to be for administrative purposes only; no attempt at sailings in bodies, with or without escort, was made.

5. The British and Australian wounded from the actions at the Dardanelles were brought back to Alexandria in large hospital ships, converted passenger steamers, entering at the rate of about one daily; the French wounded were transported direct to France, from the Dardanelles. To date, some 20,000 wounded had been received in Cairo and in Alexandria, all entering through Alexandria. They were placed in all the regular hospitals of both cities and in many emergency hospitals. The subject of evacuation and receipt of wounded is to be treated more exhaustively by the Medical Officer of this vessel in a report to the Bureau of Medicine and Surgery. The hospital ships, like the other auxiliaries, were commanded by reserve officers, leaving the medical staff free for their duties.

6. The subject of military and naval operations at the Dardanelles, as far as could be learned from conversation with officers returned therefrom, will be covered in a separate report.

(signed) T. S. Wilkinson.

In reply refer to No.
b 13372

AEF.

OFFICE OF NAVAL INTELLIGENCE,
WASHINGTON, D. C.,

June 5, 1915.

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187

ENCLOSURE
5-5
JUN 11 1915
Naval War College

From: Director of Naval Intelligence.
To: President of the Naval War College,
via Aid for Operations.

Subject: Extracts from Attachés' Reports.

1. There are forwarded herewith copies of four sets of some extracts from reports of Naval Attachés.

2. As these notes contain some information given to the Attachés in confidence, they should not be given out.

S. M. Ofner

June 2, 1915. T6

Office of Naval Intelligence, Compilation J.H.K.

June 2, 1915. Copy N.H.L.

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Logistics III.

AMMUNITION SUPPLY - O.N.I.5172.-

Inactivity Goeben and Breslau (stated by Berlin) due to exhaustion ammunition and inability to get more. In beginning April, a train load ammunition shipped through Roumania and Bulgaria. Very heavy bribing of railroad and government officials necessary to get trains through.

Berlin Attaché reports that many German ships suffered lack ammunition before they were put out of action. Reserve ammunition in quantities and near at hand is an urgent requirement of naval campaign.

PURCHASE OF BRAZILIAN SHIPS - O.N.I.5175.

Negotiations being carried on in London by private concern for purchase of Brazilian dreadnoughts Minas Geraes and Sao Paulo for one of Allies, probably Russia. Probability of success of negotiations reported.

"ELIA" PROTECTION AGAINST SUBMARINE EXPLOSION - O.N.I.4509 A.

Reliable information that Elia system has not been adopted by French and English Navies. Vickers are experimenting with several systems of under-water protection which may or may not, embody Elia's(system) ideas.

NEW FRENCH BATTLESHIPS - O.N.I.1718.

1. Bretagne expected to be completed at Brest by June 1, 1915.

2. Lorraine at St. Nazaire. Estimated will be commissioned by June 15, 1915.

3. Flanders launched Brest Nov.22,1914. Work delayed to expedite Bretagne. Boilers and machinery now installed - no guns mounted as yet.

4. Normandie at St. Nazaire. On April 9,1915, had boilers on upper decks ready for striking below, much side armor and two turrets still to be installed and no guns aboard.

GAS ENGINES FOR SUBMERGED PROPULSION - O.N.I.-4644

British have given up experimenting with devices to run submarines submerged by means of internal combustion engines. Weight and cost eliminates it from practical use. No experiments made along this line for several years.

REDUCED CHARGES - O.N.I.-5091.

The Queen Elizabeth used half charges while bombarding Dardanelles forts in order to save guns and to get a sort of howitzer fire into forts.

WARSPITE - O.N.I.-5091.

The British dreadnought Warspite was commissioned April 6,1915, sailed from Devonport, destination unknown.

INFLEXIBLE - DAMAGE TO - O.N.I.-5091.

On March 18, 1915, in Dardanelles, Inflexible struck mine which exploded under forward part of ship. Several men caught in flooded compartments, drowned. Ship run into shoal water and later proceeded slowly to Malta.

INDEFATIGABLE - O.N.I.5091- April 16, 1915.

Now with battle cruiser squadron, probably replacing Lion which is still in dock yard.

CALIBRE MAIN BATTERY GUNS - O.N.I.-5112.

Report from Berlin Attaché, E-197,April 15,1915.

"The following significant remark was made to me by a German naval Lieutenant:-

"We realize that in actions between ourselves and the English, where the ships are about equal in number, that the ships with the biggest guns are going to win."

This is rather in contrast with earlier ideas in which

German rapidity of fire was looked upon to more than counteract the heavier weight of broadsides."

NEW ITALIAN SUBMARINES - O.N.I.-1671.

The 10 new submarines are to be of 200 tons (m.) displacement. The Fiat Co., which received contract for six, turned over two to be built at Orlando shipyard, Livorno.

NEW ITALIAN DREADNAUGHTS - O.N.I.-2794.

Cristoforo Colombo keel laid March 4, 1915,at Ansaldo & Co.

Marcantonio Colonna " " " 3, 1915,at Odero Shipbuilding Co., at Genoa.

Italian naval attaché in London stated that Colombo class and all later vessels would be equipped with U.S.Navy type of skeleton mast.

GERMAN MINES- O.N.I.-4890A

It is thought that German mines are connected by cables. Both"Carib" and "Greenbrier" were destroyed by mines which exploded amidships. Captain of Carib thought he had heard of this method from Germa ns (evidently he could not understand German sufficiently well to be sure of what he had heard).

GERMAN SUBMARINES AT TRIESTE - O.N.I.2608.

Report (V-14,April 29, 1915) from Vienna Attaché)

"There is a strong and persistent rumor in Vienna that parts of submarines of the latest type have been shipped from Germany to Triest for assembling and use against the allied fleets in the Mediterranean particularly against the forces operating against the Dardanelles.

I have been unable to ascertain any facts in the matter."

BRITISH SUBMARINES - O.N.I.-3749. (Personnel)

All submarines of D class and larger have three officers each, two regular service and one of reserve. The latter usually navigator.

The first of G. Class ready in July. Eight being built Chatham and remainder (probably seven) at private yards. G class about 1300 tons submerged displacement.

The American built submarines are called F and H classes.

Following list of submarine losses up to May 11, 1915, believed to be fairly accurate:

AE2- Australian - off Australia -- accident (published)

B-4)
)Off Dardanelles - believed struck by mines (not
B-11)
published)

C-11) English Channel. No details. (Not pub-
)
C-22(?)) lished.)

D-2 - lost in the Belt. (Not published)

D-5 - Sunk off Yarmouth by mine (published)

E-3 - Helgoland Bight (published)

E-10- Did not return from North Sea (published)

E-15- Lost off Dardanelles - (published)

Note: "C-11" probably refers to "C-12".

Loss of D-2 was published in American press- April 20, 1915.

GERMAN SUBMARINES - O.N.I. - 4734

Berlin attaché reports rumors that German Navy is building submarines of 2100 tons displacement, some of which are said to be in service. Also building some of 2900 tons. No official confirmation to date.

GERMAN SHELLS - O.N.I.-275.

Petrograd Attaché reports rumor that a number of German shells fired at long range fell base first and that Lion had been so struck.

PAINTING ENGLISH SHIPS - O.N.I.-5142.

Extract report from C-in-C, Atlantic Fleet:-

"H.M.S. Suffolk - painting of -

x x x x Apparently an effort was made, by use of the dark paint on part of the side to give a silhouette of a much smaller vessel; also to blend in with the water line. The bow and stern, as well as the upper part of the hull, masts, stacks, etc., were painted a very light whitish gray of rather streaky appearance to blend in with fog, clouds, or a misty horizon. The result is considered to be very effective towards reducing visibility."

[See Paragraph 4, Instructions of October 31, 1900.] Need not be returned.

T6
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(2)

SUBJECT INTERNATIONAL LAW - GERMAN FOREIGN OFFICE OVER THE CASE OF AMERICAN STEAMERS "GULFLIGHT" and "CUSHING".

From Z No. 358 Date June 3, 1915. , 191

Replying to O. N. I. No. Date , 191

The following note was sent to the Embassy yesterday afternoon and sent by cipher telegram last night:-

" With reference to the note of May 28th, the undersigned has the honor to inform His Excellency the Ambassador of the United States of America Mr. James W. G e r a r d that the examination undertaken on the part of the German government concerning the cases of the American steamers "GULFLIGHT" and "CUSHING" has led to the following conclusions:- In regard to the attack on the steamer "GULFLIGHT", the commander of a German submarine saw, on the afternoon of May 1st in the vicinity of the Scilly Islands, a large merchant steamer coming coming towards him which was accompanied by two small vessels. These latter took up such a position in relation to the steamer that they formed a regulation safeguard against submarines; one of them moreover had a wireless apparatus, which is not usual with small vessels. From this it was evidently a case of English convoy vessels. Since such vessels are regularly armed, the submarine could not approach the steamer on the surface of the water without running the danger of destruction. On the other hand it was to be assumed that the steamer was of considerable value to the British Government since it was so particularly guarded. The commander could not see any neutral markings of any kind, that is, distinctive marks painted on the freeboard recognizable at a distance, such as are now usual on neutral ships in the English zone of warfare. In consequence he arrived at the conclusion from all the circumstances that he had to deal with an English steamer, and attacked submerged. The torpedo came in the immediate neighborhood of one of the convoy ships which at once approached rapidly to the point of firing, so that the submarine was forced to go to a great depth to avoid being rammed; the conclusion of the commander that an English convoy ship was concerned was in this way confirmed. That the attacked steamer carried the American flag was first observed at the moment of firing the shot. The fact that the steamship was pursuing a course which led neither to nor from America was a further reason why it did not occur to the commander of the submarine that he had to deal with an American steamship.

Upon scrutiny of the time and place of the occurrence described, the German government has become convinced that the attacked steamship was actually the American steamship "GULFLIGHT". According to the attendant circumstances there can be no doubt that the attack is not to be attributed to the fault of the commander but to an unfortunate accident. The German government expresses its regret to the Government of the United States concerning this incident and declares itself ready to furnish full recompense for the damage thereby sustained by American citizens. It begs to leave it to the discretion of the American government to present a statement of this damage, or if doubts may arise over individual points, to designate an expert who would have to

determine together with a German expert the amount of the damage.

It has not yet been possible by means of an inquiry fully to clear up the case of the American steamship "CUSHING". According to the official reports available only one merchantship was attacked by a German flying machine in the vicinity of Nordhind Lightship. The German aviator considered the vessel as hostile, and was forced to consider it as such, because it carried no flag and also bore no further recognizable neutral markings. The attack, which was carried into effect by means of four bombs, was of course not aimed at any American ship.

That, howevr, the ship attacked was the American steamship "CUSHING" is not impossible considering the time and place of the occurrence; nevertheless this does not appear to have been established beyond doubt. The German government accordingly requests the American government to communicate to it the material which has been submitted for judgement in order tha, with this as a basis, it can take further position in regard to the matter.

While the undersigned leaves it to the Ambassador to bring the foregoing to the immediate attention of his government, he takes this opportunity to renew the assurance of his most distinguished consideration.

(Signed)

Minister of Foreign Affairs
(By name)

G e r a r d ."

SUBJECT German Submarines in the Mediterranean

From T No. [illegible] Date June [illegible], 1[illegible]

Replying to O. N. I. No. Date

1. Since the torpedoing of the English battleships Triumph and Majestic off the Dardanelles there have been many rumors about that this was the work of German submarines, and opinion was divided as to whether those boats had come through the straits of Gibraltar or from the Belgian coast. I learn now that it is the opinion of the British Admiralty that those boats have come through the straits of Gibraltar. The British Consul at Barcelona reported that there was a German submarine in that port only a short time ago.

Office of Naval Intelligence, Compilation J.H.K. 3

June 3, 1915. Copy N.H.L.

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MISCELLANEOUS III.

EXTRACT O.N.I.-4755.

The following is taken from an official report regarding Falkland Islands battle. As Tactics and Logistics are so closely interwoven in this account, the entire report is quoted under "Miscellaneous."

"The following details in connection with the Falkland Islands fight have been learned from the "Invincible."

The Germans usually fired directly after the English ship, so that their cordite smoke interfered with English spotting.

The action fought with the Scharnhorst was at 16000 to 12,000 yards. The Scharnhorst straddled the Invincible with the third salvo, range about 15,500 yards.

The incendiary effect of shell explosion was very small; a shell exploded in one compartment where there was wooden furniture, but no fire resulted,and the paint work was not even scorched.

Fire was controlled from the fore top during the entire engagement; ship steaming down wind most of the time, and smoke from funnels and cordite interfered with range finding.

Range finders were of very little use and range finder plotting impossible owing to great range and difficulty of observation. Two spotters were necessary aloft, one at forward end and one at after end of top, as the splashes from the enemy's shots frequently shut off the view of one or the other, but rarely both. Large quantities of water were thrown over the ship by enemy's shots, and the control top was frequently wetted. Continual wiping of all glasses was necessary;this also applied to turret sights.

Bow wash was point of aim, but was not a good one as it was hardly visible. Enemy altered his course 16 pts.several times and pointers on some occasions mistook stern for bow, causing dispersion. At no time was the center portion of the enemy's

ship more obscured than the bow or stern.

The Invincible's director firing installation had not been completed so was not used. The smoke at times seriously interfered with the laying of guns of two of the turrets, and it is thought that a director system would have been of immense value.

There were four 3in. voice tubes from fore top, all close together, and one shell wrecked three and flattened the fourth, so that communication was very difficult. Several flexible voice tubes were exposed on deck in the neighbourhood of the conning tower. They were entirely wrecked by the blast of the explosion of an 8.2 shell, and a 2" copper tube in same place was not injured.

An 8.2 shell wrecked the starboard mast strut. The blast of the explosion blew open the door at the top into the control top and wrecked the Dumeresque and the rate transmitter; it knocked everyone down, and caused spotters to miss the fall of one salvo.

Separate telephones had been fitted from control top direct to each turret officer - these were invaluable, both before opening fire and during intervals,for direct conversation.

Spotting against the Gneisenau was particularly difficult, as she zigzagged. Changes of course could not be detected and continual spotting was necessary. The only effective way was to keep rate at zero and spot on to the target, thus getting an occasional hit.

All men of turret crews should have respirators.

If paint is thick on turret guns it will give off fumes after long firing.

Much trouble was experienced with the caps of fuzes for lyddite shells; some pins could not be gotten out, and shells were fired with caps on. There were several other minor mishaps in turrets, but none of any consequence, and all turret

guns were in action at the finish.

507 rounds of turret ammunition were fired, of which 109 rounds were fired from left gun of forward turret.

The conning tower roof was struck by an 8.2 shell, which exploded. The door was badly jammed but no one was hurt.

Excessive water on upper deck is a mistake; it runs through shot holes to lower decks; everything was very wet from water thrown by shots of enemy."

EXTRACT O.N.I.-5241.

The following is taken from an official report regarding sinking of French Cruiser Leon Gambetta.

"On the 27th instant the Vienna press published the following terse report of the commander-in-chief of the fleet:

"Submarine U-5, under the command of Lieutenant Georg Ritter von Trapp, has torpedoed and sunk the French armored cruiser Leon Gambetta in the Ionian Sea."

Newspaper despatches from Italy give the following additional details:

The sinking occurred in the middle of the night about 20 miles from Santa Maria di Leuca.

One despatch purporting to be an account by surviving officers of the Gambetta is as follows:

Rome 28 April. Shortly before midnight the cruiser had held up a three-master and examined her papers. Hardly had the ship been permitted to proceed when the cruiser received a heavy blow from starboard, the meaning of which was at once clear to everyone, for at the same moment the electric lights went out and the engine-rooms filled with water. The ship had a hole a meter in diameter just below the waterline. The dynamos and engines were destroyed or rendered unserviceable and the radio apparatus refused to function. The watertight doors still held the entirely helpless ship above water, but her fate was sealed.

The crew, the greater part of which had been surprised while asleep, took to the boats almost unclothed. Two of the boats capsized and the others drifted to the southwestward with the strong current; with the assistance of the Italian torpedoboats which had rushed to the scene four of them reached Cape Leuca. In the course of the forenoon 3 officers and 20 men were rescued 12 miles from the cape..... In all 10 officers and 149 men have been rescued. There is no news of the remainder of the complement.

Another despatch states that the Gambetta, which was steaming at about seven knots, was struck by two torpedoes, the second of which exploded in the engine-room. The cruiser attempted to strand herself but was unable to do so. She sank in ten minutes.

This event is the cause of much rejoicing in Vienna and is gladly seized upon by the authorities and the press to raise the spirits of the greatly depressed public. It is given an importance vastly in excess of its actual significance."

NOTES ON GERMAN SUBMARINE WARFARE - O.N.I.-4654.

Statements made by a German submarine officer actively operating on English Coasts:

1. Greatest danger to be avoided is being rammed. Much caution has to be observed to avoid this. When periscope first emerges, the danger is greatest as submarine can be rammed before enemy is seen.

2. Submarines can not attack British transports in Straits as they are absolutely enveloped by destroyers.

3. Invariably when German submarine stops English merchantman and orders master to come aboard submarine with his papers, the master fails to bring along manifest or invoices claiming that he forgot or mislaid them.

4. In case of Dutch ship "Medea"- Italy for England- claimed

to be laden with oranges only, the master brought orange invoices and claimed there was nothing else. Submarine officers worked out space oranges would occupy and found it to be only one-third ships capacity. Therefore they sank the ship.

5. An innocent looking English coasting steamer which was stopped suddenly opened fire and two destroyers appeared. Only by quick work the submarine escaped. Steamer acted as decoy.

6. Asked if they would sink a ship like Lusitania, if they got a chance, the officer said "certainly", in fact she was being looked for."

Note. This interview took place prior to April 15, 1915.

NOTES ON DARDANELLES.-O.N.I.-4704.

The wrecked British submarine E-15 is about 400 yards to southward of Kephez Burnu (Dardano) and is partly visible above water.

Three British submarines are said to have been sunk or captured in sea of Marmora, near Merefli (40 miles above Gallipoli) during past week. (May 3,1915). Stated they came through Dardanelles on moonlight night.

Turkish troops at Dardanelles are in good spirits, under command of Turkish officers, well drilled and enthusiastic.

The "Haraddin Barbarrossa" and "Torgut Reis" alternate on duty at Dardanelles, one being on duty while other overhauls, etc., at Golden Horn. Relieve each other for periods of about one week.

Russian Fleet continues bombarding various parts Turkish Black Sea Coast, near Bosphorus. Bombarded Bosphorus itself May 1, 2 and 3rd.

Russians using two balloons for fire control.

Sultan Selim (ex Goeben) accompanied by a destroyer and a torpedo boat was in Bosphorus night of May 2, 3.

Hostile aeroplane (painted green) dropped bombs and papers on Constantinople May 2. No material damage.

Turks and Germans still grimly confident (May 3,1915)

Admit however that conditions are critical and any thing may happen.

A Turkish naval officer stated (April 26th)

(a) Estranged feeling between Turkish and German naval officers growing.

(b) Turkish officers receive half pay. Turkish enlisted men draw $1.20 per month. All Germans receive double pay.

(c) Increase of want and misery among the poor even though winter is over.

(d) Turks can not stand another winter of war.

(e) Majority Turks hoped English would get in soon.

(f) Spies everywhere - no one dared talk.

(g) The triumvirate, Enver Pasha, Talaat Bey and Djemal Bey absolute and in combination with Germans.

(h) Combination expected to fall sooner or later "and most people hoped sooner; there is no justice now."

The Bulgarian Government, as result of Russian pressure, held up ammunition from Germany and Austria for Turkey. Turks fear scarcity of ammunition.

Statement by Turkish Officer (April 17) recently returned from Kavak (Black Sea entrance to Bosphorus):

(a) Russian Fleet off Kavak for three weeks seen every day. At one time 35 vessels counted. Continues bombarding Black seaports. Put Kavak battery Anatolian side, (12-10 cm.) out of commission.

(b) Two searchlights working constantly at Kavak. Patrol torpedo boats also maintained.

(c) On April 1, Turkish fleet went out - Undilli (Breslau) Hamidieh, another ship and 6 colliers steamed down Anatolian Coast while Selim (Goeben), Medjidieh and two destroyers steamed along European Coast. Russian fleet appeared. Medilli, Hamidieh and other ship returned safely without colliers.

Selim returned soon after and signalled she had been torpedoed and that Medjidieh and 2 destroyers were lost, sunk by

Office of Naval Intelligence, Compilation D.W.K. 4 (1)

June 4, 1915. Copy N.H.L.

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AERONAUTICS II.

At the time of the first Zeppelin Raid on Paris during March, the French searchlights and anti-air craft guns were apparently controlled individually and difficulties were encountered similar to those experienced by our ships in the earliest stages of night firing. The searchlights constantly crossed beams, guns fired frequently without a target and in general, there was much confusion, lack of co-ordination and ineffectiveness.

During this raid the general confusion was so great that aeroplanes were not sent up for fear of damage from French guns.

Two kinds of shell were used. Shrapnel without tracers and a special anti-air craft shell fitted with tracer and designed to set fire to and explode the hydrogen gas of the Zeppelin. In some of the shrapnel a time fuse was used.

Since the first raid the dispositions made for the defense of the city against Zeppelin Raids have greatly improved. During the raid of May 11th the city was first darkened and 5 aeroplanes fitted with searchlights were sent up. The efficiency of this means of illumination was unfortunately not tested because the Zeppelin, for some reason unknown, turned back.

French aeroplanes are now equipped with small glass bottles about 4" long and 1 1/2" square, carried in racks on the sides of the fuselage.

These bottles contain an explosive charge which explodes five seconds after the stopper has been withdrawn, forming a smoke puff.

There are three types: one making a single smoke ball; one making two smoke balls, and another forming a smoke streamer.

The signals are designated with the following meanings:

The streamer: Aeroplane ready to observe; commence firing.

One smoke ball: short.

Two smoke balls: over.

Right and left is designated by aeroplane turning; for

example: a shot is short and right - the observer drops a single smoke ball bottle and the aeroplane changes its course to the right.

The initial range is taken from the maps, and the aeroplane observes from a course determined by its battery and the target.

French aeroplanes equipped for night flying are provided with an electric light of about 6 candle power, - electric current being supplied from dry cell batteries weighing about 4 lbs. This lamp is fitted on the landing chassis in the most advantageous position and depending also on the type of landing gear of the aeroplane.

The landing field is illuminated by pouring gasoline on the ground and lighting it. This has proven very dangerous as sometimes it spreads in the path of the landing machine. This practice is being discontinued and in the future torches will be used.

Night flying is not carried on to any extent, due to the dangers it offers, and results obtained do not compensate for the losses incurred. Several night raids have been made on German positions, but these have been carried out over ground that the pilots had flown over for months and were perfectly familiar with in case of a forced landing outside of the landing field. The pilots were also all expert flyers selected for the work.

A pilot who has made several of these raids, said that a moonlight night was selected, and all navigating in the air was done by compass. The noise of the motors notified the men on duty at the field of the return, when gasoline fires were lit for landing. Down to about 50 feet, the ground can be clearly distinguished, but after that it is impossible to judge the height; then the lamps carried by the aeroplanes are used. The lamps are controlled by buttons on the control columns.

The British have a number of large calibre howitzers in France, the spotting for which is done by means of aeroplanes equipped with radio, both gun and aeroplane being supplied with fire charts. These charts are divided into large squares, which are lettered A., B., C., etc. These squares are in turn divided into sixteen small squares, numbered 1, 2, 3, etc., and these numbered squares are again divided into sixteen small squares lettered a, b, c, etc. The fall of a shot can therefore be closely located by signalling the three designations in succession, thus - B3d, F73, etc. The receiving radio is located in a bomb proff in rear of the gun and connected by telephone to gun position.

The accuracy which has been attained with this howitzer is said to be marvellous.

The Germans report that the French aviators are using bombs which emit strong gases on exploding which have an exceedingly strong odor (called in German "Stinkbomben"). The purpose is to drive the men away by means of this strong, offensive odor and then make an attack. For this reason French aviators have dropped these bombs on German soldiers in the trenches.

It was not stated just what the gases are that are being used. There are, however, a number of such kind of gases that can be used.

The necessary requisite of these gases is that they can be liquified. The bomb is filled with liquified gas so that the small volume of the bomb can be utilized to contain the maximum amount of gas. This liquid gas upon the explosion of the bomb then takes its former gaseous state and makes a large volume of gas. There are a number of gases which can be used in this manner for the filling of bombs - for instance, sulphurous acid (H_2SO_3) and chlorine gas (C_1), etc.

The objection to this type of bomb, however, lies in the fact that all of these gases are heavier than air; they volatilize very slowly and gradually. The gas hangs over the place where the

bomb fell and exploded, like a heavy cloud. The result of this is that both sides cannot come together until the atmosphere is cleared. It is apparently as bad for one side as for the other. This gas, furthermore, is very limited in the area covered and the number of men affected. The soldiers have time when in good trenches, to get clear and to jump into their trench "dug-outs".

The Germans claim this type of bomb is of small value and use against an enemy and is in no way to be feared.

It has frequently been stated by German officers that the Germans are experimenting with a gaseous bomb which on exploding emits a poisonous gas that will kill all who breathe it. A bomb filled with such a gas and lighter than air would be much more dangerous than the "Stinkbomben". There are, however, no reports of this bomb being used by German aviators in the field.

Office of Naval Intelligence, Compilation J.H.K.

June 3, 1915. Copy N.H.L.

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TACTICS III.

TACTICAL ORGANIZATION OF ITALIAN FLEET ON MAY 7, 1915. O.N.I.3327.

1. As well as can be determined with war imminent the following is the present constitution of the Italian fleet. This allows for the dreadnought Duilio which, from all reports, can join at any moment.

2. The assignment of destroyers to divisions is impossible, as no information has been given out since last July.

1st. Squadron

Commander-in-Chief, S.A.R. il Duca degli Abruzzi,
Chief of Staff, Vice Admiral Cito,
Flagship-Conte di Cavour.

1st.Division.	3rd. Division.	5th.Division.
-Rear-Admiral Corsi.-	-Rear-Admiral Trifari-	-R.Adml.Cervin-
Dante Alighieri	Garibaldi	Brin
Leonardo da Vinci	Ferruccio	E.Filiberto
Giulio Cesare	Varese	Saint Bon
Duilio.	V. Pisani.	Carlo Alberto.

2nd. Squadron

Commander-in-Chief, Vice Admiral Presbitero,
Chief of Staff, ?
Flagship-Regina Margherita.

2d. Division.	4th. Division.
-Rear-Admiral Cutinelli-	-Rear-Admiral Cagni-
Regina Elena	San Marco
Napoli	Pisa
Vittorio Emanuele	San Giorgio
Roma.	Amalfi.

Division of Scouts

Nino Bixio
Quarto
Marsala.

Destroyers.
37

Alpino	Bersagliere	Indomito
Aquilone	Borea	Impavido
Artigliere	Carabiniere	Intrepido
Ardito	Corazziere	Impetuoso
Ardente	C.Rossarol	Irrequieto
Audace	Lardo	Insidioso
Animoso	Espero	Lampo

Destroyers (Continued)

Ascaro	Euro	Lanciero
A.Poerio	Fuciliere	Nembo
	Fulmine	Ostro
	F.Nullo	Pontiere
	Garibaldino	Strale
	Granatiere	Turbine
	Guglielmo Pepe	Zeffiro.

No change in Torpedo-Boats.

Submarines
(21)

Delfino	Velella	Jalea
Glauco	Medusa	Jantina
Squalo	Argo	Zoea
Narvalo	Fisalia	G.Pullino
Otaria	Salpa	G.Ferraris
Tricheco	Nautilus	Atropo
Foca	Nereide	Argonauta.

Note. For characteristics of these vessels see "The Naval Pocket Book 1915."

CONVOYING AUSTRALIAN TRANSPORTS - O.N.I.-5098.

Troops (about 50,000) embarked in 38 transports. All cruised in one body in a formation of two parallel lines, 19 transports in each line, interval 3 or 4 miles, distance about 1000 yds. Position kept roughly. Rectangle about 4 by 10 miles.

All radio sending keys removed. Signalling entirely by flags. Cornet radio messages warships to transport very rarely made. Due to this radio restriction the convoy passed within 40 miles of Emden without detection.

Attending men-of-war were British Cruisers Melbourne, Sydney, and Minotaur, and Jap cruiser ~~Ilriki~~ Ibuki. Melbourne ahead, Sydney ~~xxxxxxxxx~~ left flank, ~~Ilriki~~ Ibuki right flank, Minotaur astern.

Shortly after departure from Australia, Minotaur was detached for scout duty.

Sydney left to destroy Emden and thereafter proceeded Colombo alone.

Ilriki also detached. Convoy then proceeded.

SUBJECT Dardanelles operations; H.S.S. Agamemnon

From *No.* 91. *Date* 4 June, *1915*

Replying to O.N.I. No. *Date* , *191*

It seems certain that the Agamemnon has been torpedoed and sunk off the Dardanelles, although there has been no statement by the Admiralty in regard to her.

SUBJECT The Austrian Naval Attack on the Italian Towns

May 24, 1915.

From T No. 144. Date June 5, 1915.

Replying to O. N. I. No. ——— Date

1. Any particulars other than the very general official account in the clippings forwarded, have been almost impossible to get, but I submit the following which has a little additional information.

2. About 4 a.m. three Austrian light cruisers opened fire on Senigallia, entirely destroying the Custom-house, and damaging many houses. There were a few killed and many wounded. Operating with the cruisers there was an aeroplane which had no offensive part in the action, and although reported to me to be directing the fire, I think it more probable that the machine was used to keep the ships informed of any possible approach of enemy vessels. A troop train was fired upon, but the troops were all disembarked before the range was found.

3. At Ancona there were nine Austrian vessels in the attack - three cruisers and 6 destroyers - I believe this one force operated against all the towns, passing from one to another. The masked battery mentioned in the clippings did considerable damage to the Austrian ships.

4. The other towns sustained more or less damage.

U. S. S. NORTH CAROLINA,
Gibraltar,
June 7, 1915 .

From:- Intelligence Officer.
To:- Commanding Officer.
SUBJECT:- Intelligence Report, Gibraltar.

1. Due to the state of war, additional restrictions have been made to prevent the intrusion of unauthorized persons into forbidden territory, and much of that territory formerly open is now closed.

2. Whether for exercise or for actual use in case of necessity, sand-bag barriers, loop-holed, have been placed on top of the walls commanding a view of the causeway from the neutral ground and other preparations made to resist any possible land attack.

3. In the Navy Yard, there are at present three completed dry-docks, two about five hundred and fifty by one hundred feet, and the third about seven hundred and fifty by one hundred and twenty five. The draft of the first two seemed about thirty feet from rough observation, of the third about thirty five. The first two were occupied at this date by the light cruiser "Bristol" and the pre-dreadnaught battleship "Caesar"; the third was unoccupied. The "Caesar" has, it is understood, suffered slight injuries at the Dardanelles, the "Bristol's" reason for docking was not certain.

4. The battle cruiser "Inflexible" was lying alongside the workshop dock, and two heavy cranes were employed in lifting material to or from her. The extent of her injuries at the Dardanelles could not be determined, but she has now been here six weeks and it is stated that she will remain two months longer.

5. Several destroyers, torpedo boats, and the French ship "Cassard" comprised the remainder of the Allies' vessels here. All were at anchor behind the breakwater and were, as far as could be ascertained, ready for service and in full commission.

6. The Navy Yard, though contained in limited space, had a number of buildings resembling machine shops, eight or more, and probably is equipped for any ordinary Yard construction and repair work.

T. S. Wilkinson

ADDENDUM. The "Inflexible" and also one merchant steamer lying at anchor in outer harbor, had painted on their bows an imitation bow wave, to confuse any enemy's calculations as to the speed of the ship, for fire control or torpedo direction purposes. The "Inflexible's" painted wave was about six feet above the water-line and extended aft about thirty feet; the merchantman's about two feet above the line, and tapering for twenty feet aft, to meet the water-line; the "Inflexible's" did not taper.

[See Paragraph 4, Instructions of October 31, 1900.] *Need not be returned.*

(2)

SUBJECT GERMAN SUBMARINE TO CONSTANTINOPLE.

From Z *No.* 260 *Date* June 7, 1915.

Replying to O. N. I. No. *Date* , 191

I learn on good authority that the submarines which recently arrived at the Dardanelles and have achieved so much success came direct from Germany and were not sent to an Austrian port and assembled there.

[See Paragraph 4, Instructions of October 31, 1900.]

SUBJECT SITUATION brought forward by the SINKING of "F A L L A B A".

From Z No. 261 Date June 7, 1915. 191

Replying to O. N. I. No. Date 191

Reference:- Z-198 of April 15 1915.

The following is a copy of a letter (translation) and a picture sent me by the Admiralty Staff on June 4th 1915.

" Berlin, June 4, 1915.

I have the honor to forward herewith a picture. From it it may be clearly seen that English soldiers have been transported on the "FALLABA".

By order.

(Sig). Vanselow".

To the American Naval Attaché
and Commander U.S. Navy,
G h e r a r d i
American Embassy, Berlin.

- - - - - - -

The Admiralty Staff cannot or will not see that even if British officers (or soldiers) had taken passage on the "FALLABA", the safety of neutral passengers on merchant steamers still remains of consequence and must be provided for.

I am told that in the Foreign Office there is a very strong desire to make concessions in regard to the submarine warfare, but that the Naval Staff refuses to yield and the Emperor backs the Naval Staff.

The Naval Staff generally believes that given time the submarine warfare will ruin England.

Translation.

REGULATIONS

FOR THE MEMBERS OF THE VOLUNTEER MOTORBOAT CORPS.

§ 1.

The purpose of the Volunteer Motorboat Corps is the support of the fighting forces of our country in time of war in case of necessity and upon demand of the command of the Army and in accordance with directions received from the Ministry of War and the Chief of the General Staff of the Field Army.

§ 2.

The Corps will be organized from the owners of motorboats placed to the disposition of the Government and their pilots, also from those Gentlemen who place their services at the disposal of the Corps in assisting the conduct of business as an office of honor.

§ 3.

The members must be citizens of the German Empire, and the boats must be entitled to fly the German national flag.

§ 4.

The Volunteer Motorboat Corps (F.M.K.) is under the command of a commander-in-chief appointed by His Majesty the Emperor. The Commander-in-chief appoints a staff consisting of 6 members.

§ 5.

Applications for membership are acted upon by three members of the Staff as the "Committee of Acceptance .

§ 6.

The members of the Corps obligate themselves upon their word of honor to carry out all orders of the commander-in-chief or his subordinates without contradiction to the best of their ability.

§ 7.

After admission to the corps a commision is prepared for the new member and handed to ~~the~~ him.

§ 8.

The admission of the members is based upon a service contract.

Such a contract is also made with the members of the crew: Machinists, quartermasters, and sailors.

§ 9.

Non-fulfilment of obligations will result in expulsion from the F.M.K.

§ 10.

The dismissal from the Corps may be carried out by the Commander-in-Chief with the consent of the majority of the Staff.

§ 11.

The Staff forms the Court of Honor of the Corps and acts in conformity with the regulations laid down for officers of the Army in the Courts of Honor for the latter.

§ 12.

Members of the Corps who are officers placed to disposition or retired receive the pay and allowances of their service grade for immobile formations, the rest of the members the pay and allowances of lieutenants. Gratuities for uniforms are not granted. Pay beyond that of a "staff officer" (~~above~~ below Major) is not granted.

The motor machinists and boats wheelmen receive the pay and allowances of corporals, for the rest of the crew the pay of the privates of the Army forms the basis.

The position of the Commander-in-Chief is an office of honor.

All the members of the F.M.K. are entitled to quarters in kind and free subsistence, if not in a position to make use of them the regulation reimbursment. In the payment of the pay and allowances, the principles laid down in the"War Payment Regulations" S 8 and 9 are applicable with due consideration for eventual special orders from the War Ministry.

§ 13.

The members of the F.M.K. have the rank of officers. The motorboat pilots, however, have not the status of superiors as far as the Army and Navy is concerned.

The captain of the boat (pilot) and the whole boat's crew are during mobilization subject to military jurisdiction and military discipline.

§ 14.

In case of sickness, wounds or death, the provisions noted in the service contract, are applicable.

§ 15.

Running material for motors and engines as well as running material for boilers is furnished by the Army Administration.

The boat remains in the possession of the owner during the war. A commission of experts witha representative of the War Ministry estimates the value of the boat to enable the War Department to pay the appropriate damges in case of loss or injury. A list in duplicate of the estimated values is prepared of which one copy is forwarded to the War Department.

§ 16.

The uniform of the members consists of a blue (Club) jacket, vest and trousers, blue or white cap with the German cockade over the Club insignia, black cravat, black or brown shoes with black or brown leggings, brown military gloves. On the left upper arm a black-white-red band with a heraldic eagle is worn.

The boats capáains wear the shoulder straps of a lieutenant, if on account of their former service, they are not entitled to higher rank.

The machinists and wheelmen wear the the same uniform as heretofore and a cap with the present insignia.

The sailors wear sailors uniform, sailors cap with band.

Machinists and sailors also wear an arm band like the members of the F.M.K.

§ 17.

The members of the F.M.K. wear side arms according to model, on a black belt over the jacket, a pistol or revolver - if possible pistol 08 - in black ~~xxx~~ holster.

The members of the F.M.K. will have to procure their own arms and ammunition.

In case the Commander-in-Chief of the Army finds it necessary that a certain number of boats should be equipped with machine guns, requisition for the same will be made to the War Department.

The men required for the serving of the machine guns,(of which not more than 15 pieces will be furnished) will be required to receive instruction of at least 2 to 3 weeks according to the orders of the War Department.

§ 18.

The salute of the members is the military salute, laying the hand on the cap.

§ 19.

The boats of the F.M.K. fly on the stern the national flag with heraldic eagle, and on the bow or on the mast a pendant resembling the "Gösch" of the Navy, or similar pendant (black-white-red with heraldic eagle).

Club pendants are not carried.

§ 20.

The members are obliged to keep a war journal (log) after a prescribed sample which after remarkable events will have to forwarded at once to the Staff, otherwise it will only be forwarded upon request.

§ 21.

Postal connections of the F.M.K. is through the "Feldpost". (Field Post).

The Captains of boats will inform the competent Field Post Office within their territory. The F.M.K. will report also to the Imperial Post Office.

The members will make themselves acquainted with the regulations governing the Field Post, as well as with the orders from the War Department of the 21/8/1914 No. 934/8, 14.A 3 (Armeeverordnungsblatt 1914 No. 343.)

C O N T R A C T .

Between the German Empire, represented by - - - - - - - - -

- -

and the member of the Volunteer Motorboat Corps - - - - -

- -

the following contract is made after military inspection.

§ 1.

The undersigned obligates himself to serve as captain of the motor craft(which he himself is furnishing) under the orders of the military authorities during war conditions and until the orders for demobilization is given.

§ 2.

The undersigned will obey all orders given to him by persons designated as his superiors, as long as he is with the Army carrying on the war.

§ 3.

The authorities can transfer the undersigned with his boat and crew Pp at any time from one place of service to another.

§ 4.

The disciplinary measures are exercised by the immediate superiors.

§ 5.

The undersigned will have to respect the laws and usages of war.

§ 6.

(a). The uniform is the present club uniform in addition the German cockade is worn over the visor of the cap and on the left sleeve a black-white-red band with the heraldic eagle . The undersigned will have to furnish his uniform (side arms and pistol or revolver) and ammunition himself.

(b) During his service with the mobile army the undersigned will be given free quarters and regulation substistence, in case of sickness medical treatment etc. the same as to officers. Payment is regulated by the principles laid down in War PAayment Instructions and eventual special orders from the War Department.

§ 7.

The motor craft remains in the owners possession. It will be inspected by a commission of experts with an officer of the War Department and estimates of the costs made.

The War Department furnishes the running material for the boat and eventual repairs are also made by the War Department. In case of loss of the craft damages are paid.

8.

355 of the Officers Pension Regulations of June 31, 1906 are applicable in granting pensions.

In fixing the pension of dependents (Hinterbliebenen) the same rules as for officers survivors.

9.

This contract ceases to be valid with the demobilization. The military authorities reserve the right to give warning 14 days before to dissolve the contract during war time.

In case of gross neglect of duty of any kind which the undersigned may be guilty of, the military authorities have the right to dissolve the contract at once without previous notice.

Giving notice by the undersigned will not be recognized.

10.

Application of Stamp and registration (In Alsace Lorrain) of the contract, will be done at the expense of the military authorities.

C O N T R A C T

Between the German Empire, represented by - - - - -
- -
and the Boatswheelman (machinist, sailor) - - - - - - - - - - -
- of the - - -
Member of the Volunteer Motorboat Corps
- -
the following contract, after medical examination, has been made .

§ 1.

The undersigned obligates himself during the war and until demobilization to serve the military authorities as boatswheelman (machinist, sailor) on the motorboat placed to the disposition of the War Department by the member of the Volunteer Motorboat Corps Mr. - - - - - - - - - - - - - -

§ 2.

The undersigned will have to ebey all orders of those persons designated to him as his superiors, as long as he is with the mobile army.

§ 3.

The authorities can transfer the captain of the boat at any time from one place of service to another.

§ 4.

Disciplinary measures are exercised by the immediate superiors of the captain of the boat.

§ 5.

The undersigned will have to observe the laws and usages of war.

§ 6.

(a) The uniform is the present boatswheelmen (machini uniform with the black-white-red band with the heraldic eagle. Uniform will be procured by the undersigned and kept in repair.

(b) Free quarters and regulation subsistence will be furnished during wartime, also medical treatment in case of sickness, in accordance with Regulations §§13,14, of the F.M.K.

§ 7.

The undersigned receives during his service with the mobile army the pay and allowances of a corporal (private) in conformity with War Payment Regulations § 9.

§ 8.

§ 8.

The Pension regulations for non-commissioned officers and privates of the Army are applicable in this case.

§9.

This contract ceases to be valid with the demobilization. During war conditions the military authorities have the right to dissolve the contract by giving 14 days notice before. In neglect of duty on the part of the undersigned the authorities have the right to dissolve the contract at once without giving notice.

Giving notice by the undersigned is not recognized.

§ 10.

Expenses for stamping and registering this contract (In Alsace-Lorraine) are borne by the War Department.

ATTESTATION OF OBLIGATION .

In this earnest but great time of rising of All-Germany for the defense of her honor and the boundaries of the Empire, its existence and continuation of German culture I have asked for admission to the Volunteer Motorboat Corps.

Having exact knowledge of the regulations governing the Volunteer Motorboat Corps I give my word of honor to exert myself to the utmost to fill the position which is given me, to the best of my strength and ability.

------- the ----------

FORM FOR APPLIACTION

To the Volunteer Mtorboat Corps

C h a r l o t t e n b u r g

I apply for admission to thes corps as war volunteer. Place my motorboat to the disposition of the Corps.

Length of the motorboat	H. P.
Width	Speed
Type	Laying Place
Type of motor	Owner belongs to what club?

Fullname:-
Born at and when:-
Profession:-
Residence:-
Age:-
Military Status:-
Served in the Landsturm(-Trained)
Served in the Landsturm (not trained)
Year:-

- - - - - - the - - - -

ARMY.

MEMORANDUM

ON THE

CENSORSHIP.

Presented to both Houses of Parliament by Command of His Majesty.

LONDON:
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Memorandum on the Censorship.

The Censorship is one of several instruments all designed with the threefold object of preventing information of military value from reaching the enemy, of acquiring similar information for our own purposes, and of checking the dissemination of information likely to be of use to the enemy or prejudicial to the allies. So far as is consistent with the attainment of the above objects, there is as little interference as possible with the transmission of correspondence or the publication of news, and every endeavour is made to safeguard the legitimate interests, private and commercial, of British subjects and neutrals.

In the course of the present war it has become apparent that in the censorship there lay ready to hand a weapon, the full value of which was perhaps not anticipated prior to the war, and which can be used to restrict commercial and financial transactions intended for the benefit of enemy Governments or persons residing in enemy countries.

The censorship falls naturally into two main departments: (I.) the censorship of private and commercial communications, conducted directly under the Army Council, and (II.) the Press censorship, exercised through the Official Press Bureau. If confusion is to be avoided, it is essential to remember that the above departments are, for the purposes of actual censorship, distinct and separate organisations, administered by different departments and controlled by different directors.

I.—The Censorship of Private and Commercial Communications.

The censorship of private and commercial communications is under the direction of a General Officer, who is responsible to the Army Council for the conduct and general supervision of the censorship. It is organised in two sections: (i) the cable censorship, which is controlled by the Chief Cable Censor and deals with all cable messages other than those intended for publication; and (ii) the postal censorship, controlled by the Chief Postal Censor. Though for the purposes of actual censorship these two sections are separate organisations, yet in regard to the principles of censorship particular attention has been given to the task of co-ordinating their aims, methods, and results.

The Cable Censorship.

The Chief Cable Censor is a senior officer of the General Staff at the War Office. The objects which he is instructed to keep in view may be thus summarised:—

(1) To prevent assistance being given or naval and military information being transmitted to the enemy.

(2) To prevent the spread of false reports or reports likely to cause disaffection or to interfere directly or indirectly with the success of naval and military operations of British or allied forces, or likely to prejudice relations with foreign powers or the security, training, discipline, or administration of the British forces.

(3) To collect and distribute to the several Government Departments and branches of the War Office concerned all naval and military information derived from the censorship that may be of use to them.

(4) To deny the use of British cables to any person or firm, whether British, allied or neutral, for commercial transactions intended for the benefit of the enemy.

(5) To interfere as little as possible with legitimate British and neutral trade.

In addition to some 120 cable and wireless stations in various part of the Empire the Chief Cable Censor controls in the United Kingdom messages sent over the Government cables to and from the Central Telegraph Office, and messages sent over the cables of the private cable companies.

It has been found possible, by various means, to reduce to a minimum the number of stations in the United Kingdom at which actual censorship is conducted.

The Chief Cable Censor has a delicate task in holding the balance between the advocates of two conflicting conceptions of the ideal censorship. There are those who complain on the one hand that British cables are being used with impunity for transactions conducted ostensibly by British or neutral firms, but really in the interest of the enemy; and on the other that the severity of the censorship is destroying neutral commerce and placing a heavy burden upon the British trader. It is almost inevitable that the innocent must sometimes suffer with the guilty; and the more severe the restrictions imposed, the more impossible does it become to avoid the occasional commission of an unintended wrong. Constant care, therefore, has to be, and is, exercised to ensure that increased effectiveness of censorship is not purchased at the expense of the British trader.

It is obvious that where from 30,000 to 50,000 telegrams pass through the hands of the censors in the United Kingdom every 24 hours, uniformity of treatment can be attained only by observing certain broad principles in the censoring of messages. In the interpretation of these principles much must clearly be left to the personal discretion of individual censors. Little difficulty arises in this respect with regard to private telegrams, but the formulation of principles for dealing with trade telegrams was a task requiring considerable time and experience.

The accepted principle upon which the censorship of commercial cables is now conducted is to withhold, as far as British cables are concerned, all facilities for carrying on trade with an enemy country.

All cables accordingly are liable to be stopped which show clear evidence, either by the text of the telegram or by the known facts as to the sender or addressee, that they relate to a transaction, whether in contraband or non-contraband, to which a resident in an enemy country is one of the parties.

This principle, it will be observed, is applied impartially to British, allied, or neutral subjects who endeavour to trade with the enemy through the medium of British cables.

The number of censors employed in the censorship of cables is in the United Kingdom, exclusive of those employed in the Official Press Bureau,* about 180; elsewhere in the Empire about 400. In the United Kingdom they are, with few exceptions, retired naval and military officers, many of whom, after years of distinguished service, have exchanged an official for a commercial career.

The Postal Censorship.

The objects of the Postal Censorship are similar to those of the Cable Censorship, and there is as little intention of interfering with legitimate correspondence. All mails which have to be censored are necessarily subjected to some delay, but harmless letters, whether private or commercial, are not stopped, even when coming from an enemy country or addressed to an enemy person. No letter, however, addressed to an enemy country can be transmitted unless its envelope is left open and is enclosed in a cover addressed to a neutral country. Letters in which any kind of code or secret writing is used are liable to be stopped even if the message appears to be harmless and totally unconnected with the war.

The letters which are examined fall into three main categories, each of which is allotted to a separate branch of the Postal Censorship:—

(1) The correspondence of prisoners of war in the United Kingdom and of British prisoners in enemy countries. This is censored in the Prisoners of War Branch.

(2) Private correspondence, censored in the Private Branch, and including:—

- (*a*) Letters from members of the British Expeditionary Force, and from persons within the area of operations in which they are engaged.
- (*b*) Letters and parcels to and from certain foreign countries.
- (*c*) Press messages sent abroad by other means than by cable; and
- (*d*) Newspapers.

In this Branch more than a ton of mail matter is censored every week exclusive of parcels.

(3) Commercial correspondence with certain foreign countries, which is dealt with in the Trade Branch and amounts to nearly four tons every week.

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* *See* footnote on page 4.

Letters coming directly from the area of military operations are in most cases censored locally, under the orders of the Field Marshal or General Officer Commanding-in-Chief the British Forces in the Field. Those which appear to have escaped censorship are sent by the Post Office to the censors in London for examination.

The mails between the United Kingdom and various foreign countries are liable to censorship. In order to reduce their work as much as possible the censors employed in examining these mails are supplied with lists giving certain *classes* of persons whose correspondence it is unnecessary to open, *e.g.*, letters addressed to members of Parliament at one of the Houses of Parliament. It is not, of course, practicable to issue to the censors a list of *all persons* whose correspondence might safely be exempt from censorship, nor, if such a list were prepared, would it be possible for the censors to consult it before deciding whether any particular letter should be opened or not.

Among the critics of the Postal Censorship, as among those of the Cable Censorship, there appear to be advocates of two opposite and irreconcilable ideals of censorship. Complaints are sometimes received from the recipients of censored letters that their letters can only have been opened out of idle curiosity. Others, again, complain that the censored letters should never have been permitted to reach them if the censorship were efficiently performed. It may, therefore, be worth recording that curiosity is usually extinguished after a short period of employment as censor, and that the censors are not instructed to assume that the mere reception of a hostile and possibly abusive letter by a British subject will undermine the loyalty of the recipient.

The transmission of newspapers in bulk between foreign countries and publishers and newsagents of repute in the United Kingdom is not subject to any restriction. Newspapers sent by private individuals are subject to delay or such restrictions as are necessary to prevent their use for the conveyance of information other than that printed in them. As regards pamphlets, similar rules apply, but measures are taken to limit though not to prohibit the distribution in British territory of such as are compiled with no other object than to assist the enemy. There is no restriction on the sale of enemy newspapers in the United Kingdom.

The number of the staff of all grades required to examine and censor the correspondence included in the above categories is about 800. They are mainly civilians, who have been most carefully selected. The qualifications required of them are linguistic or commercial, and personal. They must possess either a good knowledge of French and German or of one of the less known foreign languages, or have had commercial experience. In addition, they must, in every case, be recommended by responsible people. They are interviewed by an officer, their references verified, and every possible precaution taken to ensure that they are persons of character and integrity.

II.—The Press Censorship.

After the last war the question of the censorship of Press communications was from time to time the subject of consideration by the two departments mainly affected. Attempts to proceed by way of legislation failed, and the problem was left unsolved until about a year before the outbreak of the present war. An agreement was then reached by negotiation between the Press on the one hand and the Admiralty and War Office on the other, by which the former undertook to respect warnings given by the latter, and to withhold from publication information the exclusion of which from the papers appeared to the departments concerned to be desirable in the national interests. The working of this voluntary agreement was entrusted to and was watched carefully by a joint committee representing the Admiralty, War Office, and Press. In peace the arrangement proved successful, and, as special legislation was not considered likely to be of greater value, it was continued when war broke out.

It was not, however, possible during war time for the greatly increased volume of work to be dealt with by this committee, the official members of which had other duties of an exacting nature to perform. Accordingly, a special department was formed designated the Official Press Bureau,* to which the Press could turn for guidance when in doubt. The principles upon which the censorship of the Press is conducted by this department are virtually those on which the Admiralty, War

* For a statement of the functions of this Department, *see* the separate Memorandum on the Official Press Bureau.

Office, and Press Committee acted in peace. They are based on the original voluntary agreement, and not on any special statutory powers. Legislation has, however, since been enacted, and room has been found in the regulations under the Defence of the Realm Act for provisions dealing with "press offences."

It was felt that the Official Press Bureau would have in any case a difficult and thankless task. Its functions were accordingly extended, so that with its responsibility for withholding information was combined the duty of supplying from time to time, for publication in the press, official news which the departments themselves had previously intended to transmit direct to the newspaper editors. All Government Departments were, therefore, requested to use the Bureau as the sole channel through which official news was to be communicated to the Press.

The combination of these two different functions in the new department has led to some misunderstanding. The criticism has been made, and the belief still persists, that the press censors are responsible not only for withholding from publication news which has come to the press from other than official sources, but also for omitting from the official announcements information which the Press think the public should be given. Apart from one or two instances where the Bureau has censored official announcements, the criticism is unsound. The Government Departments alone are responsible both for the scope and form of the communications which they make public, and also for the rules and directions by which the Press Bureau is guided in the actual work of censoring Press communications.

The Admiralty, War Office and Press Committee is still in existence. It meets from time to time for the discussion of matters in which the interests of the Press are affected or the Admiralty and War Office desire their advice and co-operation.

ARMY.

MEMORANDUM

ON THE

OFFICIAL PRESS BUREAU.

Presented to both Houses of Parliament by Command of His Majesty.

LONDON:
PRINTED UNDER THE AUTHORITY OF HIS MAJESTY'S STATIONERY OFFICE
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T. FISHER UNWIN, London, W.C.

1915.

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Memorandum on the Official Press Bureau.

When the Official Press Bureau came into existence in August last it consisted of a Director, Secretaries and a few Naval and Military Censors. No rules for the guidance of Censors were framed in the Office, but the Censors acted on general instructions received by the Bureau from the Admiralty and the War Office. In the building originally allotted to the Press Bureau there was no room for more than a very small staff, but it was necessary to give accommodation to a large number of Press representatives who have had accommodation in the Press Bureau ever since its organisation. Shortly after the move into the present offices (the Royal United Service Institution, Whitehall), the Censorship of Press cables from and to all parts of the world has been dealt with in the Press Bureau. The Press Cable Censors were originally part of the establishment of the Cable Censorship* and with the other cable censors were located in the Central Telegraph Office under the direction of the Chief (Cable) Censor at the War Office, and when transferred to the Press Bureau they brought with them instructions defining their duties in considerable detail. Those instructions covered the general principles on which all cables should be dealt with by the censors. They provided for the hours of work, the division of the staff into a succession of reliefs, and the provision of a senior officer who would always be present and to whom reference should be made in cases of doubt. The instructions also set out the system on which references should be made to Departments such as the Admiralty, the War Office, and the Foreign Office, and the method of dealing with cables which were delayed or stopped.

The staff of the Official Press Bureau, as now constituted, consists of the Director (Sir Stanley Buckmaster, K.C., M.P., Solicitor General), two Assistant Directors (Sir Frank Swettenham, G.C.M.G. and Sir Edward Cook), a Secretary and about 50 censors.

The Censors comprise naval officers (appointed by the Admiralty), a body of military censors (appointed by the War Office), who are senior officers appointed or attached to the General Staff, and civilian censors. The latter, who are appointed by the Director, include *ex*-Civil Servants, barristers and journalists.

The duty of the censors is to censor all press matter which comes to the Bureau, and this work is attended to day and night.

The matter is of two kinds:—(1) All press cable messages to, from, or through London are, by Government order, diverted to the Bureau by the Post Office and Cable Companies. Inland Press Telegrams, referring to the war in any way, are also sent to the Bureau by the Post Office.

A tube has been installed between the Press Bureau and the Central Telegraph Office, and all cablegrams to and from the Press Bureau pass through it. The time taken in transit is about 6 minutes.

(2) The submission of other press matter by the newspapers is voluntary. Those who publish without submission do so on their own responsibility and subject to the penalties provided for breach of the Regulations under the Defence of the Realm Act.

The greater part of the Press submit a large amount of matter, dealing with naval or military operations, questions of foreign policy, &c., to the Bureau. Maps, diagrams and photographs are also commonly submitted.

The voluntary nature of the censorship accounts for many complaints, which are caused by some newspapers publishing, without submission, matter which others, on submission, were prevented from publishing.

The Official Press Bureau has no power to initiate or veto proceedings under the Defence of the Realm Act, that power being vested solely in the Naval or Military authorities.

On the 26th of October, 1914, a Memorandum was issued to all censors in the Press Bureau setting out in great detail the manner in which the work of the office was to be done, with instructions to all those concerned on almost every point which was likely to arise. These instructions are necessarily private.

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* For a statement of the functions of the Cable and Postal Censorship, *see* the separate Memorandum on the Censorship.

From the very beginning it was necessary to issue instructions to the Press for their information and guidance, and up to the present time over 200 such instructions have been issued. They are all private and confidential, and the greater part of them were issued at the request of the Admiralty, the War Office, the Foreign Office or one of the other great Departments, while a few were issued on the initiative of the directing staff of the Press Bureau. On two occasions those of the instructions which up to a certain date had not been cancelled were issued in pamphlet form to all editors of newspapers in the Kingdom. The instructions consist for the most part of particular hints and elucidations about matters which in general terms are covered by the 18th or 27th of the Defence of the Realm Act Regulations.

All matter bearing on the war issued by any Department of the Government for publication in the Press is sent to the Press Bureau and there copied and distributed to the Press of the Kingdom.

The means of distribution are either by hand to the Press representatives in the building, by telegram through a Press agency, or by post. The confidential instructions to the Press are distributed to the Press by one or other of those methods, but when urgent always by telegram. All Casualty Lists, despatches from the Seat of War, narratives of Eye-witnesses, Foreign Office despatches, &c., are distributed to the Press and made public by these means.

The nature of the work of the Official Press Bureau, and the general policy by which the Press censorship is governed, were explained by the Director in answer to a question in the House of Commons on 26th November 1914, and a condensed summary of his statement is subjoined.

"The office of the Press Bureau is the offspring of the War and its powers must be measured and its actions judged in relation to this fact. It provides the official means by which all information relating to the War which any of the Departments of State think right to issue is communicated to the Press, but it has no means of collecting news and no power to compel its publication. The policy which determines publication of any matter rests with the particular Government Department through which the information comes; it does not depend on the whim of the censor. If news of any event reaches the Press before it is received from an official source, the question as to whether it should be made public or held back is determined by the Department to which it relates. For example, I have no power to publish news of an action or accident at sea without the consent of the Admiralty; nor of any action or mishap on land, excepting in accordance with the rules of the War Office. This office does not withhold, and according to my views of its powers cannot withhold, any news excepting pursuant to the provisions of the Defence of the Realm Act and to the rules and directions laid down by one of the Departments of State.

"As to the censoring of news, this is carried out in obedience to the regulations which are drawn up from time to time in accordance with information received from the other Government Departments, with whom we are in constant contact. These form the instructions on which our censors act. Subject to this, the actual work of censoring is all done under my control. No private communications of any kind are within the scope of our jurisdiction. It is a mistake to imagine that the policy of the office has recently undergone any modification or change. It has been and will continue to be the policy to publish everything that can be made public without danger to the State."

A (1)28790 2000 5/15 E & S

(See Paragraph 4, Instructions of October 31, 1900.)

SUBJECT SINKING OF THE FRENCH MINELAYER CASABIANCA.

Need not be returned.

From Y *No.* 106 *Date* June 8, 1915.

Replying to O. N. I. No. *Date*

1. It has been officially reported by the Minister of Marine that during the night of June 3-4, the French mine-layer CASABIANCA struck a mine and sank in the Aegean Sea.

2. The commanding officer, one officer and sixty-four men of the crew have been rescued by an English destroyer.

[See Paragraph 4, Instructions of October 31, 1900.]
Need not be returned.

T6
(8-4)

SUBJECT VOLUNTEER MOTOR BOAT CORPS - GERMANY.

From Z No. 262 Date June 8, 1915. , 191

Replying to O. N. I. No. Date , 191

References:- Z-289 October 8, 1915.
Z-297 October 14, 1915.

The following additional information has been furnished to me of this interesting corps which has rendered important services especially to the army:-

REPORT ON THE ACTIVITY OF THE VOLUNTEER MOTORBOAT CORPS.

Immediately after the declaration of mobilization the preparatory work for the organization of a Volunteer Motorboat Corps on the part of the Imperial Motor Yacht Club was taken in hand and with cooperation of the Cavalry Section of the Royal Prussian War Ministry the basis principles of the regulations governing the same and for the private service contracts were laid down.

At the head of the corps is Vice Admiral z.D A s c h e n b o r n , appointed by His Majesty the Emperor, as commander of the corps, and who had charge of the organization of the entire corps. The commander of the corps, according to the by-laws, appointed his staff, so that after the arrival of the Cabinet Order of the Emperor, on September 30th 1914, the whole organization was finished and ready to comply with orders of the Army regarding the sending of boats to the scenes of action. Until the publication of the Cabinet Order authorizing the organization of the corps, the boat material on the Wannsee (near Berlin) had been made ready for war requirements. In conjunction with the Royal Rifle Proving Commission (Gewehrprüfungskommission) the installation of machine guns on motorboats was taken in hand and owners of boats reporting were given preparatory military instruction.

The services of the corps were frequently inspected at the front on the part of the commander of the corps.

I. ACTIVITY OF THE STAFF.

The staff is composed of 6 members of the corps, in compliance with the regulations. They are:-

1. Rear Admiral z.D. J o s e p h i, at the same time commander of the main assembly place in the city east harbor whose activity will receive special attention further on.

2. Kapitänleutnant a.D. v o n E i n e m, called von R o t h m a l e r .

3. Captain (Cavalry) of the Landwehr Cav. D o u g l as

4. Captain (Cavalry) of Reserve a.D. v o n C a r s t e n j e n .

5. Member of the Corps B r a s c h .

6. Member of the Corps S c h r o e r .

Kapitänleutnant v o n E i n e m was charged with the duties of Chief of Staff, at the same time performing the duties of Adjutant.

The Staff has charge of :- Assignment of Personnel of the whole corps, the equipment of the boats, equipment of the crews, and the whole correspondence with the authorities.

II. ACTIVITY OF THE COMMAND OF THE MAIN ASSEMBLY PLACE.

Examination of the boat material assembled in Berlin as to technical and maritime quality and training of officers in military, technical and maritime mattters in courses lasting four weeks. For this purpose the Machine Gun Reserve Section in Spandau-Ruhleben kindly furnished officers and men, also furnishing opportunity for target practice and firing exercises.

Branches of this Command are in Bremen, Hamburg, Stettin and Danzig.

There are up to the present day in service 161 boats, 257 boats officers, 193 machinists, 73 sailors.

THE EMPLOYMENT ?

for these motorboats is so manifold that the placing of the same in the service, although a new departure in warfare, has proved an absolute necessity. From timid attempts in the beginning, these boats,of whose activity in earnest warfare absolutely nothing was known. are having important tasks assigned to them. The peculiar water conditions existing in the eastern and western theaters of war called for the employment and cooperation of light craft, instead of steamers of larger size which are not so easily handled.

THE EMPLOYMENT IN THE WEST.

The net-like canal system in the west had been made unnavigable by sunken boats, trunks of trees and other artificial obstacles on the part of the enemy. Here the extensive activity of the boats commenced. They removed the obstacles, made scouting trips, reported the water conditions by means of minor surveys, and thus made the use of the canals again possible. By means of the boats supplies of war material were made easier, the transportation of the wounded on water made possible. At the same time the boats were used for military and police supervision,

to control the traffic on the water, loading and discharge of cargoes, prevention of espionage. In this connection the boats succeeded repeatedly in bringing forth hidden war material (for instance field guns sunk in the water) raw material of the enemy etc.

Mine searching and to make mines harmless was also one of the tasks of the motor boats.

While therefore a part of the boats was placed to the disposal of the harbor commander, another part was attached to the military building service. The latter boats had officers who in their civil calling were engineers or had technical training.

Repeated expressions of recognition of the services of the boats on the part of the military superiors bear testimony that the attempt to attach motor-boats for military service has been successful throughout.

THE EMPLOYMENT IN THE EAST.

The motorboats in the east, as far as they were sent to the Vistula, were assembled under the designation of "Vistula Flotilla". The Vistula, on account of its great width (on some places) forms a very important zone of operations. On account of the changing sands it was necessary to employ very flat-bottomed boats. These, as far as possible were equipped with machine guns, and could render valuable services in preventing the enemy from advancing to and fording the river; they supported our land troops effectively through their scouting trips, at which at times a sharp artillery - or infantry fire could be silenced by machine gun fire from on board or on land.

At times they were even the only connection between Thorn and Loclawek, thus offering the only possibility for the transportation of military persons for sending orders.

Seagoing boats were active on the Njemen. Here their duty was to search for mines, watching the fording of streams, support of the operations, transport of Eastern Prussia refugees, salvage of German and Russian ships bodies.

Seagoing boats were further on the Kurischen Haff and in the channels and rivers of that country. They transported troops and war material, money by order of the Reichsbank, and also made trips to sea for the naval intelligence bureau. The sea cruiser VII succeeded to rescue the greater part of the crew (11 persons) of the steamer "ELBING IX" which sunk about 15 s.m. from Memel. The crews of these boats also had opportunity to participate in the defense of Memel against the Russians.

The haste with which the first transport of these boats had to be carried out to the front on account of the conditions of war, did not permit of a thorough training of the boats officers. During the time of heavy frost, however, when the boats were not able to do any service, the officers were given instructions by military lectures, and exercises with the machine guns, so that now

this lack has been overcome.

OTHER EMPLOYMENT OF THE BOATS.

A seagoing motorboat was called for the Island of P e l l w o r m .
Activity: Connection of the island with the main land, adjustment of the mine closing, searching for and making harmless mines, connection of the command of the island with the war craft anchoring in the Hever. Control of the neighboring islands.

The "Sperrkommandantur" (mine closing command) at Geestemünde had two boats as connection with the water forts, the outpost ships, war light ships, etc.

The "Sperrkommandantur" (mine closing command) Borkum had a steamer and a motorboat for service on the "Watten" and to prevent espionage.

The Command of Bremen received permanently 6 watch boats for the Weser.

The Royal Wurtemberg War Ministry called on the 25th of February 1915 for 17 boats, and ten boats officers without boats for the purpose of preventing espionage. From these boats the so-called Lake Constance boat flotilla was formed.

Furthermore the Technical Trial Commision, Wilhelmshaven, as well as the Traffic Technical Proving Commission, Berlin-Schöneberg had motorboats at their disposal. There also the boats fulfilled all the requirements.

Encouraged by the many praises and by the bestowal on 19 boat officers of the Iron Cross II. Class, the Corps is at all times making efforts, besides the continuous readiness for service, to perfect the boat material for military purposes, as demonstrated by past experiences.

Orders have been given for the building of an armored motor cruiser, especially adapted for the rivers and canals of the zones of occupation. Her measurments will be :- 23 m. length; beam 3.15 m. draught 65 c/m, thus transportable on all German government railroads. The cruiser will have two motors of 75 H.P. and twin screws. Speed 12 knots. The armor protects against machine gun fire at a range of 25 metres. The cruiser will have one 7.5 c/m gun and one machine gun.

The building of additional armored motor craft is under consideration.

The air propeller boat "BRASE", called for by the government Thorn, has been commissioned. The boat is of special importance in view of the expected low water as the boat has a very small draught (only 12 c/m) even loaded, and is therefore specially adapted for places which cannot be used by even the flattest motor boats. The speed of this boat is about 20 km.

Finally it is to be noted that another smaller armored boat is being built by a member of the corps, which will be subjected to a trial as a model for armored motor boats in order to create for the future better material than was at the disposal of the corps at the beginning of the this war.

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(1)

U. S. S. NORTH CAROLINA,
At Sea, Gibraltar-Boston,
June 9, 1915.

From:- Intelligence Officer.
To:- Commanding Officer.

SUBJECT:- Landing Expedition at Dardanelles.

1. The following notes are obtained from interviews with officers returned from ~~Alexandria~~ the Dardanelles to Alexandria. Since only Army officers could be found, the information obtained is mostly of the Army and that regarding naval operations concerns only those in which the Navy cooperated with the Army; no information regarding the bombardment of the forts prior to the first landings could be gotten.

2. The British plan, in the shore operations, was to obtain a foothold on the end of the peninsula, and to advance up it, at the same time landing in rear, opposite the Narrows, and advancing across the peninsula. These advances were for the double purpose, first and primarily to occupy the ground and eventually capture by land the forts on the European side, and secondly, to occupy high ground overlooking the forts so as to "spot" the fire of the war-ships, whose bombardment of the forts had, for lack of observation facilities, been necessarily somewhat blind.

3. The main landing was made on April 25. During the week prior thereto, feints were made at Enos, on the mainland, and at the Gulf of Saros side of the Bulair lines at the neck of the peninsula of Gallipoli. These feints consisted in the appearance of a number of transports -- eight or ten used in each case -- accompanied by an escort of battleships. In neither locality was any landing made or any firing done, either by British or by Turks, though the transports steamed at times only a few hundred yards from the shore. At the Bulair lines, just before daybreak, about 1000 donkeys were landed and driven inland toward the Turkish entrenchments -- whether to uncover the Turks' position or to discover land mines. The Turks opened heavy rifle and machine gun fire on these animals, disclosing their position and readiness, but no further action was taken by the British. Extensive entrenchments and field fortifications were found at Bulair, but few at Enos.

4. April 22, 23, & 24, a searching bombardment was made of the extremity of the peninsula at Cape Hellas. All the battleships were engaged in it, but fired only intermediate batteries. High explosive shell and shrapnel were both used. (The British are now supplying shrapnel for all calibres, even the "Queen Elizabeth's" 15" guns being equipped with a few rounds each of shrapnel as well as their normal H. E. shell.)

5. At daybreak April 25, the concerted British and Australian landing was to take place, the former at Cape Hellas, the latter at Gaba Tepe, across the peninsula in rear of the Narrows. At Cape Hellas, the British advance party was, the night of the 24th, embarked in an old transport with large ports cut out of her sides, and with floats secured alongside. This ship was run aground just before daybreak the next morning, April 25, and the men poured out of the ports onto the floats, which were then to be towed into shoal water by picket launches. The Turks, however, had machine guns (either brought up in the night or kept intact despite the bombardment) covering the ship, and literally swept clean the floats full of men, and 80 % of the advance party of 1000 men were killed or wounded. The attempt was necessarily abandoned for the time being and the bombardment renewed. That afternoon another attempt at debarcation was made, using flotillas of ship's boats, towed by

picket launches. Covered by the ship's fire, the boats suffered less, and, though with sever losses, an advance party of about 3,000 men was debarked in shoal water. Here, however, barbed wire had been planted under water, and only after considerable time and loss from Turkish machine-gun, shrapnel and rifle-fire, were the British able to cut through the wires under water, through more on the beach, and finally to charge the first line of trenches about 200 yards from the beach. This they took and held. Meanwhile, the boats were returning with reenforcements, and on their arrival, and again more, the maintenance of the foothold on the land was assured before dark.

From that time till late May, the usual trench warfare has been carried out, and at the middle of May the Allies' position was a line four miles long directly across the peninsula about 6 miles from its end. The line for one mile on the eastward is held by the French troops, mostly blacks, (recalled after a landing and partial advance on the Asiatic side). Next comes, for 1/4 mile, the 8,000 English of the Naval Division, and then the remaining territory is occupied by British regulars and volunteers and by Australians, about 45,000 British and 15,000 Australians. These troops are equipped with machine-guns and with light and heavy field artillery. No cavalry was in use as such, though some of the Australian cavalry regiments had been landed, dismounted, as light infantry; and no siege artillery had been landed. Against them the Turks' main reliance was on field guns and machine-guns; their rifle-fire was poor, and no indirect fire from their fortress guns had been used. The trenches came so close together that supporting fire from the forts for the Turks, or from the ships for the British, was difficult. The British found the fire from the ships difficult also because of (1) targets often invisible from seaward and indirect fire necessary, (2) slow communication from shore to ships, (3) moving ships, (4) often shifting targets, as of a field battery changing location after discovery.

6. The Australian landing at Gaba Tepe also took place at dawn April 25. Here no bombardment had been made, as the landing was to be as much of a surprise as possible. The transports, attended by six battleships and a number of destroyers, arrived off the shore at about midnight. The men of the advance party, about 3,000, were placed in boats, towed astern of destroyers, which then advanced as far as possible into shoal water, cast them loose, and then the men in the boats pulled them ashore. The movement was well timed, in that at daybreak the boats landed. No barbed wire entanglements impeded them, but the Turks were not surprised and caused them grave losses before and during disembarkation by entrenched rifle and machine gun fire from in front and shrapnel from three and four guns emplacements at right and left, respectively, of the beach on which the landing was made. As soon as landed, the men threw off their heavy equipment and charged the nearest trenches, capturing them. Reenforcements were sent from the ships (the boats having been pulled back by a few seamen boatkeepers carried in each) and eventually the full landing force of 21,000 were ashore that day. In the

In the course of four days, the Australians had won to a position on the crest of a ridge parallel to the shore and about one mile distant. There they secured their position, and garrisoned it with 5,000 men, the remainder being sent down to aid the advance upward from Cape Hellas. At the latest information, dating about May 15 from the peninsula, no immediate further advance from this position was contemplated.

The Army officers were rather bitter against the Navy

for their total lack of support in this landing. It seems the ships had orders not to bombard, on account of destroying the element of surprise. After the attempt at the landing had been discovered, however, and the Turks were severely punishing the troops, still no firing was done by the ships -- either because of their orders or because, possibly, the Turkish positions could not be made out from seaward. Even the torpedo-boats, close to the shore, gave no help, and several army officers have stated their opinion that many lives were lost on account of this failure of support. After the landing was well established and signal communication set up, some firing was done by the fleet, but with little success, for the reasons given above in connection with the firing at Cape Helles.

7. The losses of the British and Australian troops alone were some 30,000 killed and wounded, from April 25 to May 20, and the French losses were estimated at at least 5,000. The wounded were given first aid on the field from first aid packets carried by themselves, and self-applied, then were treated in first aid stations or dressing stations in rear, and were thence sent directly aboard hospital-ships, of which some ten large ones were in attendance. These evacuated the British to Alexandria, and the French to Marseilles, and returned as soon as possible.

8. The Turks fought well, both in artillery and rifle-fire, though the latter was inaccurate; but they could not withstand bayonet charges, nor make them with any success. The proportion of German officers in the field army was small, less than 2 %, but it was thought a larger proportion prevailed in the fortress troops. ~~Many~~ No disaffection in the Turkish troops was known of. Many authenticated cases of killing and maiming of wounded by Turks were found, and the temper of the Allied troops was bad in consequence.

9. The British, Australian, and white French troops were very steady in both attack and defense, but the French blacks, though courageous in attack, were unsteady in defense, particularly at night, and their yielding on the right flank of the line at one time caused the withdrawal, for a considerable distance, of the entire Allied line across the peninsula. At night, the British held their fire in the trenches, when no target was presented, but throughout the night the French kept up volleys by squads down their line in turn -- either to keep the ground constantly swept clean in front of them, or else to keep up to a good look-out their troops.

10. The materiel of both sides seemed to function well; shells, both high explosive and shrapnel, burst regularly. The destruction wrought by the large British high explosive shells from the intermediate batteries of the fleet, as evidenced by the shell-holes in the ground found on Cape Helles by the landing party after the bombardment, was cited as terrific, in extent, though little actual damage was done to the well-hidden Turks.

11. The general opinion of the officers interviewed was that more men and a long time were necessary for the success of the land operations, and that the fleet could do little until such success. In late May it was stated, but not authoritatively, that 100,000 English volunteers were ~~no~~ on route to the Dardanelles.

T. S. Wilkinson.

(See Paragraph 4, Instructions of October 31, 1900.)

T6
.9

SUBJECT DEATH OF THE CHIEF OF THE GENERAL STAFF, FRENCH NAVY.

Need not be returned.

From Y *No.* 108 *Date* June 9, 1915.

Replying to O. N. I. No. *Date*

1. Vice Admiral Aubert, Chief of the General Staff, French Navy, died June 8th at the Val de Grâce Hospital, after a long illness.

2. Vice-Admiral de Fauque de Jonquières has been appointed his successor.

3. I have made arrangements to attend the funeral of Vice-Admiral Aubert, and to send flowers as a mark of respect to his memory.

9 June 1915 T 6

Ministry of Munitions Act, 1915.

[5 & 6 Geo. 5. Ch. 51.]

.9

(3)

ARRANGEMENT OF SECTIONS.

A.D. 1915.

CHAPTER 51.

An Act for establishing, in connection with the present War, a Ministry of Munitions of War, and for purposes incidental thereto. [9th June 1915.]

A.D. 1915.

BE it enacted by the King's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

Establishment of Ministry of Munitions.

1.—(1) For the purpose of supplying munitions for the present war, it shall be lawful for His Majesty to appoint a Minister of Munitions who shall hold office during His Majesty's pleasure.

(2) The Minister of Munitions may appoint such secretaries, officers, and servants as the Minister may determine.

Powers of Minister.

2.—(1) The Minister of Munitions shall have such administrative powers and duties in relation to the supply of munitions for the present war as may be conferred on him by His Majesty in Council, and His Majesty may also, if he considers it expedient that, in connection with the supply of munitions, any powers or duties of a Government Department or authority, whether conferred by statute or otherwise, should be transferred to, or exercised or performed concurrently by, the Minister of Munitions, by Order in Council make the necessary provision for the purpose, and any Order made in pursuance of this section may include any supplemental provisions which appear necessary for the purpose of giving full effect to the Order.

(2) Any Order in Council made under this section may be varied or revoked by a subsequent Order in Council.

A.D. 1915.

Remuneration and expenses.

3.—(1) There shall be paid out of money provided by Parliament to the Minister of Munitions an annual salary not exceeding five thousand pounds, and to the secretaries, officers, and servants of the Ministry such salaries or remuneration as the Treasury may from time to time determine.

(2) The expenses of the Ministry of Munitions to such amount as may be sanctioned by the Treasury shall be paid out of money provided by Parliament.

Seal, style, and acts of Minister.

4.—(1) The Minister of Munitions may adopt an official seal and describe himself generally by the style and title of the Minister of Munitions, and the seal of the Minister shall be officially and judicially noticed and shall be authenticated by the signature of the Minister or of a secretary or some person authorised by the Minister to act in that behalf.

(2) Every document purporting to be an Order or other instrument issued by the Minister of Munitions and to be sealed with the seal of the Minister authenticated in manner provided by this section or to be signed by the secretary or any person authorised as aforesaid shall be received in evidence and be deemed to be such Order or instrument without further proof, unless the contrary is shown.

(3) A certificate signed by the Minister of Munitions that any Order or other instrument purporting to be made or issued by him is so made or issued shall be conclusive evidence of the fact so certified.

(4) Where in connection with the undertaking of any duties or powers by the Minister of Munitions it appears to the Minister of Munitions and the department or authority concerned that in any notice, order, contract, or other document the name of the Minister of Munitions should be substituted for the name of any department or authority, or that the name of any officer of the Ministry of Munitions should be substituted for the name of any officer of any such department or authority, the Minister of Munitions may order that the substitution shall take effect, subject to any limitations contained in the order, and, where such an order is made, the notice, order, contract, or document shall have effect in accordance with the order.

Ability of Minister and Secretaries to sit in Parliament.

5.—(1) The office of Minister of Munitions or of Secretary in the Ministry of Munitions shall not render the holder thereof incapable of being elected to or sitting or voting as a member

of the Commons House of Parliament, but not more than two such Secretaries shall sit as members of that House at the same time.

(2) The Minister of Munitions shall take the oath of allegiance and official oath and shall be deemed to be included in the First Part of the Schedule to the Promissory Oaths Act, 1868. 31 & 32 Vict. c. 72.

Cessation of Ministry after the close of the war.

6. The office of Minister of Munitions and the Ministry of Munitions shall cease to exist on the termination of a period of twelve months after the conclusion of the present war or such earlier date as may be fixed by His Majesty in Council, and then any appointments made under the powers conferred by this Act shall be determined, and any powers or duties which have been transferred to the Minister of Munitions under this Act shall, without prejudice to any action taken in pursuance of those powers or duties, revert to the Department or Authority from which they were transferred.

Short title and interpretation.

7.—(1) In this Act the expression "munitions of war" and the expression "munitions" mean anything required to be provided for war purposes, and include arms, ammunition, warlike stores or material, and anything required for equipment or transport purposes or for or in connection with the production of munitions.

(2) This Act may be cited as the Ministry of Munitions Act, 1915.

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(See Paragraph 4, Instructions of October 31, 1906)

Need not be returned

JUL 14 1915

SUBJECT Copy of English Information Order -

also a German Army Order -.

From T No. 147. Date June 10, 1915.

Replying to O. N. I. No. —+— Date

1. There are attached copies (1) of an English Army Information Order and (2) a German Army Order. The first may be of interest as regards important items of interest as were considered such by the General Staff concerned; the second as an example of a German Army Order as well as giving new items of interest.

Encls. 2.

Copy.

I Army,
Br. Gen. Butler. L 147

I8- -I5.
Summary of Information.

I. OPERATIONS OF THE I7thINSTANT.
North-west of ORBAIS(ALSACE) an attack by one German battalion was repulsed with heavy loss,including over 40 prisoners.
The French made successful attacks on both banks of the River FECHT(west of MUNSTER), capturing important heights on either banks.
No infantry fighting took place in the WOEVRE.
North-West of PERTHS the Germans exploded two mines short of the French trenches, managed to retain possession of the cavity of one of them.
Three further counter attacks NOTRE DAME de LORETTE during the night of the I6-I7 were easily checked.

BRITISH FRONT. I8-4-I5.
After exploding a mine the British assaulted and captured Hill 60(just west of KLEIN ZILLEBEKE) last night, and held it in spite of heavy shelling and strong counter-attacks. Some of the enemy's columns were caught in close formation by machine gun fire,and suffered very heavily.

2. AIR RECONNAISSANCE.
The cheif points of interest of to-days reconnaissance are:-
(a) The absence of rolling stock at TOURNAI, where there has usually been sufficient for from ten to twelve trains.
(b) The unusual amount of rolling stock(8 to IO trains) at WERVICQ. early this morning , most of which had been removed by 2.30 p.m.
Both these observations point to a movement of troops, but in what direction it is impossible to say at present.
Railway movements and rolling stock South of the LYS were otherwise normal.
A battalion was seen moving into OOSTNIEUWKERKE from ROULERS about 7.0 a;m;
70 Moter transport were seen drawn up on the roadrunning North through the Foret d'Houthulst.
One observer reported a large park of Moter Transport at BEVEREN(North of ROULers) estimated at about IOO M.T. This observation was not confirmed by later reports, and was made under great difficulties, owing to the British machine being attacked by a German aeroplane.

3. DISTRIBUTION OF THE ENEMY'S FORCES;
XXVI R CORPS--The 239th Reserve Regiment was, according to documents, at STADEN on the 5th, and the 240th at ROULERS on the 2nd APRIL.
XV CORPS--- One officer and I5 men of the IO5th REGIMENT,30th Division,XV Corps, and one man of the 84th Field Artillery Regiment were taken prisoner yesterday evening at point 6o,West of KLEIN ZILLIBEKE. They said that the 99th,Regiment was on their left, and that the I43d on their right,and that the I36th Regiment had been withdrawn for unknown destination about a week ago. Companies are said to be up to war footing, and ~~present~~ recent casualties had been slight. The IO6th Regiment has six machine guns of which one was recently withdrawn, presumably for repairs.
The gunner stated that the 5Ist Field Artillery Regiment was armed with field howitzers, and that he did not know of any heavier ordnance. The heavy Austrian howitzers are no longer in the neighborhood.
The prisoners stated that every four or five weeks the IO5th Regiment was withdrawn from the front for a weeks rest and is relieved in the trenches by the 202d Reserve Regiment,43d Reserve Division XXII R. Corps.

4. NEW GROUPINGS.-

The gunner of the 84th Field Artillery Regiment referred to above stated that all batteries have been reduced from 6 to 4 guns, so as to provide for new formations.

52nd. Division - The 52nd Foot Artillery Battalion is, according to documents, attached to the 52nd Division. The 2nd battery of this Battalion seems to have been formed from the 8th Battalion of the 16th Foot Artillery Regiment, and to have left the neighborhood of Verdun on the 6th March.

121st. Division - From the examination of prisoners of the 60th Regiment, it appears that the 241st Field Artillery Regiment was at FAULQUEMONT, East of METZ, on the 7th April, and that its batteries have each 4 guns. It is said to be commanded by General Wagner with Headquarters at Gorze.

(Signed) G. A. W. MACDONOGH,
Brigadier General
General Staff.

T 147

TRANSLATION OF A GERMAN ARMY ORDER

The attack which it was proposed to make on the enemy in front of us will, for certain specific reasons, be resumed in the near future.

It is therefore of vital interest that the experience gained during the recent fighting that has taken place should be summed up for the information of all arms, so that, when the attack is resumed, all officers will have profited by it.

As far as the infantry attack is concerned, Corps need no new instructions.

As far as pioneers are concerned, attention is drawn to the following points:

PIONEERS, GENERAL REMARKS -

Pioneers are only to be employed as combatants in cases of most urgent necessity. Scattering them over the whole front and employing them for work, such as the construction of shelter - trenches and ordinary obstacles, which could be done just as well by any other arm is strongly deprecated. For this kind of work, N.C.Os, and men belonging to infantry battalions, who have been trained by pioneers to form infantry pioneer troops, should be chosen to take charge of infantry working parties, and should be issued with the necessary tools and instruments.

As regards the pioneers, they will be used wherever there is difficult technical work to be done; they will be employed as much as possible in complete units; one platoon, at least, of each company must remain in reserve for emergencies. This reserve will remain at the engineer depot which every division must establish. (The depot is the place for keeping all tools and instruments as well as all kinds of material used in construction. It will also include the shops where mines and hand grenades are charged, rolls of wire prepared; etc.).

ATTACKING OF FORTIFIED POSITIONS -

The first essential for the launching of an attack is the construction of works of approach, to enable the infantry to approach, and entrench at a distance from which the assault can be delivered, and the organization of covered approaches towards the rear, so that the trenches can be left even in daylight.

Saps must be begun whenever the infantry, advancing in extended line and under cover of darkness, fails to get close enough to the enemy. The line reached by the infantry can be used as a rallying position and as a starting point for a further reconnaissance of the enemy's position till the latter is ripe for the assault.

Before the assault is delivered it is absolutely essential that the hostile position be rendered "ripe for the assault". Apart from artillery fire, the pioneers have technical methods of fighting at close quarters. During the nights before the assaults take place, obstacles must be destroyed on as wide a front as possible, or at any rate ways of approach for the assault must be cut at several points in these obstacles. Immediately before the assault, these paths of attack must be marked by white ribbons. When the assault takes place, the attacking troops will be preceded by groups of pioneers armed with explosives and hand-grenades, by means of which they must overwhelm the enemy and force him to abandon his position. The attacking troops follow close behind the pioneers. The pioneers are distributed for this purpose

along the advanced line of the infantry. As many as possible of the infantry must also be armed with wire cutters, hatchets and axes, as it is often the case that fresh obstacles are found behind the enemy's position which are exposed to flanking fire.

If the object of attack is a village, the latter should be divided into sectors before the assault, and the attack of each sector should be allotted to special units preceded by pioneers armed with short ladders for scaling walls. The detachments of pioneers should be drawn from the infantry pioneer formations, together with a number of gunners to render hostile guns unserviceable.

If the assault is successful, it is most important to regroup the pioneers into formed units ready for further action, such as the capture of other hostile points of support, or putting the further edge of the village into a state of defence, etc.

ARMS AT THE DISPOSAL OF PIONEERS FOR FIGHTING AT CLOSE QUARTERS.-

1. Mines (thrown by minenwerfer).
2. Hand-grenades.
3. Rifle-grenades.
4. Flame - or asphyxiating gas-projectors.

These means, when required, will be placed at the disposal of the Corps by the Commander-in-Chief. The Corps will be supplied with specially trained men required to handle these machines, till such men can be replaced by efficient pioneers.

The heavy Minenwerfer (mortars with an explosive charge of 50 kilograms.) have a maximum range of 400 meters. They must be used in the front line for destroying obstacles and hostile positions. Firing on villages and walls should be avoided, as instructions have been issued to economize this ammunition in every possible way. They can; however, be used with advantage in removing barricades at the entrance to villages, for firing on certain kinds of supporting points, such as redoubts and buildings organized for a stubborn defence (chateaux, etc.).

Minenwerfer must principally be employed just before the assault is delivered, to demoralize the enemy and force him to evacuate his position. They come into action as soon as the artillery ceases fire for fear of hitting our own troops. They are generally used singly or in groups of two. When the observation is good, their fire is extremely accurate. The officer commanding the troops gives the order for the Minenwerfer to come into action at a place where the effect would be decisive, but only when it has been decided to assault. He also details their objective. It is advantageous to concentrate the fire immediately before the assault on the position to be attacked, and during the assault a little to the rear of the enemy's position or on to the rear edge of villages. This can also be done at short range without danger to our own troops. The infantry must furnish all men necessary for bringing up the ammunition for the Minenwerfer.

The medium Minenwerfer throws a smaller charge and is generally handled in much the same way as the heavy Minenwerfer.

The light or improvised Minenwerfer is principally used to harass the enemy, to prevent him entrenching, and to blow up small shelters.

Hand-grenades can be handled by pioneers and infantry men without previous instruction. They are usually employed defensively in stopping hostile attempts at attack, and, in the attack, to scatter the enemy just before the assault is made. Their shape is round, about the size of a fist, charged with explosives and fragments of iron, and fitted with a fuse. In grenades of German manufacture the friction pin is pulled out by means of a leather loop fixed by hand.

In the French type they are pulled out by means of a string about 4 meters long, which uncoils as the grenade is thrown. Hand-grenades can be thrown about 30 - 40 meters.

Rifle grenades are fired from the infantry rifle; they consist of a small grenade fixed on the end of a stick which is inserted into the barrel of the rifle. They are used when the assault takes place, to keep under fire that part of the ground which is directly in rear of the position attacked, and to hinder the advance of re-inforcements. They should be used as much as possible with an aiming rest supplied by the engineers.

The flame-projectors are worked by specially trained pioneers; they are very similar to portable fire-extinguishers, throwing a liquid which at once catches fire spontaneously. The jet of fire has an effective range of 20 meters. The effect is immediate and deadly, and the great heat developed throws the enemy back a long way. As they burn for 1 1/2 to 2 minutes, and can be stopped whenever necessary, short and isolated jets of flame are advisable, so that one charge is sufficient to spray several objectives. Flame-projectors will be mainly employed in street and house-to-house fighting, and will be kept in readiness at the place from which the attack started.

99 **Need not be returned.**

American Embassy,

L O N D O N, England.

June 10, 1915.

From: Lt. Col. Thomas C. Treadwell, U.S.M.C.

To: Naval Attaché.

Subject: The Forcing of the Dardanelles.

Second Phase - Combined Operations.

The Landing. (April 25th - 28th)

During the latter part of April, the naval and military operations to force the Dardanelles were resumed.

The naval attack on the Dardanelles was begun on Feb. 19th, thus the Turks, directed by the Germans, had over two months to make the position impregnable, or more than five weeks from the last disastrous naval attack on March 17th. This valuable time was utilized by them in repairing the damaged forts, and mounting new guns in them; mounting heavy howitzers in concealed positions in Gallipoli peninsula, and placing lighter mobile artillery; strengthening the garrisons, accumulating ammunition, mines and torpedoes; placing under water tubes, and making preparations to repel landings by constructing trenches, barbed wire entanglements, and other obstacles - infact, making every preparation possible for the defence. The forcing of the Dardanelles - a most difficult undertaking at first - had been rendered doubly so by the delays of the Allies.

Reconnaissances of the Dardanelles defences were made by the naval forces during April. The British submarine E 15 while attempting a reconnaissance of the Kephez mine field ran ashore near Kephez Pt, April 17, and the crew were made prisoners. The next day she was torpedoed by picket-boats to prevent her falling into Turkish hands. The transport Manitou carrying British troops was attacked by a Turkish torpedo boat in the Aegean which fired 3 torpedoes at her without making a hit, and was later chased by destroyers and run ashore on the island of Chios.

On April 20, Enos near the Bulgarian border, and about 65 miles from Bulair was bombarded, and a landing demonstration made. About 10 days before a Turkish camp at this place had been bombarded by British vessels and telegraph station destroyed. It was reported that 63 transports with troops left Alexandria on April 18. Great activity was meanwhile going on at Lemnos, where troops and transports were arriving daily from Alexandria. Aeroplanes flew over Smyrna and dropped bombs on Cheane, and a destroyer bombarded some scattered Turkish encampments.

On April 25, the landing at the Dardanelles began.

On the 26th, the Admiralty and the War Office made the following announcement:--

"The general attack on the Dardanelles by the Fleet and Army was resumed yesterday.

"The disembarkation of the Army covered by the Fleet began before sunrise at various points on Gallipoli Peninsula, and in spite of serious opposition from the enemy in strong entrenchments protected by barbed wire was completely successful. Before nightfall large forces were established on shore.

"The landing of the Army and the advance continue".

On the 27th the War Office and Admiralty made following announcement:--

"After a day's hard fighting in difficult country the troops landed on Gallipoli Peninsula are thoroughly making good their footing with the effective help of the Navy. The French have taken 500 prisoners."

The French communique of the same date was as follows:--

"In the landing effected on April 25 by the Allied forces on both shores of the Dardanelles the French troops comprising infantry and artillery were especially designated to operate at Kum Kale on the Asiatic coast. This task was accomplished with entire success with the support of the guns of the French fleet and under the enemy's fire.

"Our troops succeeded in occupying the village, and in holding their ground there notwithstanding 7 counter-attacks covered by heavy artillery which were delivered by the enemy during the night.

"We took 500 prisoners and the enemy's losses appear to be high.

"The general disembarkation of the Allied forces continues under excellent conditions."

On the 28th the War Office made the following announcement:--

"In face of continued opposition the troops have now established themselves across the end of the Gallipoli Peninsula from a point north-east of Eski-Hessarlik to the mouth of the stream on the opposite side.

"They have also beaten off all attacks at Sari Bahr, and are steadily advancing."

"The Turks had made considerable preparation to hamper any landing. Wire entanglements under the sea as well as on land, and deep pits with spikes at the bottom were among the obstacles overcome by the troops."

The Russian communique dated April 25th was as follows:--

"At 6 a.m. the Russian Black Sea Fleet approached the Bosphorous.

"At about 8 a.m. the vessels opened fire with heavy guns against the forts and batteries. They successfully shelled the two forts at Fener, the Karbdge, Yum Burun, and Uzangur forts, and the forts at Kavak and Majar. As a result of the bombardment great explosions were observed in the forts.

"The Turkish warships in the Straits were shelled and forced to retire. The battleship Target replied to our fire without effect.

"Enemy torpedo boats which advanced towards us were quickly driven off by the fire of our ships. Observations made by hydroplanes showed the accuracy of the fire of the squadron. The enemy batteries attempted to shell our airmen but without success."

When the full details of this landing at the Dardanelles are published, it will no doubt be found the most remarkable combined naval and military operation ever carried out in the face of strong opposition. The official accounts given above tell all the facts which are strictly material to a general grasp of the situation up to April 28th. Knowing, however, the success that has attended this landing, it is important to know the

methods by which that success was obtained, and the details of the various landings; and much light has been thrown on these points by the excellent accounts of a number of observers on the spot.

The difficulties in disembarking troops on a shore which was so well defended were almost insuperable, and until landing force was not only on shore, but had been able to establish itself in tenable positions, and in fighting formations, the entire conduct of operations was under naval command.

There was no port, and no wharves or piers, and the mere transport of the men from ships to land, and their disembarkation there constituted a very complicated piece of work. Everything that could carry men had to be used, not only from every transport, but also from every warship. Trawlers, sweepers, tugs, lighters, etc., had also to be provided. This numerous and variegated fleet was divided up into flotillas, each told off for a special unit, and towed in proper order to the section of the shore which each unit was designated to attack. As a staff work of organisation, and as a feat of seamanship, the effective landing, as near simultaneously as possible of such large forces in 7 different places was unprecedented. And the boat work was not limited to a single trip of each boat. There were not enough boats, etc. to go round - nor for that matter beach enough-to land more than a fraction of expeditionary force at one time. As fast as the boats were emptied steam pinnaces, destroyers, trawlers, etc. had to tow them back to transports for fresh loads.

The Navy had to prepare for the landing by bombarding Turks positions, deliver the army safely on shore, and maintain an offensive by the fire of its guns on every Turkish position in reach so as to reduce hostile attack on the disembarked troops to a minimum. Almost the whole of the northern coast of the Gallipoli Peninsula is continuous cliffs. The separate beaches where a landing was made appear at best to be confined spaces the defence of which by well placed infantry, machine guns, artillery, and wire entanglements should not have been difficult. That an army could be landed on such an unpromising shore shows most excellent combined work by the army and navy, without which it would have been even more costly than it was, or impossible.

The most difficult of all operations on a coast of this character is the landing of artillery and horses. This landing of the artillery seems to have been begun on the 26th, and continued the 27th and 28th. By the 28th the whole end of the peninsula was in the hands of the British and entrenched; while the Australians held a second position 10 miles to the north at the end of a gap in the hills that run through to Maidos from the Gulf of Saros.

The great difficulty in making good the landing was the putting on shore of the first troops. Once these supported by the fleet could establish a position across the narrow peninsula, the transports could put on shore the heavy munitions, and all that the expedition needed, acting securely behind the screen of troops that had established themselves. Every part in the difficult and complicated work of putting troops into boats from the ships, towing them ashore, etc. had it seems been rehearsed for days before, until everyone was perfect in the drill. The rapidity with which the operation was actually performed on the 25th is the best justification of these rehearsals. To have attempted the landing without every detail having been practical would have been to invite disaster.

Early in April, General Sir Ian Hamilton was reviewing the French part of the expedition in Egypt. By April 21, the transports in Murdos Bay and the officers and men on board were apparently ready for the attack.

The landing began at dawn April 25, when the fleet of warships, transports, and trawlers, which had left their anchorage in Murdos Bay during the afternoon and night before, appeared off the mouth of the Dardanelles.

The whole operation comprised 6 landings on the Gallipoli Peninsula, and a seventh by the French on the Asiatic side. One landing place was a beach below De Totts battery at the eastern end of Morto Bay. The next was a beach immediately to the west of Seddul-Bahr. The third near Helles, about a mile further along. The fourth was on the north-western shore of the peninsula about two miles to north of Cape Tekeh. The fifth a small beach two miles further up the coast. The Australians landed about 10 miles further up near Gaba Tepe.

The landing of the French on the Asiatic coast was on the beach between Kum Kale and Yeni Shehr.

The landing places were small flat open beaches where boats could run ashore, but the Turks occupied the high ground behind and flanking them. In most cases also the Turks had protected them with quantities of barbed wire, hidden machine guns, and strong forces of infantry in entrenchments supported by field and mountain guns, and 6-in. howitzers and smaller guns inland.

The general arrangements for the landing seem to have been as follows: The covering troops spent the night on board selected battleships. Before daylight they were transferred to trawlers, of which 4 or more accompanied each conducting battleship. Each trawler had 2 tows of 3 boats made fast to the bows, one on each side. The battleships also towed 2 long lines of ships boats which were to be filled rapidly with troops at a given signal and towed in by the ships steam pinnaces. The trawlers were to steam in until they grounded on the beach. The boats were then to be cast off, and make for the shore, the soldiers rowing themselves, assisted by some sailors.

In this work of rowing the troops had been practiced for a week before, but each boat was in charge of a few seamen. The sweepers landed their men in the same way, and the other tows of boats were hauled by the steam picket boats from the warships. The trawlers and other boats then dragged themselves free, and proceeded to the transports further out to take on troops for the main landing. A bombardment by the warships beginning a few minutes before 5 am. preceded the landing.

The landing was accomplished by a total of about 80,000 troops, including the 29th Division, the Royal Naval Division, a division of Australians, a New Zealand contingent, and a French Colonial Division. That an army composed of such a mixed body of troops comprising a British Regular division, a naval division, Australians, New Zealanders, French and Singalese - many of whom had never been under fire - should make good their landing on such a difficult shore, in the face of a stiff defence, speaks in the highest terms for the efficient command, staff work, organization, discipline, morale, and fine fighting qualities of these troops.

Gaba Tepe.

The Australian and New Zealand troops were landed at a beach near Gaba Tepe, under cover of the fire of the London and other ships of that division. This landing place was more favorable than some of the others, but nevertheless these forces met with stiff opposition. Two of their boats were sunk, and others broke away from their tows before reaching the shore, by Turkish shells, and nearly all the boats had casualties. When the boats reached shore the men jumped out and without waiting to form line charged the Turkish trenches. The first line of trenches near the beach was abandoned by the Turks before they crossed bayonets with the attackers, and pursuers and pursued rushed on the second line, some distance up the cliff, which made no stronger defence than the first. Continually reinforced from the shore, the attack pressed forward and carried the trenches further inland, as well as the flanking entrenchments whose enfilading fire had been almost as destructive to the flying Turks as to the Australians mingled with them.

The ridge under which landing was made stretches north from Gaba Tepe and culminates in height of Coju Chemen which rises to height of 950ft. Towards the sea the terrain presents a steep front, broken up into ridges, bluffs, valleys, and sand pits, and covered with thick bushes about 6-ft. high. So broken is the ground that Turkish snipers were able to lie concealed within a few yards of attack without being discovered, and during the early part of the day very heavy casualties were suffered in the boats which conveyed the troops to the beach from the hidden Turkish sharpshooters. The Turks also enfiladed the beach with two field guns from Gaba Tepe, but later in the day these two guns were silenced by a cruiser moving in close to shore and covering Gaba Tepe with a hail of shell.

This initial rush carried the Australians to a distance of 2 miles inland without a pause, the losses on both sides being rather heavy. The position thus gained could not, however, be held in the face of large Turkish forces and artillery, and a retirement to position

near the cliffs was made giving the Australians a footing of only about a mile square, which they entrenched and held. Stores, horses, mules, guns and ammunition were landed, and wireless stations put up. Troops continued to land and were rushed to the firing line mostly to the left where pressure was strongest. At night attacks were made by the Turks, and rifle and shrapnel fire continued in fluctuating bursts. At dawn the position was strongly attacked in the center, the Turks penetrating line in places, but were forced back. This attack lasted for two hours, the Turkish infantry attacked with great bravery and suffered heavily from fire of ships.

The Turks evidently intended to drive the Australians into the sea by a great concentration of infantry, supported by increasing shrapnel fire, expecting to find a line thinly held by men exhausted from their losses and exertions on day of landing, but for the Australians the only hope was to maintain their position, as it would have been impossible to re-embark if ring of hills commanding beach had been lost.

During the night of the 26th the Turks harassed the Australians in their trenches by sniping, but did not press home any attack. By the 27th the Australians were firmly established in their entrenchments on a semi-circular front which covered the landing place. There the position had been also greatly improved by the landing of some of their field guns and several Indian mountain batteries. During the 27th the Turks opened fire with a large number of field guns which they had put in position during the night, on the shore and the sea beyond in an endeavour to prevent landing of reinforcements and munitions. The warships kept up an incessant fire on these Turkish batteries, and on any infantry that attempted to advance, being much assisted by the efficient spotting of hydroplanes.

While the Australians and New Zealanders made good their landing at Gaba Tepe, the British troops - the 29th Division, assisted by units of the Naval Division and covered by the battleships made five landings at southern end of Gallipoli Peninsula. These landings were on beaches designated as S, V, W, X, and Y, on the appended chart. The cliffs are irregular here, and at places rise from 50 to 100 feet from the water's edge. There

is no foreshore and rocks in most places make landings impossible, but there are at intervals stretches of beach, and five of these were selected for the disembarkation of troops each under the covering fire of warships.

Two of these landings are on the western side, and are marked with letters X and Y The third known as W is between Cape Tekeh and Cape Helles; a fourth, V, between Cape Helles and Seddul Bahr; the fifth, S, in Morto Bay, east of Seddul Bahr.

There is an open grassy plateau behind the low cliffs at these points reaching inland for about 2 miles, when the ground becomes hilly and broken near the village of Krithia; and the slopes of the hill of Achi Baba which rises about 700-ft. This flat plateau is partly cultivated, and partly grass covered with scattered brush. Many of the Turkish trenches could not be made untenable by the fire of the ships' guns.

Y Beach.

The landing at Y was covered by the cruisers Dublin, Amethyst, and Sapphire. Two battalions and one company were put ashore here, the landing was made without opposition, and troops obtained a firm footing on the cliff. When they attempted to advance, however, they encountered strong opposition, and attacks from V and W being held to the edge of the coast all day, troops advancing from Y were outflanked, and obliged to fall back after suffering heavy losses. This force held its position during the night, and then re-embarked successfully on the morning of the 27th, under heavy covering fire from the ships' guns.

X Beach.

The landing at X was carried out successfully and with little loss largely owing to effective fire of Implacable. At dawn the covering ship Swiftsure, opened up a heavy bombardment on the cliffs above X and at 5.30 a.m. the Implacable stood in shore, until she reached the 6 fathom line, only 500 yards from the shore. From this point she covered the top of the cliffs, and the shore with her fire. The Turks could not show a head above the cliffs, and tows went right in to beach, and troops obtained a firm footing

at the edge of the cliffs where they entrenched. This force then advanced about 1,000 yards inland, where they were counter-attacked, and found their right flank exposed as advance from W was held up all day. They also suffered from fire of a Turkish battery near village of Krithia, but position being signalled, it was silenced by fire of Implacable. In spite of Turkish attacks, the troops from X held their ground inland all day, but at night the Turks counter-attacked in force, and they were driven back to the cliffs, where they hung on all night in shelter trenches, and on the morning of the 26th, were again able to advance.

W Beach.

At W there is a small bay with a broad stretch of sand; this sandy beach being commanded on the left by Cape Tekeh, 100-ft. high, and on the right by continuation of cliffs which reach to Cape Helles. The landing parties had to land on a sandy beach enclosed on both sides by hills, and to force their way up this semi-circular valley.

The Turks had constructed trenches for defence of this beach, protected by barbed wire, and their snipers were hidden in the broken ground, and covered the shore with their fire. At dawn for three-quarters of an hour, the position was swept by a strong fire from the covering ships, with the object of making it untenable and destroying the barbed wire, which was known to be obstructing the shore.

At daylight, the troops were taken to shore from the cruiser Euryalus in 8 tows. Three of these tows made for the shelter of cliffs on the right, 3 for the beach, and the other 2 to the left under Cape Tekeh. All of these tows were exposed to a very heavy fire as they approached the shore, but the tows which had made for cliffs to right reached the beach, and the troops scaled the cliffs and obtained a footing on the crest near the Turkish trenches. Here they were held and could advance no further. The tows which made to the left also reached the beach and men got shore, and these two bodies of troops clung to edge of cliff on both sides. The troops from boats which landed on beach between found themselves confronted by a hedge of uncut barbed wire, and exposed to a cross fire from the pompoms,

maxims, trenches, and snipers concealed everywhere. The Maxims were concealed in holes dug in the cliffs, and could not be found by the fire of the ships.

The beach party, detachments of engineers, and units of the Naval Division who were coming ashore in the second tows made for the shelter of Cape Tekeh, and swarmed up the cliffs to support of troops there. This reinforcement enabled these troops to advance a little, and they captured a Turkish trench, and thus in some degree checked the enfilading fire on the beach.

At 10 a.m. another regiment was landed which sweeping up the valley drove back the Turks, and it then became possible to clear the wounded from the beach, cut the barbed wire, and start disembarking munitions.

That afternoon, the troops succeeded in advancing a little inland, and some companies worked their way east along the cliffs to assist the troops who were endeavouring to get ashore on V beach. This advance was for a time successful, and some Turkish trenches were captured, but the line having become very thin the troops had to fall back to immediate crests commanding W, and there they occupied the trenches out of which they had driven the Turks earlier in the day.

That night, the Turks having brought up reinforcements attacked, and beach parties of bluejackets, detachments of engineers, and of Naval Division who were disembarking munitions on the shore were ordered to reinforce the firing line. With this reinforcement they held through the night, and Turks were driven off with heavy loss.

On the following day, more men were landed at W, and the line joining up with troops at X was able to move forward a short distance and get across the end of Peninsula.

V, Beach.

The most difficult of all the landings was that at V between Cape Helles and Seddul Bahr.

The general configuration of the coast is much the same there as at W - a sandy beach, with a broken valley running inland enfiladed by hills

the hills behind, and the Turkish trenches. During the entire day the River Clyde lay ashore with her men packed in between her decks, and officers crowded on protected bridge. The bullets rattled against her steel plates without penetrating them, and sharpshooters on shore picked off any one who showed his head above cover.

The Turks on Asiatic side attempted to destroy the River Clyde by howitzer fire, but this was kept under by the covering warships in the Straits. She was, however, pierced by 4 shells, all of which failed to explode.

All further efforts to land at V were postponed until after dark. In the afternoon, some companies of the troops landed at W advanced along the cliffs and captured some of the Turkish trenches on the hill overlooking V on the left, but they were forced to retire that night.

At 8 p.m. it was dark enough to make another attempt to land, and this time almost the entire force was put on shore without loss. On landing the troops moved eastward to get the shelter of the cliffs under the Castle of Seddul Bahr.

At 11 p.m., the Turks again opened up a heavy fire sweeping the beach, but the British troops were then under cover and suffered small loss. During the night a firm foothold was obtained, the castle being partly occupied, and the old ruined fort and cliffs beyond.

On the morning of the 26th, an advance was attempted on the left, through the ruined village. This attack was held up by machine guns placed in one of the towers of the castle, and troops had to again take cover until Cornwallis demolished it with her guns. There was then hard fighting in the ruins of the village, before the British troops could clear out the snipers, and thus gain the open country beyond, where they were confronted by the trenches and barbed wire on Hill 141.

At about 11 a.m., an attack on this position was begun, and at noon after considerable loss, the trenches were taken. Thus at length after these strenuous exertions V, like the other positions was made good, and the way opened for further advances.

S Beach.

At S, which is between Seddul Bahr and De Totts Battery, some 750 men were put ashore from trawlers, under cover of fire from ships, with few casualties, and succeeded in establishing themselves on the cliffs, and held this position in the face of considerable opposition, until this position was taken over by French troops.

The Turks had a trench along the shore of Morto Bay, which was well battered by the battleships and was carried by a bayonet charge soon after landing was effected.

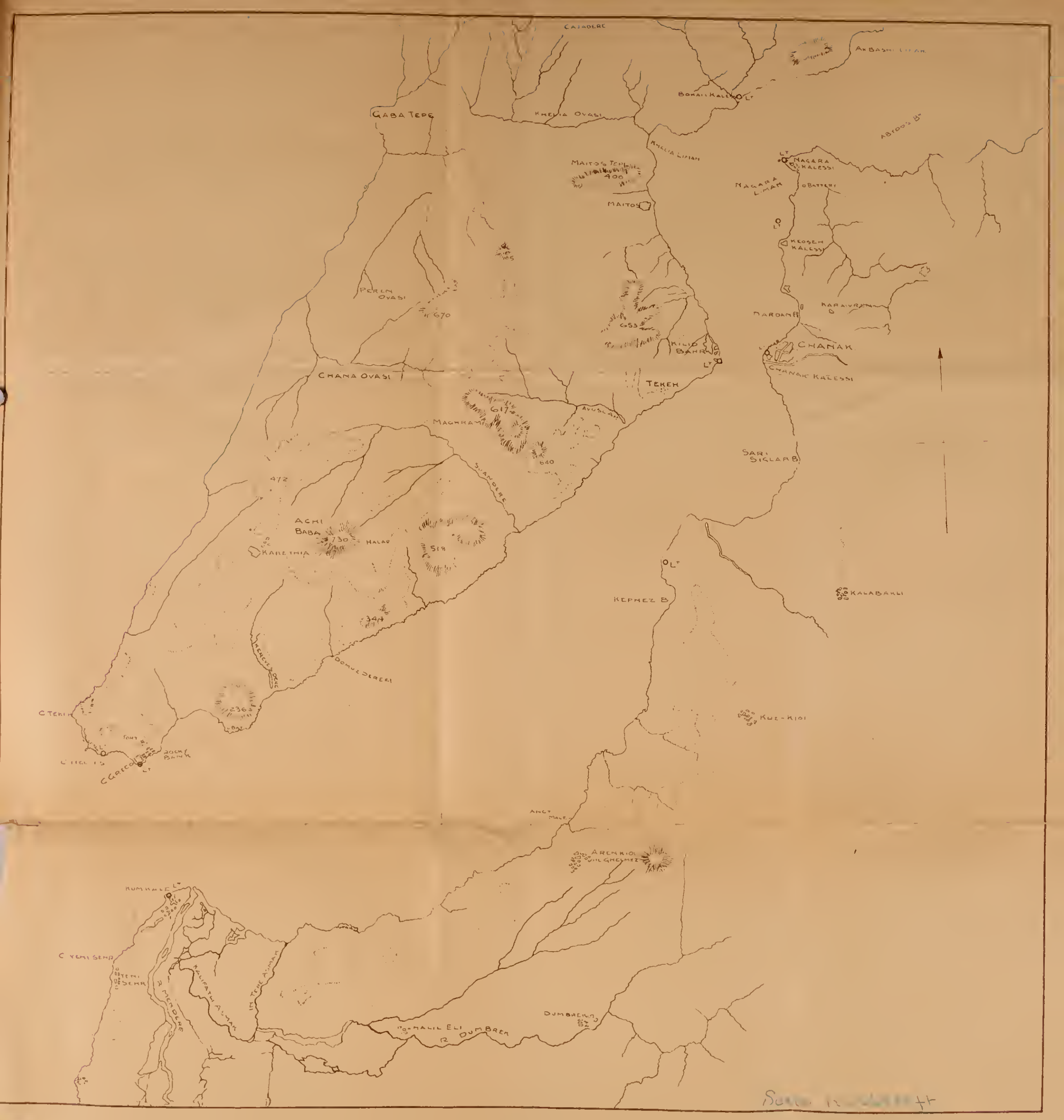
The Turkish howitzers made the beach under De Totts uncomfortable with shrapnel fire, but troops quickly rushed up the side of the cliff to the old disused battery on the top, and other troops worked round a shoulder of the hill to left, pushing the Turks before them. By 10 a.m., the troops were well on the way to possession of height, and by the afternoon the troops had established themselves, and were able to maintain their position, in the face, as said, of about 2,000 Turks in their front. A company was also landed at Camber, the little boat harbor under the fort of Seddul Bahr, but it could make no progress up the steep cliffs into the village and had to be withdrawn.

By the end of the afternoon of the 26th, additional troops and some guns having been landed, the different forces had joined up, and all the trenches on the top of the ridge were carried. These trenches were found to contain many dead Turks who had been killed by the fire from the ships, which searched the ridge until advance of British troops made it necessary for them to cease fire.

This operation established British firmly on the end of peninsula. The night of the 26th and after the troops who had dug themselves in repulsed attacks by the Turks. During the night of the 26th, a force of French troops landed at Morto Bay, and next day formed up their line with the British on the ridge. The beaches could then be used for landing with greater safety munitions for the Army on shore.

the loss of the Turks who had made many desperate and unsuccessful counter-attacks, and hammered as they were in many of their trenches, by the ships' guns, must have been considerably more. By the 23th, the British and French forces had been able to establish themselves with a small footing astride the Gallipoli Peninsula, from Eski Hesserlik to mouth of stream on opposite side - that is, a line only about 3 miles in length, and only 2 from Cape Helles the extreme point of peninsula,- While the Australians and New Zealanders had obtained even a smaller footing near Gaba Tepe.

From this time the Allies further advance up the peninsula was very slow. The Turks had numerous good defensive positions - two very strong ones at Achi Baba, and Pacha Dahr, that would have to be taken before forts at Narrows could be attacked from land side - and the ~~frontier~~ further military operations thus became of the nature of seige warfare.


CAJADERE
AK BASHI LIMAN
BORAIS KALESSI
GABA TEPE
KHELIA OVASI
ABYDOS B.
KHELIA LIMAN
MAITOS TEPE
400
NAGARA KALESSI
NAGARA LIMAN
BATTERY
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KEOSEM KALESSI
105
PERLIN OVASI
670
KARAIVREN
DARDANELLES
655
KILID BAHR
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CHANA OVASI
TEKEH
617
AVUSLAR
MAGHRAM
640
SARI SIGLAR B.
472
SUANDERE
ACHI BABA
730
HALAD
KARETHIA
518
KEPHEZ B.
KALABAKLI
347
HERCEK DERE
DOMUZ DERESI
236
C. TEKIR
FORT
ROCK BANK
C. HELLES
C. GREECO
KUZ-KIOI
ANGY MALE
ARENKIOI
VIL GHELMEZ
KUMKALE
C. YENI SEHR
YENI SEHR
R. MENDERE
KALIFATLI ASMAK
IN TEPE ASMAK
DUMBREK
MALIL ELI
R. DUMBREK

[See Paragraph 4, Instructions of October 31, 1900.]

Need not be returned

SUBJECT GERMAN SUBMARINE to CONSTANTINOPLE.

From Z No. 264 Date June 11, 1915. , 191

Replying to O. N. I. No. Date , 191

The following is an exact copy of a telegram from the Associated Press correspondent in Constantinople to the correspondent in Berlin for transmission by mail relative to the German submarine successes at the Dardanelles.

One word (the number of the submarine commanded by Ernest v o n V o i g t) was censored out :-

" Constantinople June sixth German submarine development this war, said Kapitänleutnant Otto Hersing to-day associated at outbreak war it considered extraordinary our submarines reaching Boulogne France, we ourselves underrating actionradius submarines quoted Hersing arrived here yesterday with submarine " U 51 " from Wilhelmshaven, trip covering distance close 5000 miles ending with torpedoing British lineship "TRIUMPH" "MAJESTIC" outside Dardanelles, ~~stop~~ Hersing September fifth torpedoed British cruiser "PATHFINDER", since then sank five British freight steamers, one in harbor LeHavre, now has total credit eight, Hersing aged thirty tall sharpfaced darkhaired German without pretentions affable demeanor, his aides Lieutenants John Buntehardt Dietrich Niebuhr, engineer John Heine Doctor Gustaf Olshausen sharing these characteristics, all young men about thirty in whose faces daring rather than hardhsips recent trip observable, all glad having been of service cause fatherland, Hersing quote when leaving Wilhelmshaven myself two others, only, knew destination, Dardanelles appeared long way off but we willing make it, have done so, left homeport April 25th arrived off Dardanelles May 25th, torpedoed that day "TRIUMPH" two days later "MAJESTIC", found on 29th that British fleet had gone to cover, so put in here in order rest crew who entitled after strenuous trip exceeding month reached Gibraltar encountering no British battleships, though making majority run surface, near Gibraltar noticed English destroyers but sailed through very center on surface unobserved untill well beyond Gibraltar, then chased, dived, escaped unscratched, had similar experience near French base Biserta, reached Aegean, immediately starting work, sinking "TRIUMPH" early morning May 25th after British destroyers gone right over me, destroyer near dived but could hear propellers hum as vessels sped over " U 51 " came surface immediately fired torpedo dived again heard explosion torpedo, two days later made "MAJESTIC" quarry close to coast, one eye glued constantly periscope saw that "MAJESTIC" crew just having dinner, considered for few moments whether or not give crew finish dinner but decided finally my duty fire without delay, "MAJESTIC" then surrounded by about ten transports, had to fire obliquely but got her well aft, ship turned turtle when we coming surface saw her keel up, in both instances British ships had torpedo nets down said Hersing. He ~~but~~ refused discuss contrivance enabling his torpedoes cutting through nets which of toughest steelwire, our torpedoes do it thats enough he said, Hersing then went over great part his work including sinking "PATHFINDER" by " U 21 " which he then commanded, that was first torpedo which ever sank warcraft, he explained, since then torpedo became terror sea

Speaking life aboard submarine Hersing quote very strenuous of course, men on post six hours off same time, except when diving when every man on duty, but conditions aboard German submarines not as bad as made airsupply moderatley good, food while all conserved, also good, real hardship however lack all opportunity get exercise, whenever possible we steam surface for officers sailing personnel, this great comfort but not for mechanical personnel which obliged to remain below constantly, this borne out by bronze faces officers and sailors and blanched faces engineers, continuing Hersing quote men find much amusement in phonograph playing mostly German marches and few cabaret songs, of which quote Prussian Glory march favorite, we spend hours that way when obliged lay below when near enemy, phonograph is stopped so that noises above which beat upon submarine shell as upon tympanum may be heard, we now expert telling what ship steaming over us being able distinguish marine engine stroke from steady hum turbine after torpedoing ship we sink immediately being able tell result deep under surface by detonation penetrating that far. We little feeling in matter because torpedoing our duty, to constant danger we accustomed Hersing unwilling say what percentage torpedoes lost, we hit often enough however. Speaking firing torpedo Hersing said touching small lever himself only act necessary when submarine positioned to sink vessel, stop, surrounding warship with other vessels no preventive because German submarine able dive under them as he demonstrated several times, Mines no bar to submarine he added because good commander able to get through field though doing so rather dangerous, stop tonnage and special appliances his and other German submarines Hersing unwilling discuss, likewise actual operation radius though demonstrated now more than 5000 miles. Hersing quote talk about German submarine bases Irish Sea, Mediterranean all nonsense, radius our submarines great enough do what they done without needing base, quoted Assertions that German submarine using special fuel likewise described by Hersing we getting best out of what we have, may say here English submarines equipped with many appliances we use, Will not discuss their unsuccess but will say England making poor showing ruling waves. On entire trip Wilhelmshaven Dardanelles British ~~kinship~~ lineships out sight, hard work finding them nowadays, that really most difficult phase our work, ~~it~~ undifficult sinking them when located but to locate them most trying undertaking. quoted Hersing notified to-day he given order "Pour Le Mérite" took his distinction calmly his aides more excited over it than he, that his submarine sank two English lineships matter of fact thing with him. He regretting repeatedly quick disappearance English fleet after his arrival, speaking of measures against German submarine crews now employed by British, Hersing said this had led merely to determination to do greatest possible damage British Navy and merchant marine before being caught, quote for report where my boat sighted British government has heretofore offered five hundred pounds, this was recently raised to one thousnad, that is all good it will do if I can help it Associated also interviewed Commander Ernest von Voigt of German submarine -----

which now here after torpedoing French transport near Dardanelles von Voights story identical with Hersings both submarines put in here for purpose resting crews mail story on this coming next mail. "

The following is a copy of another telegram of an interview with Lieutenant H e r s i n g of " U 51".

Although these will appear in American papers in expanded form I think that some of the points contained therein are of interest and valuable for our own submarine officers :-

" We remained submerged several hours then came surface find British disappeared, though search all in vain came Constantinople arriving yesterday morning having spent forty two days in submarine without let up rest unquote Hersing took sip from glass then turned me though story ended quote life submarine is no childplay. this weird existence, scientifically the air and nutrition suffice, but one suffers lack exercise, even scientifically pure air sometimes causes higher pulse rate rapid breathing. What hardest all for crew is fact submarine like cyclops has only one eye this being captains right optic. It stays glued periscope through all trying time, his word alone giving comrades inkling what going on excepting for ear which becomes highly trained to noise striking sounding board submarine body quote cruiser aft firing upon us unquote says this cyclops, then crew only can wait for detonation striking under water craft. quote It like Shakespeare play where progress battle shouted from tower to men in castle below, said ships doctor Gustaf Olshausen, unquote quote or like Jungfrau von Orleans where fight off scenes described fighters on stage added Hersing modern comforts out place aboard submarine which built economize space utmost crew has only one room which is most interior ship, low rounded, a room surrounded by machinery. Thirty three men sleep eat commune together, bunks there are and electric lights also electric stoves, where cooking is done other fires being taboo for fear explosion, even smoking forbidden, menu is as canner permits, quote bacon and peas to-day peace and bacon to-morrow, a change of beans every six days, said Hersing jestingly, men work on six hour shifts but when submarine dives every man at his post even if submersion lasts twenty four hours or longer. Once in Mediterranean Hersing stayed fifty two hours at periscope. quote training has everything to do with it said Lieutenant Dietrich Niebuhr, one soon learns to stay twenty four hours standing in same place though he does get sleepy at end of it. unquote though air oxygenized there no device keep it dry, clothes even if of silk soon shimmering and shoes whited by moisture, while drops water constantly fall from low vaulted roof quote by such journey good humor saves situation said Hersing, we all know we facing death but have to die some time be it to-morrow or years from now hence made up my mind if today, so everyone jolly. then another essential is unquestioning discipline without which submarine would lost built as it is like watch. Impossible do anything without complete confidence every man for if one fails everyone gone, crew must have confidence in commander commander in crew, he alone sees, so alone can determine, every man must realize instant obedience to slightest command absolutely necessary unquote such discipline

such mechanical perfection of delicacy surely represents highest development human ingenuity coupled human self-control, fact fifty one withstood long journey without slightest mechanical trouble not least her achievements, though ships rocked by storms despite submersion shaken by explosion, clockwork accuracy her nervous machinery never failed, calculated supplies also proved ample, quote great deal tommyrot written about our having base Irish coast mediterranean said Engineer John Heine, also about new fuel burned our engines we made trip usual fuel all which brought with us, unquote but if training can teach men stand motionless same place twenty four hours or glue eyes that lenth time periscope lack practice can disastrous. most crew fifty one had not come on deck during entire trip, forgotten climb ladder really walk, staggered up at Constantinople with clothes damp shoes whited themselves blinking sunlight tottering like babies quote but that all over now said Heine we forgotten already what trials we underwent we are only happy that we have served our country unquote Hersings record unique aside firing first torpedo sinking ship and sinking two more warships Dardanelles sunk five English French freight ships being in Havre November torpedo tube which sank "PATHFINDER" been engraved name now name "TRIUMPH" added while name "MAJESTIC" engraved second tube and swing story sorry delayed but is'nt it great am congratulating him. "

The deductions I make from these interviews are :-

1. That at least two submarines have arrived in Constantinople, having proceeded under their own power and unescorted from Germany.

2. That one of these boats was " U 51 " (of about 1000 tons surface displacement) and the other probably a boat with a higher number.

3. That the voyage was nearly 5000 miles made in 30 days or an average of about 165 miles per day supposing no stops were made on the way.

4. That at the end of this trip and without going into port for overhaul the " U 51" sank the British battleship "TRIUMPH" May 25th and the "MAJESTIC" on May 29th.

5. That both British battleships had torpedo nets down but they were not sufficient to keep the torpedo from striking the ship.

6. That a British destroyer attacked "U 51" while she was operating against the "TRIUMPH" and tried to ram, but that the submarine dived under and just escaped and subsequently came to the surface and fired against the ship. (In this connection attention is invited to Z-165 of 1915 on attacking submarines.

7. That the German submarine Service attributes its success largely to the rigid discipline and high degree of training which submarine boat crews have received (Report 153 of 1915). = T3, 8 (1)

8. That watches for surface runs are six hours on and six off

16
11 (2)

Need not be returned.

(See-Paragraph 4. Instructions of October 31. 1900.)

SUBJECT Sinking of English Cruiser by Austro-Hungarian Submarine boat.

From V *No.* 23 *Date* June 11, 1915.

Replying to O. N. I. No. *Date*

The following despatch of the commander-in-chief of the Austro-Hungarian fleet was made public on the 10 th inst.:

"On the 9th inst. submarine boat IV, Lieutenant Singule commanding, torpedoed and sank an English cruiser of the "Liverpool" class which was cruising under the protection of six destroyers 30 miles west of San Giovanni di Medua."

Stephen V. Graham

Need not be returned.

(See-Paragraph 4. Instructions of October 31. 1900.)

T6
.12
(1)

SUBJECT Sinking of Italian Submarine boat by Austro-Hungarian Submarine boat in Adriatic.

From V *No.* 24 *Date* June 12, 1915.

Replying to O. N. I. No. *Date*

JUL 13 1915
3-1=580-9-211.

The following despatch of the commander-in-chief of the Austro-Hungarian Fleet was made public on the 11th instant:

"The Italian submarine boat "Medusa" has been torpedoed and sunk by one of our submarine boats in the northern part of the Adriatic. Second officer and four men rescued and made prisoners."

Stephen V. Graham

Office of Naval Intelligence, Compilation J.P.J.

June 12, 1915. Copy E.H.L.

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Air Strength of Belligerents and Part Played by Aeronautics in the European War.

This paper has been compiled as a partial digest of information on file in this office regarding the aerona utic strength of belligerents and the part played by aeronautics in the present European War.

It is intended to emphasize the vast importance attached to the science of aeronautics by all the nations concerned, as shown by the size of their aeronautic corps at the outbreak of the war, the remarkable development during its progress and the straining of every nerve on all sides to turn out air craft and train personnel with the greatest possible rapidity.

The paper further attempts to show the reason for this in the part played by aeronautics in the war and the actual uses to which air craft have been put, making them indispensable adjuncts to armies in the field and fleets at sea.

It is hoped to further elaborate this subject later by giving a resumé of the principal air operations of the war and the lessons taught by each, a comparison of the value of dirigibles and aeroplanes and their field of usefulness from the results attained, and the latest practice and conclusions reached in matters of design and operation from experiences gained in the war.

Part 1.

Aeronautic Strength of Belligerents at the Outbreak of the European War.

Material

Nation	Dirigibles	Aeroplanes	Remarks
Germany	20	500 to 800	Also 3 civilian dirigibles and a few civilian aeroplanes.
France	18	400 to 500	Also 5 civilian dirigibles and 500 civilian aeroplanes.
Great Britain	7	200 to 250	
Russia	12	250 to 300	
Italy	8	100 to 150	Also 3 small civilian dirigibles.
Austria-Hungary	9	100 to 150	
Belgium	2	27	
Japan	2	10	

Personnel

Nation	Naval	Military	Civilian	Total
Aviators.				
Germany	22	200	578	800
France	11	191	790	992
Great Britain	172	257	400	829
Russia	3	111	5	119
Italy	7	120	84	211
Austria-Hungary		74	109	183
Belgium		58	48	106
Japan	17	4	5	26
Dirigible Pilots				
Germany		43	11	54
France		15	8	23
Italy		30*	3	33
Austria-Hungary		7	12	19

*includes 11 naval pilots.

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The number of dirigible pilots of other nationalities is not known.

By way of comparison, the aeronautic strength of the United States at this same time is given:

Material

Dirigibles	Sea and aeroplanes	Building
0	19	0

Personnel

Aviators.

Naval	Military	Civilian	Total
8	33	489	522

Development since the War began.

Since the outbreak of the war there have been great losses on both sides. In many cases losses have been concealed for military reasons and for the same reason new construction has been concealed so that it is difficult to make an accurate estimate of the present actual aeronautic strength. Resources are being strained to the utmost to turn out air craft and their accessories, and as many aviators as possible are being trained.

Germany.

Up to February 1, 1915, the loss of German aviators was reported to be 266. In spite of this enormous casualty list exceeding the total number of naval and military aviators at the outbreak of the war, Germany has, thanks to her la rge reserve and efficient system of training new pilots, not only been able to fill up the gaps but actually to increase the total number of aviators to 1800 or 2000.

It is reported that on December 1st, Germany had 1000 new bi-planes of various types, and was commissioning them at the rate of 12 a day.

The aviators are trained at the works during the construction of the machines; and receive the finishing touches and are required to qualify at the regular government stations.

Zeppelins are reported as being turned out at the rate of

one every sixteen days. These with dirigibles of other types, and ma king allowance for losses, should bring the total number of dirigibles now available in Germany to somewhere about 40.

France.

Definite details regarding the present aeronautic strength of France, due to losses or increases since the war began, are somewhat lacking; but all plants have been working to full capacity turning out aeroplanes and their motors. Many shops such as automobile works, etc., have been adapted to the construction of aeroplanes and motors.

As an example, the famous Renault Automobile Company at Billancourt may be mentioned. This company employs 14,000 men in two shifts and operates night and day. Its output is 6 aeroplane motors per day, but in addition it is turning out 5,000-75 mm.high explosive shells per day, and 150-3 ton motor lorries per week.

There is said to be a great shortage of aeroplanes in the French Army, and that in this respect the Germans have steadily maintained their lead. Every effort is being made to increase the daily output.

Considering this shortage, it is probable that France has all the aviators she can at present use.

England.

The English Royal Flying Corps is divided into the Military Wing and the Royal Naval Air Service. The exact number of machines is not known, but on April 6, 1915, it was reported that 2,000 machines were on order and undelivered. In operations on the present scale an allowance for the loss of 1 machine a day is made.

There are 300 aviators in the Royal Naval Air Service and presumably about the same number in the Military Wing.

There are now under construction for the British Admiralty some very large seaplanes having a span of 120 feet, three fuselages abreast, and driven by three motors.

Russia.

In Russia aeroplanes for military service are constructed at the Baltic Works, at Lebedef's, and Schitnisky's, all in vicinity of Petrograd. The principle plant is the Baltic Works which turns out various types of air craft at the rate of about 10 per week. Lebedef's, although in existence only six months, has a capacity of 5 per week. They also repair and reconstruct captured machines. Schitnisky's is a small works of limited capacity.

A type of aeroplane distinctive to Russia is the Sikorsky Biplane. This gigantic craft is 65 feet long, with a span of 121 feet, and a bearing surface of 1958 sq.feet. It weighs 3 1/2 tons and is propelled by four engines of 400 to 600 h.p., two of which may be disabled without endangering the biplane. It has a closed in fuselage and carries a normal crew of 8 men, but can carry 16.

It was first experimented with two years ago, and has had a varied career of misfortune; but recently it is reported as having made a successful war flight over the city of Plotzk, during which 15 heavy bombs were dropped.

Russia is short of aeroplane motors, and it is stated that they are willing to pay any price asked to obtain them.

There are rather unfavorable report concerning the Russian aeronautic personnel. The number of military aviators has never been great in comparison with the number in England, France and Germany, and there are practically no civilian aviators to draw upon as a reserve.

This weakness manifested itself early in the war, and the Germans soon secured control of the air on the East Front. The crushing defeat of the Russians in the Masurian Lake region is attributed to their lack of an efficient aeronautic corps for scouting purposes. The Germans were able to mass a large force for this attack, unobserved by the Russians, who were taken by surprise and unable to concentrate in time to meet it.

A German newspaper, in commenting upon their own aerial supremacy, states that it is reported the Russian Government has made an appeal to France and England for flyers, owing to the lack of Russian flyers and their inability to cope with the German aviators.

Italy.

Italy has been extremely active in aeronautics since the war began, especially in the training of aviators. Several schools have been established for this purpose and the requirements for military pilots'licenses are very rigid. There are now probably over 300 aviators in the military establishment.

In construction also she has not been idle. In January it was reported that 16,500,000 Lire had been appropriated for the development of airships and stations, in addition to 220,000 Lire previously appropriated. 5,000,000 of this will be used for building and developing hydro-aeroplanes.

Italy is now said to have 20 dirigibles of various sizes and types, and probably about 350 aeroplanes and hydroplanes.

Austria-Hungary.

At the outbreak of the war the Austrian Central Committee placed 1,440,000 kronen at the disposal of aeronautics. 500,000 kronen had already been voted. 40 Pfeil aeroplanes were ordered from Germany but only 12 were delivered. 2 Aviatik aeroplanes, on exhibit at the Berne Exposition, were shipped to Austria. Altogether it was intended to acquire about 80 naval aeroplanes, the favorite type in Austria, and to erect a number of flying stations. The outbreak of the war upset this program, and it is doubtful if many machines have been secured.

Belgium, Servia and Turkey.

The aeronautic services of Belgium, Servia and Turkey have probably not been materially increased since the war began. On the contrary they are probably weaker, due to the losses sustained.

Japan.

Japan was very weak in aviation at the outbreak of the war. The navy operated their few hydro-aeroplanes and the army was charged with the management of the dirigibles but also had a few aeroplanes.

In the operations at Tsing Tao only 4 planes were used, one of 100 h.p. and three of 75 h.p. The la tter were unable to rise to the height considered necessary for the work in hand, and only the 100 h.p. machine was used after the first few days until late in the siege, when a second 100 h.p. machine arrived.

Since then however, Japan apparently impressed with the indispensability of aircraft in war operations, has shown considerable activity.

In the spring of 1914 Japan had placed large orders in Germany for air craft and motors. They tried to secure 400 motors from the Daimler Factory alone. By August 1, 1914, however, only a few machines had been shipped to Japan, and the rest were of course held up.

Japan has now 2 dirigibles, about 50 aeroplanes and 100 to 120 flyer officers.

Latest reports indicate that Japan has decided to build at once not less than 150 aeroplanes, in addition to those already on hand and under construction.

There is an aviation station and plant at Tokorozawa, 23 miles from Tokyo.

Part II.

Part played by Aeronautics in the War.

Aeronautics may well be said to have revolutionized modern warfare,-both as regards the strategic and the tactical conduct of operations.

The present war has shown that air craft are an essential and indispensable part of the makeup of fleets and armies, which without them would be fore-doomed to almost certain defeat.

That all of the belligerents engaged recognize this to the fullest extent is apparent from their strenuous efforts to turn out aircraft and train aviators to the utmost of their capacity. Even Japan, not seriously engaged since the fall of Tsing Tao, has shown her appreciation of the lessons learned, by the formulation of a definite aerial policy, and the determination to increase her aeronautic service by the addition of 150 aeroplanes.

Air craft has six separate and distinct uses in war. Enumerated in order of their apparent importance, as thus far demonstrated in the present war, these are:

1. Spotting and Reconnaissance.
2. Spotting and Control of Artillery Fire.
3. Dispatch Carrying and Communication.
4. Aerial Raids and Attacks.
5. Defense against hostile Air Operations.
6. Location of Submarines and Mines.

Spotting and Reconnaissance.

Daily reconnaissances along the western battle front take place with routine regularity. Every morning at daylight the aeroplanes atart out, and the information they acquire determines the conduct of operations. It is difficult to imagine what the commanding generals would do if deprived of this means of obtaining information. Flights have become practically independent of weather conditions, and take place even in fog, rain and high winds.

It is no longer possible to accomplish large concentrations of troops unobserved by the enemy through their air scouts. Each side is thus able to forestall from the start every hostile attack in force, by immediately countermassing troops at the threatened point. The present deadlock along the western battlefront is the evident result.

There is hardly a doubt that if either side had been notably weak in aeronautics, its line would long ago have been pierced and its armies routed, as the Russians were in the Masurian Lake region.

In addition to locating the massing of large bodies of troops far in rear of the battleline, it is possible to follow the movements of troops, supply trains, artillery, etc., near the firing line, which are otherwise hidden by forests, hills and folds in the ground. The lines of hostile trenches can be traced and definitely located, and masked batteries discovered.

Air craft are the eyes of the army and the fleet and these must have an unlimited number of eyes. The importance of full accurate and uptodate information of the movements of the enemy, has been so thoroughly proved in past campaigns, and in the present war, as to need no comment. In those past campaigns this information was acquired in a very imperfect manner by the slow, tedious and limited movements of cavalry on land and uncertain and equally tedious movements of old time frigates at sea, whose activities were completely limited by the force and direction of the wind.

It can be seen how much more important and valuable is the method of securing information by means of air craft, with their extreme ease and rapidity of movement, large radius of action, excellent facilities for comprehensive and minute observation and practical independence of the topography of the theatre of war, and of the elements; as demonstrated by the aerial operations of the present war, conducted with regularity and certainty in almost all kinds of weather.

In previous wars an army without cavalry or a fleet without scouts was hopelessly handicapped. At present an army or a fleet without air craft would be infinitely worse off, and in the predicament of a blind man fighting an alert and observant adversary.

Spotting and Control of Artillery Fire.

The value of air craft for spotting has proved inestimable. It has made possible accurate and effective fire upon distant and unseen targets.

The bombardment of Dunkirk by the Germans from Dixmude, at a distance of 23 3/4 miles is the most striking example. German aeroplanes hovered over Dunkirk throughout the firing. It would have been impossible for the Germans to have known where their shell were falling and to have corrected their range and deflection except by their aid.

In field artillery actions the accuracy acquired through the aid of aeroplanes has been incredible. The methods employed by the English, French and Germans are essentially the same and differ only in the details and the methods of communication between spotting aeroplanes and battery.

The general scheme is for the aeroplane to fly out over the enemy position and locate the target. It then flies back to its own lines and transmits this information to the battery commander in any one of a number of ways,-such as dropping a message, signalling by flags,etc. The target is usually located on a map of the theatre of war by signalling numbers indicating the square in which the target is located.

The aeroplane then flies out and takes a position over the target. When the battery opens fire the range and deflection are communicated to it from the aeroplane.

Dispatch Carrying and Communication.

The aeroplane is the quickest, surest and most effective means of transmitting dispatches from one part of the battleline to another when telephonic communication does not exist or is interrupted.

The commanding general can assure himself in a few minutes through his aeroplanes that some movement he has ordered in a distant part of the field has been executed; and can coordinate the movements and attacks of his entire line by the use of a few aeroplanes.

Aero Raids and Attacks.

The war has demonstrated that the dropping the bombs by air craft operating singly or in small numbers is uncertain, ineffective and inaccurate, and the results attained rarely justify the effort exerted. To avoid the destruction by rifle fire or the fire of anti-air craft guns, which have been rapidly developed during the war, the aeroplane must fly at an altitude of at least 2000 meters. Flying at such a height at the rate of 60 or more miles an hour, with varying and unknown currents of air, the chance of hitting a target of small dimensions is practically nil; and even when hits are made the damage done is often surprisingly small.

The only real chance of success is through surprise and by remaining undiscovered until the attack is made. The aeroplane might then be able to come down very close over the target and deliver its attack before the defense is aware of its presence and could concentrate upon it.

There have been several instances of attacks upon air ship sheds, powder works, railway junctions, etc., which are claimed to have been successful, But considering the number of aeroplanes presumably available to each side these attacks are comparatively few and it is usually impossible to verify the damage claimed to have been done.

There is a growing tendency to regard this use of air craft as ineffectual and hardly worth while. This is especially so amongst the French who now seldom make raids for the sole purpose of dropping bombs. All of their aeroplanes carry bombs however, and they drop them if opportunity offers.

The foregoing remarks apply, as stated, to air craft acting singly or in small numbers. There would appear to be large possibilities however, for attacks in force. This has been pointed out recently by an English authority and the reason that such attacks have not been attempted may be due to the fact that the number of aeroplanes and aviators available to the different belligerents, is not sufficient to spare them for this work from their more important duties of scouting and spotting.

This authority claims that it would be possible to paralyze the German line of communications into France by the destruction of the 15 principle railway bridges across the Rhine; over each of which it is estimated that a military supply train passes every ten minuts. If these 2140 trains per day or say only one-third of them were held up for even a few days what would happen to the German army in France? He holds that 150 to 200 aeroplanes making such an attack would guarantee success.

In the same manner running trains attacked by 40 or 50 aeroplanes simultaneously would stand small chance of escaping. The theory is the same as that of an attack on the battle-fleet by a cloud of destroyers. Some are bound to get in.

He further estimates that 1000 aeroplanes could permanently destroy Krupp's Works at Essen, and that repeated attacks by such a number upon the German Fleet at its naval base would compel it to go to sea.

These are theories and cannot be substantiated by experience but show the trend of thought in Europe, and the number of machines considered necessary to effectively carry on war, and utilize to the full their capabilities.

Defense against hostile Air Operations.

Air craft form the best means of defense against air craft and also the best means of driving off hostile air craft attempting to gain information.

In attacks upon cities and other objectives offering a large target, hostile air craft can maintain such an altitude that they are beyond the range of anti-air craft guns and are invulnerable to them. Under these conditions the only means of meeting an attack is by opposing air craft to it. Squadrons of air craft must be kept ready to ascend at a moments notice at the first word of warning that hostile air craft are in sight.

Location of Submarines and Mines.

It has been found possible to locate large objects under water with considerable ease from air craft. The depths at which submarines and mines can be seen under water depends upon the clearness and depth of the water, the character of the bottom, the state of the sea and atmosphere and the height of the air craft. Under normal conditions air craft forms a fairly efficient means of locating such objects.

A report from Italy states tha t in experiments in locating mines from air craft, all mines in the field were detected from a height of 1000 feet within an angle of 30°.

Aeroplanes have been used to some extent in convoying ships at sea to warn them of the presence of submarines; but nothing very definite is known as to their actual value in this work.

OFFICE OF NAVAL INTELLIGENCE. COPY-AEF.. 14

~~June 28, 1915.~~

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PRIVATE LETTER RECEIVED IN THE BUREAU OF ORDNANCE,

NAVY DEPARTMENT.

June 14, 1915.

Dear Admiral:

I saw Admiral Winterhalter for a few minutes and took occasion to tell him how helpless this country was in the production of war material and how fortunate the situation was disclosed by the needs of others and not our own needs.

He asked why I did not write to you, and I said what I knew related principally to army ammunition, and I supposed the Army knew all about it. I never understood, however, why the Army had such a small stock of ammunition, and such a large and growing variety of gun calibres.

The fact is, Europe come here to buy about $200,000,000 worth of ammunition and found that nobody here had any equipment to make any and nobody knew how to make any. That statement is correct, and is practically true at this late date. But some of the manufacturers are now shipping some of the simpler parts. The newspapers speak of big shipments, but it is not true as to ammunition. The customs house reports show the truth. The large shipments are automobiles, metals, and horses, and some small arm cartridges, and gun cotton and powder.

I am familiar with most of the European drawings of standard army ammunition and know pretty well what they have asked for, what has been ordered, who is making it, and their progress.

Under the above circumstances you will find it difficult to get any wa material at decent prices or deliveries.

There has been little demand for naval ammunition. Washington Steel & Ordnance, Bethlehem, Midvale, and Crucible are doubtless making some a.p. shell. These are all the a.p. shell makers I know of. Mr. Jennings, President of Carpenter Steel Company, who used to make such good shells, told me he stopped some years ago and did not intend to begin again. He said the Government contracts were too intermittent. If you offered him a long contract he might take it up again.

The Harrisburg Pipe and Pipebending Co. know the common shell game and are good people. They make alloy steel.

The European orders call for about six or eight million rounds rounds of 3" shrapnel and explosive shell complete with case, powder, and fuzes - and also larger calibres.

They also want several billion small cartridges and several million rifles. They also want powder, picric acid, and T.N.T.

The result is all necessary raw materials, and machine tools and acid, even stone ware for acid, is sold out for months.

There are a great many manufacturers who are making noble efforts to produce, and some of them are beginning to get results. Most of them have to put in the equipment and are unwilling to do so unless they get a long contract and an advance payment.

It takes a lot of brains to buy anything. The Russians and French have lost months of time in getting started.

The Aetna Explosive Co. is building large plants - for powder and picric acid. I believe they have started producing powder at the Emporium plant.

The game is too big to attempt to write about. The question is what the Government should do. I remember an excellent

suggestion made by some one about the Torpedo Factory. They said the factory should build tools for making torpedoes, ready to deal out to private manufacturers.

I know of a lot of new people coming into the ammunition game, and if I knew what particular things you wanted I might suggest a manufacturer. They all have to be coached and are naturally afraid of firing tests. The specifications should be so modified, as the Government is responsible for the design. You may have to change other details of the specifications. The Germans are using steel cartridge cases. I also hear duraluminum is used. If I can furnish any useful information I will be glad to.

Excuse writing as I am writing at night, with no typewriter.

With best regards -

Sincerely yours,

Office of Naval Intelligence, Copy

~~July 7, 1915.~~ N. H. L.

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Extracts from letter received from Naval Attaché,

Petrograd, June 14, 1915.

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"The Black Sea Battleship Imperatritza Maria is now ready, and that the Imperatritza Ekaterina will be ready by July 1. Undoubtedly the work on these two ships has been rushed since Turkey came in. Of the four battle cruisers, the Izmail is nearly ready for launching, but the others I do not think can be completed inside of a year. Of the Baltic Fleet the Rurik and Andrei Pervosvannyi have been damaged some time ago, but are now repaired. The four new battleships of this Fleet are now in active service. There is constant mention of the operations of British submarines in the Baltic, but I think these are only the two which came in last fall, and about which I wrote you."

Office of Naval Intelligence, Copy

July 7, 1915./ N.H.L.

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Extracts from letter from Naval Attaché, Petrograd,

June 14, 1915.

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"The regulations in regard to giving out any information are now almost incredibly strict. Heavy fines for discussing anywhere any military or naval movements. The latest order issued forbids speaking in any lan guage but Russian over the telephone - 3000 roubles fine and 3 months imprisonment. I don't suppose this will apply to diplomatic representatives, but there would nevertheless be so much trouble about it, that I doubt if these will use any other language - Six months ago this would have been exceedingly inconvenient, but I can get along now in Russian.

"A recent Russian Navy List has been published but is considered confidential."

Need not be returned.

(See Paragraph 4, Instructions of October 31. 1900)

T6

SUBJECT Changes in the Constitution of the Italian Fleet.

From T No. 100. Date June 11, 1915.

Replying to O. N. 1. No. Date

1. In addition to the five Divisions reported in "T" 104 of May 7th, 1915, as the constitution of the Italian Fleet, there have been added two additional and independent Divisions.

2. 6th Division.
Rear Admiral Millo, Com'dg.

Quarto	Citta' di Palermo
Nino Bixio	Citta' di Catania
Libia	Citta' di Messina
Agordat	Citta' di Siracusa

The last four of these ships are the auxiliary cruisers reported in "T" 104 of May 7th, 1915. This Division will operate in the upper Adriatic as a support to the right wing of the Army.

3. 7th Division.
Rear Admiral Patris, Com'dg.

Sardegna
Marco Polo
Carlo Alberto.

This is an independent Division operating along the coast of Albania and has been known as the Albanian Division, and up to the present time its headquarters have been at Vallona.

4. In report "T" 104 there are three divisions in 1st Squadron and two in the 2nd Squadron, whereas it should be reversed - the 1st and 3rd divisions only are in the 1st Squadron and the remaining three in the 2nd Squadron.

SUBJECT RELATIONS BETWEEN ARMY, NAVY, AND FOREIGN OFFICE IN GERMANY WITH ESPECIAL REFERENCE TO THE "L U S I T A N I A" NOTE.

From Z No. 365 Date June 14, 1915. , 191

Replying to O. N. I. No. Date , 191

The Second "L U S I T A N I A" note appeared yesterday in all the newspapers and in general the attitude expressed in the German newspapers is one of satisfaction and relief that no ultimatum was made and that there is opening for further negotiations.

In order to understand the situation at the moment in Germany a brief review of the controlling factors is necessary.

The most important affairs of Germany are run by three organizations, the General Staff of the Army, the Admiralty Staff of the Navy and the Foreign Office.

The Emperor may veto plans of these organizations but it is generally believed that he has steadily upheld the plans of the Army and Navy.

The Army and Navy Staffs have full swing within their respective spheres to conduct the war as they please and they do so. The Army and Navy Staffs have therefore overridden international law and precedent when it seemed adviseable and have left it to the Foreign Office to patch up the matter with the government concerned. Of the three departments the Foreign Office is perhaps the least able, but it does not deserve all the condemnation showered upon it in Germany. It does not create the situation, but the situations are passed over to it by the war making branches of the government. The Foreign Office also has the least influence with the Executive Head of the Government who traditionally and by education is altogether bound up in the success of the army.

Beginning with the Belgian breach by the army and continuing to the present day in the submarine warfare carried on by the Navy, Germany has provoked the hostility of all the surrounding nations. Since Italy has gone over to her enemies, a certain amount of light has penetrated the country in general and there is much less feeling that Germany must concede nothing even if the world comes against her. Roumania is known to be bargaining with the allies, the Scandinavian countries, notably Denmark, are growing very restive under the German methods. Holland is unfriendly.

The situation appears to be that the Foreign Office recognizes these tendencies and is strongly in favor of concessions which will keep America from setting an example which may quickly spread to the remaining neutral countries.

The Army Staff, though flushed with success bythe Galician campaign is far from desiring to find any more frontiers threatened and are advising conciliation. Only the Admiralty Staff hold to the "no concession" policy. All the Navy can do now is with the submarine and all their hopes are based on the submarine. Unless forced by higher authority at the demands of other branches of the government, the Navy will stick to the submarine warfare against commerce even if it brings

a conflict with America.

It has been given out in the newspapers that to collect the evidence necessary to answer the American note it will take some time. A policy of delay is probably assumed, not only to allow public feeling in America to die down but also to secure the time for agreement between the divisions of the government in Germany.

SUBJECT "Agamemnon".

From No. 90. Date 15 June, 1915

Replying to O.N.I. No. Date , 191

The British Admiralty has stated confidentially to the press that the "Agamemnon" has not been lost, but that a "disguised" ship of similar appearance was torpedoed off the Dardanelles and sunk, probably giving rise to the German story of the loss of the Agamemnon.

[See Paragraph 4, Instructions of October 31, 1900.] *Need not be returned.*

T6
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(2)

SUBJECT INFORMATION CONCERNING NAVAL BATTLES.

From Z *No.* 266 *Date* June 15, 1915. *, 191*

Replying to O. N. I. No. 13448 *Date* ~~May 11, 1915.~~ *, 191*

The information desired is in general not available at the present time. With regard to the hits made on the German ships during the action of January 24th 1915 there is some light.

The Reichs-Marine-Amt claims that hits were received only as follows:-

"S E Y D L I T Z" : One hit on barbette of after turret resulting in destruction turret personnel and wrecking interior of turret. All electrical machinery ruined in this turret as the powder in the handling rooms caught fire and burned out everything

"D E R F F L I N G E R" One hit on side armor resulting in driving back a plate and opening a hole underneath the plate. There has been some dispute as to whether the hole underneath the plate was not made by a different shell from the one that hit the plate but I believe that best authorities think not.

" M O L T K E No hits.

The "BLUECHER" received one or more hits at long range which put her engines out of action after which she dropped back and became a general target.

Hits made by the Germans on the English fleet not known.

The cruiser "K O L B E R G" received two hits.

It is probable that after the war when discussion is allowed that the information desired will be available.

K

[See Paragraph 4, Instructions of October 31, 1900.]

T6:
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(1)

Need not be returned.

SUBJECT L O S S of " U 14 ".

From Z *No.* 367 *Date* June 16, 1915. *, 191*

Replying to O. N. I. No. *Date* *, 191*

580
9
308

The loss of this submarine is officially announced as follows:-

" U 14 " Lost.

The "Wolff Telegraph Bureau" makes the official publication:-

According to a communication of the First Lord of the Admiralty in the House of Commons a German submarine was sunk by the English in the beginning of June and the whole crew taken prisoners. From a note published by the British government regarding the treatment of captured submarine boat crews it is evident that it is the German submarine " U 14 ". As this boat has not returned from its last enterprise it must be considered as lost.

The Acting Chief of the Admiralty Staff

(Sig.) B e h n k e . "

[See Paragraph 4, Instructions of October 31, 1900.]

Need not be returned.

T6
16

SUBJECT

GENERAL OBSERVATIONS in BELGIUM and NORTH FRANCE along the WESTERN THEATRE of WAR.

From Z (O) *No.* 269 *Date* June 16th, *191*5

Replying to O. N. I. No. *Date* *191*

RAILROADS: These are under the management of the railroad department of the German Army. The bridges damaged and destroyed have been repaired or new wooden or iron structures built, the tunnels rebuilt or building and in some cases, as at Montmedy where a very long tunnel was effectually demolished by the French, the railroad has been built around the hill. All bridges are heavily guarded and in fact the entire stretch of railway is continually under the eye of some German soldier. The railways are primarily for the transportation of supplies, bodies of troops, etc. and few passenger trains are run. A regular time-table for passenger trains is in force. Three through-trains over three different routes run between the Great Headquarters, situated in Mezieres-Charleville in France, and Berlin.

The cars comprising these trains are the modern German vestibule wagons. Beyond Charleville on the stretches of railway to Ostende and to the north into Belgium, Belgian or French passenger cars are found. Through-trains to the larger centres average one daily. No officer, soldier or civilian is permitted transportation without a pass from the military authorities. Officers, soldiers and officials are given free transportation. The signs about the stations are in German and French. The attendants on the trains and in the stations are all in uniform, the principal positions are occupied by Germans and the natives employed only in such positions as cleaners and similar jobs.

The branch lines towards the south are used solely for the supply of the Army along the front and supply trains literally run into the zone of fire. In travelling from Belgium into Germany, at the border town of Herbestal all baggage, officer, soldier, sailor and civilian alike, is subject to the inspection of custom officials. One must obtain from the German Government in Brussels special permission to enter Germany from Belgium.

The railway equipment of the Belgian Government is used throughout the country.

COUNTRY: As one travels through this territory occupied by the German troops, one is impressed with the cultivation of the fields. Every square acre of tillable land is under cultivation. The military authorities have only permitted the natives to plant food stuffs - wheat, barley, potatoes, etc. This region was formerly largely given over to the production of the sugar beet but the cultivation of this vegetable is not permitted by the military. In France there are not many young men or middle-aged men seen as workers in the field, the work being done by women, old men and boys. In Belgium there are many more men of a military service age; this is remarked in the cities as well as in the country. The natives appear to have retained their own cattle and horses and in France I noticed very large herds of cattle grazing in the fields, which I was informed belonged to the military and had been imported from Germany.

The Germans are importing from France and Belgium quantities of hard wood for use as stocks for rifles, etc. The coal mines in the northern part of France and in Belgium are being worked to their full capacity. The manufactories are for the most part idle, or running on part time. Such industries as tanning and leather manufacturies and iron mills are being worked on full

time to supply the needs of the military. The military authorities informed me that they paid cash for everything bought and I have reason for believing this is true, as in all places visited I talked with French or Belgians and they confirmed this.

The roads throughout the country are of maccadam construction and kept in excellent repair. A division of the Army - called road repair division - has charge of this work. Native civilians are employed, receiving two francs per diem and food. French prisoners are also employed in this work and in the town of Rethel Russian prisoners were seen at work. In the numerous hospitals visited, cleaners, laundrywomen and assistants in the kitchens were from the natives; they received two francs a day, with food.

CITIES: A large number of the richer and better class of the population fled from the cities during the first advance of the Germans in August last. This is especially true throughout northern France and is not confined solely to the cities; numerous villas and chateaus in the country were vacated by their owners. Such public or private buildings as the military needed for their purposes were requisitioned. Each city is taxed so much for the support of the invading Army. The hotels in the larger cities and, in the smaller towns, private buildings are requisitioned for housing officers and men of the Army of Occupation. A German officer or soldier arriving in Lille, for example, announces his arrival to the Kommando if he be an officer; if a soldier, to the proper office in the railway station. He exhibits his authority for visiting the city to the officer on duty, states the purpose of his visit, the duration of his stay and is then given a paper which entitles him to quarters and subsistence at some designated hotel. A certain number of the better hotels are reserved for quartering officers, while the soldiers are quartered in barracks or often in hotels designated for this purpose. In the majority of cases, as in Bruges, for instance, the limit of cost of the officer's daily subsistence is twelve francs. All of the larger cities have issued paper currency. German money is everywhere accepted, the ratio of exchange between French and Belgian currency and German money being one franc twenty-five centimes to the mark. The various municipalities are permitted to continue their civil government under the supervision of the German military authorities.

In the cities the trolleys are running and a few horse taximeters are to be had with the usual rates. The best horses have been requisitioned by the military and the animals who drag one around in the taximeter cabs present a forlorn picture of a horse.

The civilian population all have certificates of identification and are not permitted to leave the district in which they live without special permission from the military. I was informed that numerous French families - only thewomen and children - who desired had been permitted to go to France, i.e. that part not under German control, the journey being effected by going through Switzerland.

The municipal police, gendarmerie, are on duty and they are supplemented by a detail from the troops, regular soldiers armed with guns, bayonets fixed. They wear a black, white and red brassard on left arm with the letters "M.P." in black. A special detail of mounted troops patrol the country roads; they correspond to our state constabulary at home. In addition, throughout the cities are many secret service men in civilian clothes; they carry

a paper from the Oberkommando as their credentials.

The authorities informed me that the native population are quite peaceful and they have very little trouble of a serious nature. Occasionally some event takes place such as that recently in Brussels when an English flyer appeared over the town and succeeded in materially damaging a Zeppelin. The populace were wild with excitement, parading the streets singing and shouting "Viva la France", "Viva la Belge". It amounted almost to a riot and required a strong detail of troops to disperse them.

In many little nagging ways the military have made themselves very unpopular and heartily disliked. In large cities, like Brussels, they have stopped the use of telephones - even in our own Consulate, and our Consul General, as well as our Minister, informed me that they were both sorry they could not send me to my hotel in their respective motors. They said that the Germans had issued an order to the effect that those permitted to have motor cars could only use them for their own or family use. Disobedience of this order would incur a fine of two hundred and fifty francs.

[See Paragraph 4, Instructions of October 31, 1906.] Need not be returned.

16
17

SUBJECT LOSS of ARMORED CRUISER "FRIEDRICH KARL"

From Z No. 275 Date June 17, 1915. , 191

Replying to O. N. I. No. Date 191

JUL 13 1915
6-3-5-80-9-210

The loss of this ship has never been officially admitted, but it is generally known to have occurred in the Baltic Sea in December 1914.

16

Need not be returned.

(See-Paragraph 4. Instructions of October 31. 1900.)

SUBJECT Austro-Hungarian Cruiser Raid on Italian Coast.

From V *No.* 28 *Date* June 20, 1915.

Replying to O. N. I. No. *Date* 41 = 580-9-213 JUL 1 1915

The following despatch of the commander-in-chief of the Austro-Hungarian fleet was made public on the 19th instant:

"On June 17th and 18th several of our cruisers and torpedo units undertook a raid on the Italian coast from the frontier to Fano. In this raid the semaphore stations at the mouth of the Tagliomento river and nera Pesaro as well as the railroad bridges over the Metauro and Arzila rivers, near Rimini, were damaged and an Italian steamer was sunk. The crew of the steamer was rescued.

"All units have returned in good condition."

Stephen V. Ruhlen

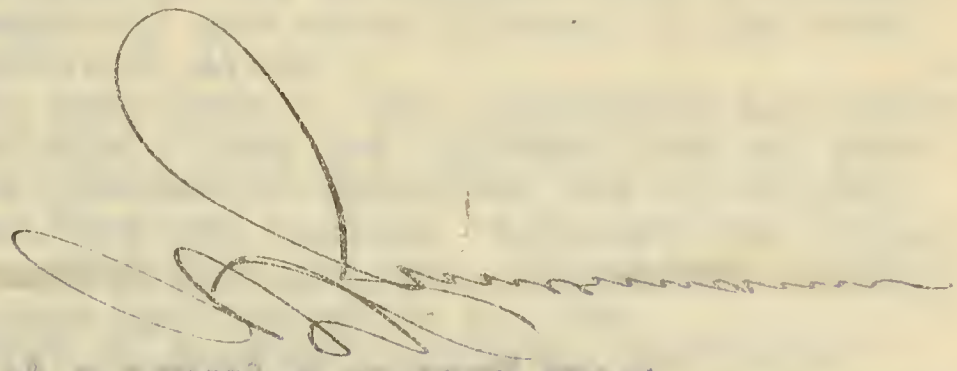
U.S.S. J[illegible]
Navy Yard, Norfolk, Va.
June 21st, 1915.

.Ensign A.G.Zimerman, U.S.N.;
-The Director of Naval Intelligence.

ject:- Notes on Bermuda under Martial Law.
losures:-(7)
1.Period of stay in Bermuda, pril 30th to May 25d, 1915.
2.Regulations in force: All firearms of any description to be turned in military authorities,
restricted area around islands where German prison- s are quartered,
Photographing of military subjects prohibited,
Sale of liquor stopped after 11 .M.
.Sailors hat bands seen during stay: H.M.S. "Berwick" "Cumberland" "Tiger" australian scout cruiser Sydney, and the cruiser Leviathan. The arriv- and departure of the Suffolk was frequently discussed but no sailors s her were seen ashore. It is possible that the "Tigers" men had been sferred from the dreadnought of that name to the Australian scout, for mention was ever made of the "Tiger's" visit .
.Pictures "A", B", and "C" represent all the ships present at the navy d on May 10th. The bottom of the ship in "a" is painted with a mixture veral shades darker than ours.
5.The floating drydock is the second one the islands have received. The rst has been discarded and is falling to pieces.
6. The navy yard was one of those affected by Lord Fisher's policy of re enchment and before the war had been practically abandoned. Laborers were ost entirely discharged and sent to England and comparitively few war- ips called. No improvements were made since construction of breakwater Walker & Co., English engineers. Upon the beginning of war much material d appliances were sent and the yard resumed active operations. A civ- ian living in the nothern part of the island said that during one of the rly months of the year twenty six different warships were counted enter g or leaving at different times. The acuracy of this statement is doubt- l becase of the close similarity of type ships and the probable lack experience of observer.
7.Cruiser in "D" had a pinnace with life preserver having "Leviathan" pa inted on. Hull was ordinary color except patch on both sides, on bow, ich was lighter gray, like gray of German battleships. Base color of stacks s gray with markings of jet black. First and second stacks were exactly ilar, third and fourth different. Markings were sharply outlined geomet- ical figures as shown in "D". This was distinctly different from a pic- re published in the Illustrated London News showing a warship in the rdanelles, with irregular light and dark gray patches all over hull and acks.
8.Admiral Jetty is in Command of the station and frequently went out ith the ships.
9. They have a local artillery company which has seven field guns about or 4". Garison is composed entirely of Canadians. Local organization for me defence. About May 1st a contingent of ninety Bermudians (volunteers) iled for Europe. The newspapers were enthusiastic but prevailing senti- nt even of those not peisonally concerned in their departure was as fol s:- We would gladly enlist for home defence and relieve every Canadian re so that they could go to the front. Or if these ninety men could turn e tide of battle we would gladly sacrifice them. But they are less than a

in a bucket and it is just a scheme of the governors to obtain recog-
on from London.
here are two blockhouses on northern part of the island as shown in
. "I" shows the one on the western side. It is said that there are some
Somerset Parish also. The base is of rough fieldstone, capped with about
ee layers of sand bags. Next above is an open space and above three
e layers of sand bags and the roof. The blockhouse near Flatts Bay appear
ewhat larger, but of same construction. It is exposed on a rocky knoll
re it is not necessary to clear away the trees to command the road as
". The mettallic dome in the immediate foreground of "F" is the top
e carriage lamp from which the picture was taken.
. The German prisoners are evidently on Forts Island. Restricted area
shown in red in "G", and is evidently closely guarded, for an uninformed
itor was acidently hit recently by a sentry's warning shot.

R. Zimmermann



[See Paragraph 4, Instructions of October 31, 1900.]

Need not be returned.

T6
21
(2)

SUBJECT War materiel in Brazil.

From N No. 16 Date June 21, 1915., 191

Replying to O. N. I. No. Date , 191

Two Battleships))----Minas Geraes- Sao Paolo.

The quetion of selling these ships is frequently brought up. Up to the present time the idea has not been accepted by the administration, and it is stated that it never will be accepted.

It now appears that if the United States should at any time desire to buy these ships, the administration would be willing to sell, provided Argentine could be persuaded to sell the two battleships she has bought in the United States.

SUBJECT War materiel in Brazil

From *No.* *Date* June 21, 1915. *, 191*

Replying to O. N. I. No. *Date* *, 191*

Mauser Rifles.

About 1910 the last President of the Republic of Brazil went abroad and was received with marked milibary attention in Germany.

An order for a large quantity of German Mauser rifles was given at that time/ The number is waid to be 400000. Some of all of these have since been delivered. Various attempts have been made by a beligerent country, supposed to England, to get posession of these rifles. The means addopted seems to have been the employment of a so called neutral syndacate as a go between, the rifles to be delivered in Portugal or elsewhere. Bribery threats and underhand methods have been suspected.

The Brazilian government has so far refused to sell these rifles and states that it has no intention of doing so as long as the war lasts, for fear of violating neutrality.

It is now stated that this decision does not apply to the United States and that if desired it is considered probable that a quantity up to 250000could be sold to her.

SUBJECT Brazil - War College

From ..... No. ..... Date ....., 191

Replying to O. N. I. No. ..... Date ....., 191

of the subjects of Strategy and Tactics.

These subjects are of much greater interest to the student officers than any of the others and it seems to be a fact that many officers have delayed applying to take the course until they could ascertain how that portion of the instruction would be conducted.

The past year therefore has not been a very fair sample of the interest that may be expected, although the interest shown has been as great as it is with us. They seem to realize the necessity for the kind of instruction that our War College represents. These ideas are however absolutely new, as they were originally with us. The Brazilian Navy can only be expected to absorb them slowly.

It is to be hoped that the next class may include some officers of high rank and influence who can speak with authority. The tendency at the War College at present is to make it a school and not a College. This is the direct result of French teaching.

The President of the War College is Contra Almirante Gomez Pereira a progressive and well read man, who has beeen spoken of as the next Minister of Marine.

The War Game as played at Newport has been introduced and an attempt made to found the studies on the Estimate of the Situation and the War College Order Form. Several of the papers published in the Naval Institute, have been used as lectures. The teaching has been conducted almost entirely in French, suplemented with English and Portugese. This has required much translation and in many cases the papers have had to be rewriten to fit them for translation.

SUBJECT .....

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From ..... *No.* ..... *Date* ....., *191*

Replying to O. N. I. No. ..... *Date* ....., *191*

Tactical problems have been played on the Manoever Board and some Chart Games have been carried out. These latter have been constructed with a view to emphasizing the possibility of attack by a European power of great Naval strength and also ~~also~~ the possible attack by some other South American Power. It is desirable from every point of viewthat the strategic positions on the Brazilian Coast should be examined and developed. As yet there is no well defined idea on the subject, although the general opinion seems to be that one of the islands, such as Santa Catharina or Isla Grande, would be seized as bases by the enemy for future operations. The possibility of Fernando Noronha and theBrazilian Island of Trinidad must be considered.

This situation might well be considered at Newport inthelight of the Monroe Doctrine and the Panama Canal.

As Brazil has practically no settled foreign policy, except that which leads to commercial development, it is difficult to find anything upon which to base her Naval development. She has little money andit is therefore most important that this should not be wasted in following eccentric Naval fashions and acquiring diverse ~~diverse~~ types of vessels.

It should be the duty of the Brazilian War College to propagate ideas of this character. I have endeavored to assist by articles in the Revista Maritime and in conversation with prominent officers.

The present is rather a peculiar time to start the War College. Brazil has very little money and has been forced to economise in every way. It was for this reason that our Ambassador considered it inadvisable just at present to send another officer to this duty.

Later when times improve, there will be ample work to keep two officers employed and if these initial efforts are successful the

SUBJECT .....

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From ..... *No.* ..... *Date* ....., *191*

Replying to O. N. I. No. ..... *Date* ....., *191*

the duty will be most important.

It is absolutely necessary to speake French and later to learn Portugese. Portugese is a difficult language and takes time to acquire.

In my opinion the object of this duty is:

First. To increase the friendly relations between the two countries, by lending the Brazilian Navy, every disinterested assistance possible.

Second. To study the strategic situation of Brazil, in order that she may be able to resist attack from without. The information gained inthese investigations should be available to the United States, in case it ever becomes necessary to operate in these areas.

It must be remembered that the influence sought takes time to acquire.

Need not be returned.

[See Paragraph 4, Instructions of October 31, 1900.]

T6
.21
(3)

C O N F I D E N T I A L.

SUBJECT A GERMAN SUBMARINE ATTACKED BY A STEAMER FLYING NEUTRAL COLORS.

From Z No. 277 Date June 21, 1915. , 191

Replying to O. N. I. No. Date , 191

JUL 13 1915

I am told by the Swedish Naval Attaché that he has received information from his own government that they knew it to be a fact that on the 10 of June a German submarine was attacked by a steamer flying the Swedish flag.

The German Admiralty Staff state that the vessel in question attempted to ram the submarine and actually carried away her periscope.

The offical account as given to the newspapers by the German government is as follows :-

" MISUSE OF NEUTRAL FLAGS IN ATTEMPTING TO RAM GERMAN SUBMARINES.

The Wolff Tel. Bureau is told from competent source that on the 14th of May in the forenoon, about 5 miles from Longstone Light an English steamer flying the Norwegian flag and having the Norwegian neutral distinctive marks made an attack on a German submarine intending to ram her. The attack was unsuccessful. The captain of the submarine who considered the ship as of Norwegian neutrality did of course not molest her, but seeing a few days later in an English paper that the ship was English and that the Norwegian flag had been misused, evidently for the purpose to collect the reward offered by the British Admiralty for the destruction of a German submarine without running any danger.

A second case, much more severe, happened on June 10th. On this day a steamer under Swedish flag, also in the vicinity of the Longstone Light House, attempted to ram one of our submarines which had a very narrow escape. This steamer worked together with a second steamer without a flag and an English destroyer, was therefore in the service of the English Navy and was evidently to serve as a trap for our submarine. The case proves that the English Admiralty is unabashed to use the flag swindle recommended for merchantships also for naval actions.

It is not necessary to discuss how England endangers thereby neutral shipping of which she declares herself to be the protector."

The German newspapers make claims the submarine " U 29" was sunk in a similar manner, but inquiries at the Reichs-Marine-Amt fail to develop any proof that this is fact. The British Admiralty announce that " U 29 " was sunk by a man-of-war.

[See Paragraph 4, Instructions of October 31, 1900.] Need not be returned.

T6
,21
(4)

SUBJECT INTERNATIONAL LAW - CAPTURE OF SWEDISH STEAMER "THORSTEN" BY GERMAN AUXILIARY CRUISER.

From Z No. 278 Date June 21, 1915. , 191

Replying to O. N. I. No. Date , 191

JUL 13 1915
6-2-58-0-9-210

The interesting point connected with this capture is that the prize crew hoisted the German man-of-war flag on her and then took her from the point of capture in the SkagerRak to Swinemünde in the Baltic Sea.

In doing this they necessarily passed through Swedish territorial waters.

This action has caused great dissatisfaction in Sweden.

The published account of the affair in Germany is as follows:-

" Deeds of Auxiliary Cruisers.

Copenhagen, June 17, 1915.

The German armed auxiliary cruiser which seized the Swedish mail steamer "Thorsten" yesterday morning en route from Gothenburg to England started yesterday evening with the "Thorsten" to Swinemünde. The reason for the capture is probably not because there was contraband of war on board the ship but 137 mail bags containing principally Russian mail matter were probably the reason. The ships which were en route from England to Gothenburg have been ordered back. The incident again caused alarming news to be circulated in Copenhagen.

According to "Berlingske Tidende" is the auxiliary cruiser which seized yesterday the "THORSTEN" identical with the ship which sunk day before yesterday the Swedish steamer "VERDANDI" on the south west coast of Norway. It is further stated that the auxiliary cruiser sunk the steamer "GRANIT" between the 15th and 16th of June 4 miles south of Christian-sound, this steamer being en route from Norway to Manchester with a cargo of wood which was declared contraband by Germany. The German auxiliary cruiser had the crews of the sunken steamers on board when passing the Sound. The cruiser caused the crews to be sent on land by torbedoboats. "

[See Paragraph 4, Instructions of October 31, 1900.] Need not be returned.

Copy sent to Naval War College

Via Operations

T6
.22
(1)

SUBJECT RELATIONS BETWEEN UNITED STATES and GERMANY WITH SPECIAL REFERENCE TO THE "LUSITANIA" NOTE.

From Z No. 279 Date June 22, 1915. , 191

Replying to O. N. I. No. Date 191

There is a ceratin significance to-day over the suppression of the "Deutsche Tageszeitung", a newspaper which has been violently ant-American and whose naval writer, Count Reventlow, has been urging the government to make no concessions to the demands of America as made in the "LUSITANIA" note.

I attach a translation of the official announcement of the reasons for the suspension of the newspaper as published in the "Norddeutsche Allgemeine Zeitung".

This statement is notable as being one of the first signs of a return to reason by the German government in in its foreign relations. Whether the reasonable party are going to be strong enough to overcome the "irreconciables" in the Admiralty Staff will appear when the German reply to the second "LUSITANIA" note is delivered. It shows, however, that there is a great divergence between the Foreign Office and the Adminalty Staff.

Translation. *Need not be returned.*

Berliner Tageblatt, June 22, 1915.

THE "DEUTSCHE TAGESZEITUNG" FORBIDDEN UNTIL FURTHER ORDERS.

The "Deutsche Tageszeitung" has sent yesterday evening to its readers the following communication:- "The appearance of the "Deutsche Tageszeitung" has been forbidden until further orders on account of an article in the Monday edition.
" The Publishers".

To this the "Norddeutsche Allgemeine Zeitung" writes:- For some time past a violent campaign has been carried on in the "Deutsche Tageszeitung" in which in a more or less open or disguised way the eyes of its readers should be opened to the dangers which threaten German respect and prestige in general and the energetic conduct of war against England in special by a meek attitude of the government in the well known differences with America on account of the submarine warfare. On one side the impression is made as if official authorities on account of love of peace with America entertained the thought to abandon the submarine warfare, on the other the stupid assertion is brought forward that an increase in the number of our enemies is a matter of indifference. In the number published to-day (Monday June 21,) the"Deutsche Tageszeitung" went as far as to sneer at the legal stand taken by the government in the German note to America and to personally attack the directing statesman.

The men who bear the responsibility to weigh dangers and advantages cannot be influenced if they are reproached of being guilty of faintheartedness, meekness or lack of backbone by all kinds of paraphrases made directly or indirectly. They claim ~~thexfuix~~ for themselves the full national force and dignity which the naval cooperater of the "Deutsche Tageszeitung" thinks himself the only representative.

Such conduct can only make the task of the government more difficult in the settlement of the disputable point with America, not to speak of the injurious reaction on the whole political situation. In the interest of the defense of the country, as well as foreign policy, the expectation is enteratined that this propaganda working with empty rumors and non-political sentiments will end.

Need not be returned.

T6
22
(3

K

SUBJECT The Construction of Naval Harbors.

From K No 13 Date June 22, 1915.

Replying to O.N.I. No Date

The Chinese Admiralty have definitely decided to start a construction of three Naval Harbors. One to be located at San-tu-wan in Fukien, another to be located at Hulutao in Chili Province, and the third to be located at Hsiang-shan-wan in Chekiang.

Work on the station at San-tu-wan is to be started immediately, as the harbor occupies a more strategical position and also is more accessible to deep draft ships.

C. Stuart Hunn Jr.

Office of Naval Intelligence, Copy

~~July 16, 1915.~~ N.H.L.

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Report received by the Army War College from Captain N. E. Margetts, 6th Field Artillery, Paris.

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Office of the Military Observers with
the French Army, Paris,
June 24th, 1915.

Rec'd W.C.D.,O.C.S. Jul.8, 1915.

SUBJECT:- 305 m/m French Navy Gun mounted on Special Railroad Car.

The Schneider Mobile Battery of 200m/m Howitzers. Armoured Trains.

SUBMITTED BY:- Captain N. E. Margetts, 6th Field Artillery, Military Observer.

THE 305mm FRENCH NAVY GUN MOUNTED ON A SPECIAL RAIL-ROAD CAR.

Through the acquaintance of an officer attached to the Cie, des Forges et Acieries de la Marine et d'Hamecourt, the largest works of which are at Saint Chamond, I was shown confidentially, the photographs of the great 305mm Navy gun which is mounted on a specially constructed railroad car and which was tested at Cherbourg in March 1915, under the direction of the inventor of the mout, a civil engineer named Mr. Dupont, also a member of the Saint Chamond staff.

This test was reported to have been most successful from every point of view, as a result the government ordered two to be completed at once, one of these two was the subject of a brief report rendered by me on April 1st, 1915, in which I stated I had seen it while passing through the engineer proving grounds at Versailles, the second one is now finished and at the same place, 4 others are in course of construction.

My friend endeavoured to arrange a meeting for me with Mr. Dupont, but when told that I wanted to talk to him about the gun and carriage he stated he was absolutely forbidden to talk or give any information unless authorized by the Minister of War, a request to visit these guns has been made by me.

This gun of 305 mm is intended to be fired from its mount on the special car, and primarily against the German fortified places, I was told it may soon be used against some part of the present German lines.

The gun is the Navy 305 mm model 1893 and 1896, with carriage model 1899 P.C. modified.

The pointing apparatus of the 65 mm mountain gun is employed.

The projectile weighs 348 kilos with 108 kilos bursting charge. The effort de freinage is 130 tons.

Mounted on its special car an elevation of from 15 to 20 degrees can be given, with a range of 21 kilometres, it can be traversed 10 degrees to the right and 10 degrees to the left of the railroad track, the idea is that a number of rails and the necessary material will be carried to construct short branch lines in case of need to fire at greater lateral angles than 10 degrees on either side of the main line.

Following is a description of the gun and carriage as near as I can recall from memory:

Two trucks as shown in sketch (A and B) support the two extremities of the gun platform (C) which rests on large pivots (D) these two trucks are very strongly constructed, and each is supported by 6 axels carrying 12 wheels.

The gun platform has the general form of (C) mounted on this platform is a sort of turret (E) which receives the gun carriage (F) the latter naturally carrying the 305 mm gun (G).

For firing the gun carriage is raised out of its turret (E) but while being transported it rests inside the turret thus lowering the gun to its traveling position. (see page 4)

Before firing the platform (C) is supported as follows: 4 (béquilles) or firing supports are placed as indicated in sketch (in traveling position these supports are folded up against the side of the platform) and 4 large hydralic pillars (I).(Jacks)

In rear of the gun at (K) is the loading platform where the projectile and powder charge is received by means of a revolving crane, from the ammunition carriages in rear.

The central platform consists of:

(Une couche de sable damé) or layer of rammed or pounded sand about 300 mm in thickness.

(Un lit de 11 madriers jointifs) or a bed of 11 planks joined (200 by 400 by 5400) in length.

(Un lit de 11 lambourdes jointives) or a bed of 11 sleepers

for gun platform (400 by 400 by 4400) and 4 other lambourdes in traverse. The truckpiece, or gun platform is 19 1/2 meters between pivots (on the two trucks which support the two ends of the platform) and weighs 170 tons.

The propelling charge is made up in four sections in cloth bags (weight not known).

The recoil system I was not able to learn in detail but was told it was the same as the 75 mm (hydro pneumatic), the length of recoil it appeared would be short, but I could not find this out.

The report from which I took the above notes stated that during the test at Cherbourg the stability of the entire carriage and mount during firing was remarkable.

I learned from the same source that this was the only large type gun being mounted on rail road cars, but that the French Government had ordered from the Saint Chamond people 4 mortars caliber 370 mm to be mounted on platforms and that these guns were now actually in course of construction.

I expect to go to the Saint Chamond Works soon on a visit and shall make an effort to learn more in regard to this gun.

As the above information was given me by a personal friend who has access to these records in a moment of thoughtlessness and as he exacted a promise from me that no one should know if it I therefore ask that the above report be treated and considered as most confidential.

Since writing the above report I have learned that the gun carriage is rigidly and permanently fixed to the base (spoken of as the turret in the above report) that it remains always in the same horizontal position, that the gun alone moves in a vertical posi-

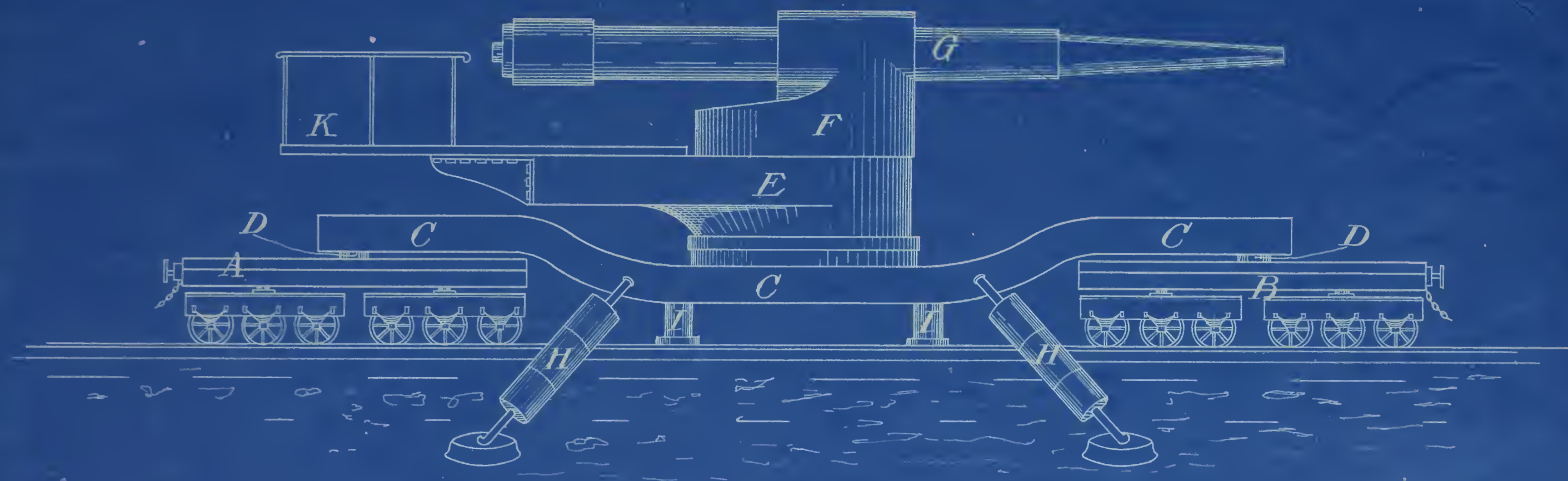
tion when giving elevation, and that the gun and carriage is traversed horizontally on the base.

Before firing the 4 large jacks are put in the position indicated and working together the entire platform is raised a little in order to that no weight will rest on the trucks during the shock of discharge as this would endanger the wheels, the 4 jacks have large foundations, and with the 4 béquilles or oblique supports at each corner, the stability of the gun and carriage is assured while firing. Of course it is of great importance that the platform be level before firing commences.

The following calibered guns are being made for the French Government by the Saint Chamond Works:

65 mm mountain gun,
70 mm mountain gun,
150 mm howitzer,
305 mm Navy gun but mounted on special rail road car, this gun is 12 metres in length.
340 mm new gun for the latest French battleships.
370 mm mortar now being made to be mounted on platform.

(signed) N. E. Margetts



From rough sketch made from memory,
after seeing photographs of original.

Not drawn to scale

Fig. 1. — Batterie mobile d'obusiers de 200 mm à tir rapide, roulant et tirant sur voie ferrée.

'SCHNEIDER MOBILE BATTERY,

MOUNTED ON RAIL ROAD CARS.-

THE Mobile batteries, mounted on railroad cars, that the Schneider Establishments have constructed for various foreign Governments, Peru, Denmark, Russia and others, have for their object to assure the defence of the coast line in an effective and economical manner; they can, in fact, replace the fixed or semi-permanent works.

Thanks to their mobility they can circula te on a quite extended perimeter, they can move rapidly to the menaced points of the coast, enter immediately in action, withdraw to go into action at another point, and when threatened by the enemy's superior artillery, can retreat or change position in a minimum of time. In fact, this uniting of a certain number of pieces of artillery constitutes a mobile fort, powerful and economical.

Independently of the advantages enumerated above, the mobile batteries offer still others very appreciable:- First, complete discretion in the projects of defence, since no preliminary work reports its emplacement to the adversaries, (unless at certain points emplacements are constructed to receive the cars, or the entire train).

Then, a better utilization of the material; the pieces are not immobilized in a fort, with a restricted field of fire; also the useless ness is shown of establishing strategic routes for the circulation of siege or field canon.

And then in times of peace, a railroad established for this purpose of protecting the coasts, can be used for transporting passengers and merchandise, in co-operation with the main lines.

A mobile battery constructed by Schneider & Co., Fig. 1.-

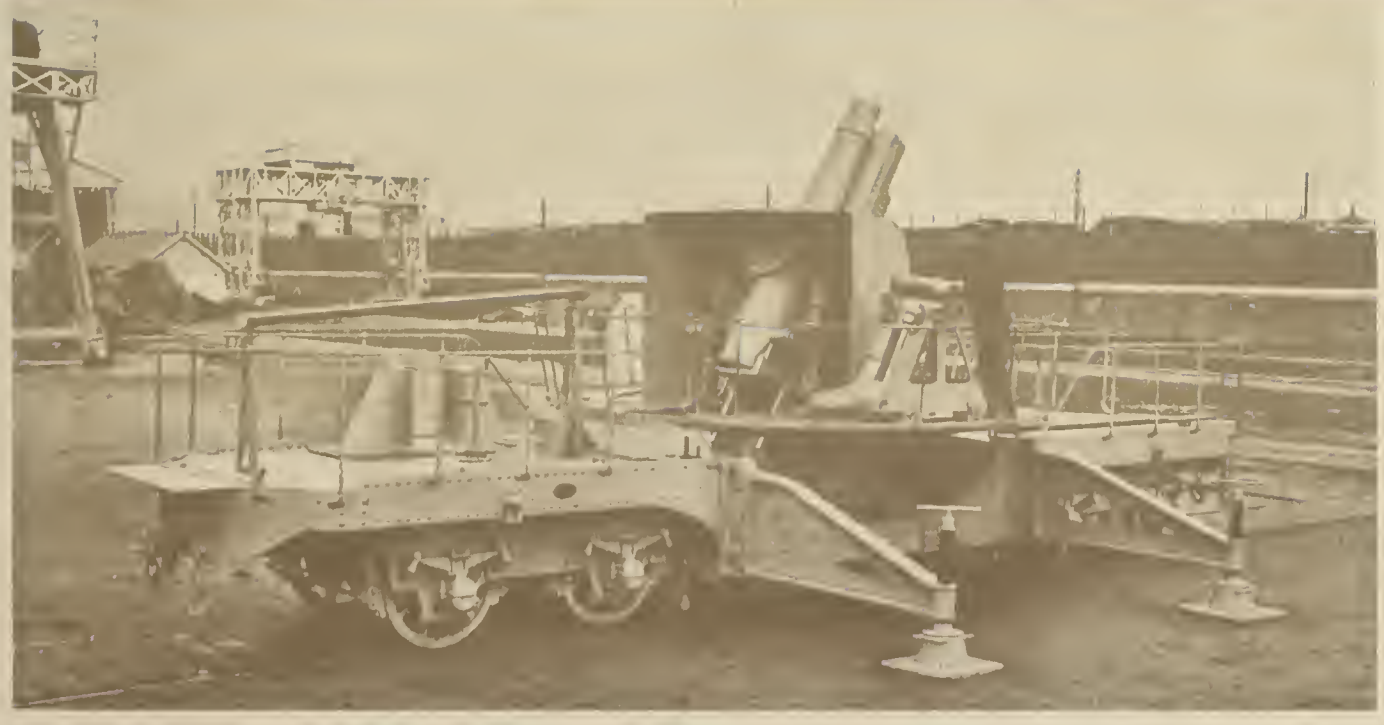


Fig. 2. — Obusier de 200 mm à tir rapide sur plate-forme de chemin de fer.

consists of two howitzers, calibre 200 m/m, each one mounted on a truck carriage, an ammunition carriage, and a carriage for the personnel, with an apparatus for observation (a sort of mast). Together this forms a train of four carriages, that a locomotive can draw on a normal line.

Each howitzer of Schneider steel, is composed of a tube, reinforced at the rear by a jacket, furnished with notches or scarfs which unite it to the traineau (sled), while in front a cradle hoop makes it solid with the latter.

The breech mechanism, made for the use of metallic cartridge cases, is manoeuvred rapidly by one continued movement of a lever. An apparatus for firing the piece by percussion and repétition permits the piece to be fired at all angles.

The traineau (sled), constituted by a block of forged steel, in which are found the lodgments of the "freins hydrauliques" and of the "récupérateur á réservoir d'air", (or the recoil and counter-recoil system), is fixed to the howitzer by means of clasps and pins which render its separation from the piece very easy. On its superior part are found the guide rails, lined with bronze, for the recoil on the cradle.

The carriage on which rests the oscillating part of the vertical pointage, is composed of two flasks, transomed in steel, and united by a circular platform in sheet steel, with track destined for the circulation of a truck carrying the ammunition. (Fig.2).

Fig. 4. — Intérieur du wagon à munitions.

which is sent from the Ammunition carriage attached to one of the ends of the gun car.

Besides, three clasps, placed one in front and two in rear of the carriage maintain the latter on the "sellette" or pedestal during the firing of the howitzer, which points laterally in any direction whatever, thanks to different mechanisms and a pointing apparatus.

The truck with its two bogies offers nothing in particular, except the two shutters which articulate on each side, at the junction of the lower part and the raised part of the platform. At the free extremities of these shutters are found fixing or regulating screws, which support the carriage on large metallic soles put on the ground in the firing position, as is shown in Fig. 2.

But the system of coupling, the axles, the wheels, the grease boxes are scarcely different from the models employed by the Railway Companies.

The Ammunition Carriages, Fig. 4.

destined to supply the two howitzers are coupled, one to each end of the train battery. The exterior aspect is similar to a baggage car, but the roof is provided with six scuttles opening from the interior, and two guard rails, forming a central gallery. In each panel, front and rear, there is a sliding door fitted with plate glass in the upper part.

Fig. 3. — Le wagon à personnel avec l'observatoire développé.

is provided with the means for
making necessary repairs by the artificers.

In terminating the description of the different parts which
constitute a Schneider mobile battery, we will describe the carriage

The interior of this carriage is divided into three compartments, separated by partitions of sheet steel, 6 m/m in thickness,- each one provided with a door similar to those at the ends of the car. As to the chassis, formed of two side rails transomed between them, it rests on three axles by means of suspension springs mounted on oil boxes, and terminates at each end in a platform of access with a foot-bridge which can be raised, in order to facilitate circulation between the carriage and the gun carriage.

In the two extreme compartments prepared to receive the ammunition, are found 64 projectiles, weighing about 7,500 kilos. At the side of the projectiles in a magazine are the loaded cartridge cases, placed vertically on their bases, in brackets lined with felt.

The handling of the projectiles takes place at each end of the carriage, by means of an arm, one end articulating in a support fixed to the roof of the carriage, the other end terminating in a rope tackle, which carries tongs for the handling of the projectiles. The central compartment is provided with the means for making necessary repairs by the artificers.

In terminating the description of the different parts which constitute a Schneider mobile battery, we will describe the carriage for the personnel,-Fig 3.

It is usually placed next to the locomotive, in order that it may be more easily detached from the other carriages in case of need, either to make a reconnaissance or to occupy a more advantageous point of observation.

This carriage, whose body, chassis and brakes resemble those of the ammunition car, differs from the latter by the armor and the observation mast: besides, it has only two axles. The armor is of steel plates, assembled with lapping pieces covering the panels and its longitudinal walls.

As the illustration shows, the observation mast is composed of two mobile chimneys, guided one inside the other by a fixed tube, bolted on the chassis.

In the position of marching order, the smaller tube enters in the large fixed cylinder; when raised for observation it reaches a height of 5 metres above the top of the fixed tube, and raises the observer 9 1/10 metres above the rails. The manoeuvring of this telescopic mast is effected by the aid of a windlass with auto-regulator cable, worked by a man from the interior of the car. A hinged disc, fastened at the top of the fixed tube covers the system when the tubes are in march order position.

A speaking tube connects the observer with the inside of the car. The car is partitioned like the interior of an ordinary 2nd class passenger car. In the part not occupied by the observation apparatus, are shelves and benches for holding the belongings of the artillery-men.

En résumé, the Schneider Mobile Battery, with its organs ingeniously combined, allows the transportation by rail of large calibre artillery, in such a manner as to accumulate them rapidly in large numbers on a given point, and also to fire them from the railroad, without having to construct platforms to receive them.

(signed) N. E. Margetts

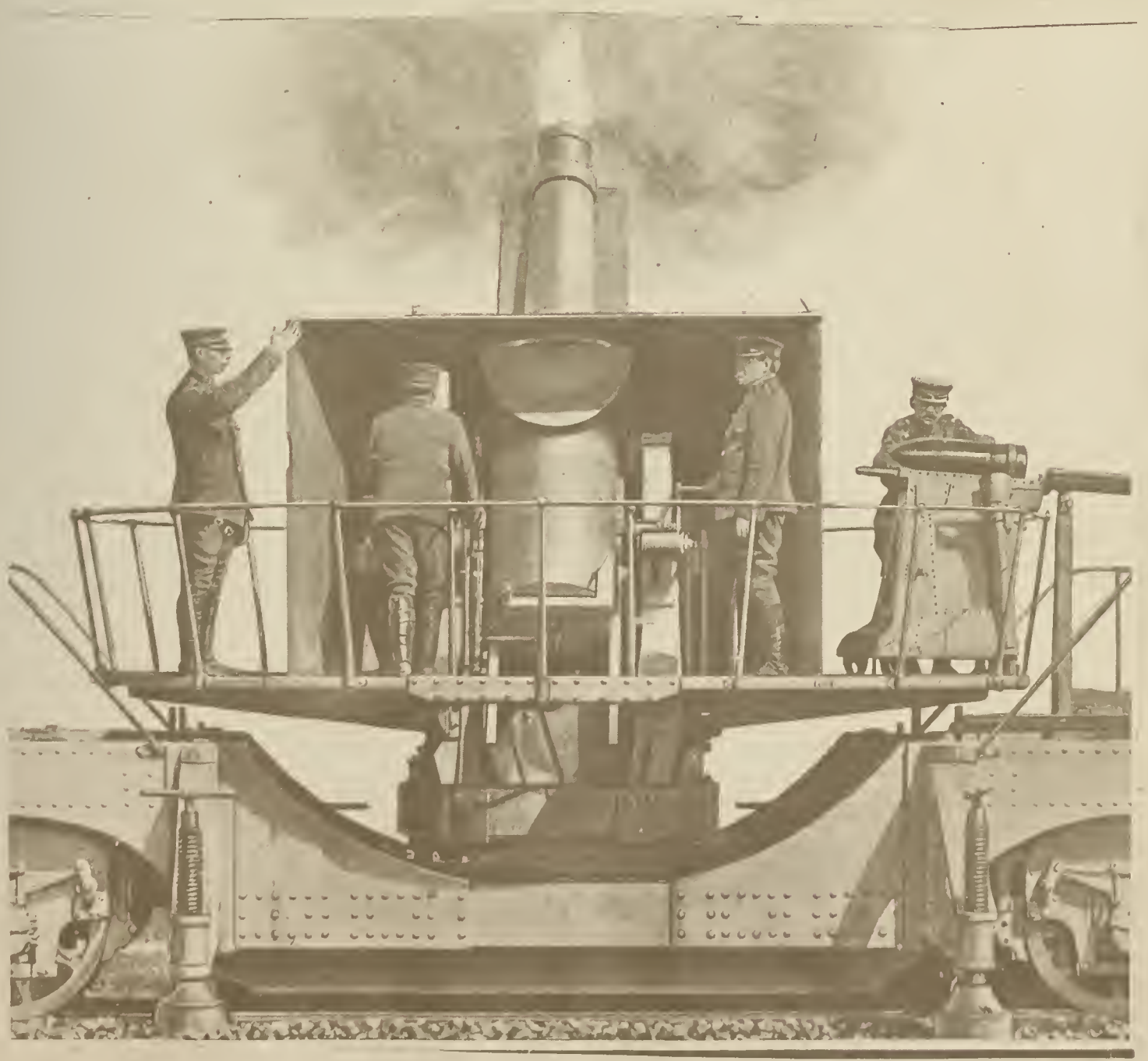


Fig 5- 700 m/m howitzer in action on Rail Road Car.

ARMORED TRAINS.

Properly speaking, armored trains do not constitute a military innovation, but it is the first time they have played an important role in an European war.

Some fifteen years ago they made their appearance in the War of the Transvaal. In order to re-establish communication by railway between the cities on the coast and those of the Transvaal and of the Orange Free State, the English had improvized some armored trains which rendered effective service: but they were engines of fortune, the passengers of which were not sufficiently protected from the bullets of the Boers.

They were armed only with machine guns. When attacked by field artillery they were rapidly destroyed or forced to retreat.

The armored trains which made their appearance in Belgium early in October, were a great improvement over those previously employed in war.

The photographs, unpublished in France, that are shown in this article, permit us to enlarge on the description.

The locomotive is encased in sheets of steel of a thickness of 3 c/m: the vital organs are protected from bullets and shell of small calibre: the wheels are protected by the steel walls.

The train itself consists essentially of flat cars: on each one is mounted a rapid fire gun on a central pivot carriage. The piece can thus be fired in any direction. It is protected, as well as the detachment, by a circular armor plate, open at the top. In certain cases, they even instal a veritable turret with canon inside, which fires from an embrasure; in this case it is the turret which turns around its vertical axis, in such a manner as to permit the canon to be fired in any direction. The other carriages of the train are covered wagons, the walls of which are armored with sheets of strong steel, and loop holes for rifle fire are cut in the sides. The roofs of the cars are armored in the

same way to protect the personnel from the effects of shrapnel fire.

They can still put infantry in the uncovered cars but furnished with armor plates at a convenient height and curved to a right angle over the heads of the men, in order to protect them from bursting shell. When danger does not threaten the men can circulate in the passage between the armored walls.

On one of the carriages is mounted a canon, especially destined for fire against air craft. (Figs. 2 & 3.)

Fig. 2. — Canon contre aéroplane.

Fig. 3. — Canon de 75 mm. monté sur une plate-forme.

In order to fire on the air machines, it is of course necessary to point the canon at a great angle of elevation.

That is very possible with the ordinary canon when the nature of the terrain permits the digging of a ditch quite deep, to receive the trail of the carriage, but when the piece is mounted, as on the fixed platform of the car, it is necessary to employ special canon.

Fig. No. 3 represents a 75 m/m mounted to fire on air craft; this piece has proved its effectiveness on several occasions by bringing down German Aviatiks, at an altitude superior to 1,200 metres.

The armored train consists besides of a certain number of covered wagons, serving as dormitories and ammunition magazines. In one is installed a kitchen where meals for about thirty men can be prepared.

We do not know to what extent the armored trains have already been employed on the Franco-Belgian frontier or on the coast of the North Sea. But the dispatches of the English journals have several times reported the exploits of three trains which participated simultaneously in the same actions in the triangle formed by the cities of Ostend, of Nieuport and of Dixmude.

The most brilliant of these exploits took place on October 28th, 1914, to the North of Nieuport, where the Belgian Army had struggled since morning against ten times their number.

The combat had endured for three hours and the brave soldiers of the King of Belgium, menaced by envelopment, were already in retreat, when two trains made their appearance on their rear.

After an exchange of communications between the commanding officers of the Belgian forces and the train crews, the former increased their movement in retreat; the Germans, falling into the trap, took up a rapid pursuit in compact masses. The two trains advanced at high speed and, profiting by the embankment on both sides of the track which concealed them from view of the Germans, they were thus able to take position without being seen, between the two massed columns on each side of the line, and suddenly coming out from the cut formed by the embankment, they vomited fire upon fire on the German columns.

According to eye-witnesses it was a massacre, unbelievable. The machine guns swept the nearest ranks, while the canon sowed death in the most distant battalions.

Surprised, demoralized, the Germans fled; soon rallied by their officers, they attempted to take the trains by assault; the

loss was frightful, mounds of corpses accumulated on each side of the line, and again the Germans fled, in order to reform under the shelter afforded by the sand hills, and there awaited their artillery.

One of the trains was derailed but this fact was unknown to the enemy, and this gave the crew - aided by the Belgian engineers - time to get it back on the track.

After about two hours the German artillery was in position; the two trains rendered registration impossible by moving at variable speed up and down the track, firing on the German positions all the time. The German pieces were soon reduced to silence and the German hordes had to admit defeat. This day cost them more than eight thousand killed and wounded: at certain points more than five hundred bodies were counted in a space of 100 square metres.

These armored trains, which have rendered great service to the Allies are of an internationalism; they were constructed in France by French and Belgian workmen, but from plans, they tell us, furnished by English engineers.

Their crews are composed of Belgians and English,- the former occupying themselves with the locomotion and the handling of the machine guns, and sharp shooters are selected to work at the loopholes. Specially selected English gunners, chosen from the Navy, operate the canon.

(signed) N. E. Margetts.

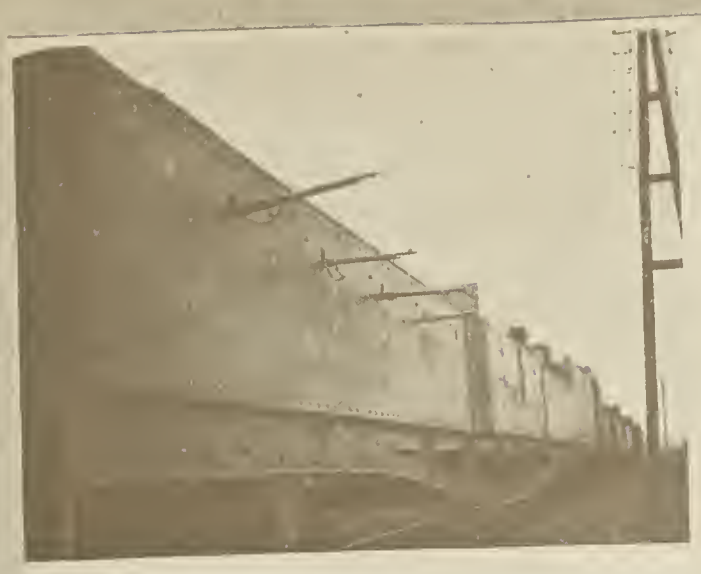


Fig. 4. — Le train dans l'action.

Fig. 6. — Vue d'ensemble d'un train blindé belge

M. Maigetts

Fig 5 - Loading gun on Armoured Train.

(See Paragraph 4, Instructions of October 31, 1900.) Need not be returned.

SUBJECT German Submarine in the Adriatic.

From T No. 152. Date June 25, 1915.

Replying to O. N. I. No. Date

1. I have on excellent authority that several German submarines are operating in the Adriatic. These were shipped overland and put together in Austrian ports.

Clark

Need not be returned.

(See Paragraph 4, Instructions of October 31. 1900)

T6
.25
(2)

SUBJECT Torpedoing British Light Cruiser "Dublin" in Adriatic by Austrian Submarine.

From T No. 100. Date June 18, 1915.

Replying to O. N. 1. No. ——— Date ———

1. On or about the 17th of June, the British Light Cruiser "Dublin" acting as a supporting ship for a flotilla of Italian and French destroyers, was struck by one torpedoe from an Austrian submarine. The ship in company with the destroyers had just entered among the islands along the lower Dalmatian coast. Their mission was the destruction of several newly erected radio plants. One submarine only was seen at the time of the attack, and she fired three torpedoes; one only striking the "Dublin". The destroyers immediately chased her below as they did another shortly afterwards. The "Dublin" was struck abreast of one boiler compartment, putting a large hole in her and killing thirteen men. The Captain of the "Dublin" upon seeing the second submarine decided that he wouldgrick the chance of carrying away other bulkheads better than remain in the neighborhood until temporary preventative measures could be taken. The "Dublin" started at 12 knots but was making 18 before reaching Brindisi. While crossing the Adriatic,I understand,the "Dublin" passed an Italian man-of-war in company with torpedo craft which was also repelling a submarine attack.

2. It is expected that the "Dublin" will shortly proceed to Toronto for docking.

Office of Naval Intelligence, Compilation J.H.K. T6 .25

June 25, 1915. Copy N.H.L. (3)

- -

CONFIDENTIAL.

Logistics IV.

ITALIAN MINE DESTROYERS. O.N.I. 5344.

Destroyer (sheet metal) about 4 feet long and shaped like torpedo. Filled with high explosive. Has war-nose. A horizontal plane is fitted on each side, about 1 1/2 feet abaft war-nose. The angle of these planes controls depth of destroyer while being towed by small boat. About 50 to 100 being experimented with at Taranto.

TORPEDOES - O.N.I. 5335.

Agent of Eskilstuna Co. states as far as he knows, no torpedoes experimented with by European countries, prior to war, greater than 53 or 54 cm. diameter. However, an experimental torpedo was being built last year for Japan in Germany of 60 cm. diameter.

SPECIAL RANGE CLOCK - FRANCE - O.N.I.5334.

French adopting new form of clock with bell or gong attachment. Clock is set for sight bar range. Clock started when salvo is fired. Gong rings when salvo is about to fall, i.e. at nearly expiration of time of flight. Adopted to insure that spotters spot their own ships salvo and not the salvo fired by another ship.

Note:-This same idea was perfected by Germany. Their spotters carry such small clocks strapped about their shoulders. Buzzer warns spotter of expiration time of flight.

AIR SHIP CARRIERS - ENGLAND - O.N.I. 5355.

About June 1st Admiralty requisitioned two Blue Funnel Line boa ts. One is Hector. Name other unknown. About 350-375 feet long. Ordinary tramp type. Foremast removed from each. Clear level between bridge house and raised foesle of 80-100 feet. Vessels to be used for carrying one military airship each(not aeroplane Officers of Navy Flying Corps all ready ordered to these ships. Work being pushed.

Smoke screens

Smoke Producing Plant for Dardanelles - O.N.I. 5265.

Extract report from TENNESSEE of April 29, 1915.

"1. It is the intention of the British Navy to use a smoke Producing plant to screen operations in the Dardanelles.

2. The details of a unit are as set forth on the enclosed sketch marked "a".

3. About 6 old schooners will comprise the number of units so far as is known, and these are being prepared at Alexandria. Small schooners were dismasted and dismantled, seams on bottom re-caulked and the deck ma de level by cement; the thinest section of the cement being on the fore and aft line and one inch thick.

4. Each schooner carries three cones, a fuel oil tank and two air flasks. The cones are constructed of a light sheet iron and covered with 3/4" X 3/4" X 10 B.W.G. wire mesh (up to within 1" of the apex) over 1/4" asbestos millboard. The mesh is filled with asbestos cement. The cones are mounted on shallow pans which have leak-off connections over the side. The burner pipe runs up through the vertical axis of the cone and out through the truncation and is protected by a small conical cap. The burner is made of 1/2" gas pipe perforated on under side. The fuel tank is constructed of 1/4" sheet iron, riveted and caulked and tested to 20 pounds gauge. It is mounted in the after end of the hulk and has supply pipes leading to cones. A regulating globe valve for each supply pipe is located near the tank. A constant pressure of about 8 pounds gauge is maintained on tank by air flask connections through a pressure regulator.

5. The cones are surrounded by a sheet iron screen six feet high. This apparently is not high enough because on a recent test flame showed above the screen. This was the only criticism made of the performance. A dense column of smoke about forty feet high was produced and the representative of the British Navy present was satisfied with results.

6. There is reason to believe that these are to be towed first to Lemnos.

7. At present it is impossible to obtain any information of the plan of operation for the smoke producing plants in the Dardanelles."

DEFENSES VENICE - O.N.I. 5312.

A number of flat bottom lighters added to Defenses of Venice. Each armed with two guns of large calibre - 6" to 10" - exact size not known. Light draft enables lighters proceed along shore and inside lagoons. Some have own propelling machinery.

Ideal base for torpedo craft. All forts lately overhauled and many new batteries installed. Includes 30.5 cm. and 32 cm. guns.

Wire net work placed over entire inner basin and shops having submarines under construction.

Aeroplane guns mounted on tracks along Cavallino Shoal and possibly along Lido.

ITALIAN BUDGET.- O.N.I. 4230.

Royal decree of May 14,1915 increased original Budget 1914-15 by 25,000,000 lire ($4,825,000)for Navy and 100,000,000 lire ($19,300,000) for Army.

DEFENSES TARANTO - O.N.I.4418.

Fortifications complete except 3 new batteries under construction. Includes guns up to 28 cm. howitzers.

Submerged breakwaters constructed so as to close up harbor.

Four rows of mines laid out. Channel very narrow. On May 11, Italian merchantman dragged over mine field - struck two mines - both exploded - vessel sank within five minutes.

REDUCTION GEARING - O.N.I.4258.

Copy of letter of May 25, 1915 from London Naval Attaché.

"1. By recent enquiries from private sources the following information in regard to use of reduction gearing on British ships has been obtained. This informa tion, however, has not as yet been confirmed from official or semi-official sources and should not, therefore, be considered conclusive.

2. Two destroyers, each with a total of 22-24000 S.H.P., have been built with reduction gears; one high pressure and one low pressure turbine being geared to each of two shafts. One pinion on each shaft transmits about 7000 S.H.P. and the other the remaining 4-5000S.H.P. My informant stated that these installations were not a success at first, the pinion teeth breaking under the strain; he was not, however, cognizant of the developments in connection with these installations during the last few months. These are believed to be the most powerful installations of reduction gearing yet made in the British Navy.

3. The machinery of the s.s. Transylvania is said to be the most powerful fitted with reduction gear which is at present in actual service.

4. The Westinghouse Company have recently obtained contracts to furnish reduction gears for two Swedish battleships, the total S.H.P., for each ship being 22000, which will be developed on two shafts."

Aeroplanes for following course of enemy's torpedoes - O.N.I. 3649.

The Italian fleet has been experimenting with feasibility of designating courses of torpedoes fired from enemy ship. Air craft fly immediate vicinity enemy and, upon observing wake of torpedo, nearest aeroplane follows its course, giving ample warning to target ship.

ITALIAN MINE LAYERS - O.N.I. 5342.

Two cruisers Liguria and Paglia fitted as mine layers. Carry about 60 mines each on deck, arranged in two rows. Vessels fitted with track and apparatus for planting over stern. Not known how many mines carried below decks.

Two old gunboats Minerva and Partenope also carry mines but have no track, etd., for dropping mines.

PAINTING ITALIAN FLEET. O.N.I.- 5340.

All ships of Italian Fleet painted (about May 1,1915) a very light gray. Vessels originally painted as dark as U.S.ships.

MASTS - ITALIAN SHIPS - O.N.I.5341.

During April and May, all large vessels Italian Fleet had masts cut down. Some had had one mast taken out and the other shortened. In dreadnaughts all top masts struck below.

Large radio radius not needed in Adriatic. Visibility of ships decreased by cutting down masts.

TORPEDO)
)NETS - O.N.I.-4763.
SUBMARINE)

At Taranto, Italians manufacturing large number of heavy 40 or 50 feet beams. Fitted so as to be joined together at ends and to have torpedo nets suspended from them. Certain number of booms and nets distributed to each ship so as to entirely surround fleet when at anchor. Wire net believed to be not a torpedo net but a

very coarse wire mesh for use against submarines.

AUSTRIA - SUBMARINES-O.N.I. 2608.

Austrian Navy League instituted popular subscription for providing Navy with additional submarines. Articles appearing in press showing great value of submarines and urging people to be patriotic and subscribe.

ITALIAN AUXILIARY CRUISERS - O.N.I.-5417.

The Italian Government took over and converted the following 4 ships - Citta di Palermo

" " Catania

" " Messina

" " Siracusa.

All are 12,000 H.P., 23 knots, 3500 tons vessels. Each armed with 6-4"7 guns.

Also took over following - Citta di Cagliari;

" " Sassan and

Caprera.

These are 2500 tons, 4500 H.P. and 15 knot steamers.

NEW ITALIAN TORPEDO BOATS - O.N.I. - 3031.

Italy has ordered 24 additional torpedo boats of P.N. class, to be completed in one year.

Note:- P.N. class as follows:

12 boats built 1911-12. Length 139 feet, breadth 14.5 feet. Displacement 118 tons. I.H.P.2760 = 27 knots. 1-3 pdr. and 2-21" tubes.

TETRO-NITROANILINE - O.N.I. 5424.

Tetro-nitro-aniline is used to some extent as a primer or booster for explosive charges in projectiles, torpedoes and mines (England). It is not used to any very great extent, because it is rather dangerous and may not stand shock of explosion or heat. Tetra-nitro-methylaniline is used for the same purpose to a much greater extent.

CRUISER BATTLE, JANUARY 24, 1915 - O.N.I. 4910.

1. Following report from Berlin Attaché in reply to O.N.I. inquiries is quoted:

"The information desired is in general not available at the present time. With regard to the hits made on the German ships during the action of January 24th, 1915, there is some light.

"The Reichs-Marine-Amt claims that hits were received only as follows:-

"SEYDLITZ": One hit on barbette of after turret resulting in destruction turret personnel and wrecking interior of turret. All electrical machinery ruined in this turret as the powder in the handling rooms caught fire and burned out everything.

"DERFFLINGER" One hit on side armor resulting in driving back a plate and opening a hole underneath the plate. There has been some dispute as to whether the hole underneath the plate was not made by a different shell from the one that hit the plate but I believe that best authorities think not.

"MOLTKE" No hits.

"The "BLUECHER" received one or more hits at long range which put her engines out of action after which she dropped back and became a general target.

"Hits made by the Germans on the English fleet not known.

"The cruiser "KOLBERG" received two hits.

"It is probable that after the war when discussion is allowed that the information desired will be available."

2. Similar report from London Attaché:

"It has not yet been practicable to obtain details of the number, location and resultant damage, of hits suffered by the "LION" and "TIGER" in the engagement of January 24th, but some further details supplementing and modifying my reports of March 9 and April 6 have been obtained from an absolutely reliable source.

"The side armor belt of these ships was not actually pierced, except in the case of a poor plate referred to in my report of April 6. The belt was hit, however, by heavy shell, but at such angles that actual penetration did not take place; by measurement of line of trajectory as shown by holes in funnels and decks, the angle of fall of heavy calibre shells was approximately 20°; also due to the tactical positions of the ships during the action there was an angle of incidence to the armor in azimuth as well; the combination of these angles and the decrease in remaining velocity due to the great ranges were given as the causes preventing complete penetration of the armor in most cases.

"My informant did not recollect the exact effect of the shells on the protected decks, but was certain that no vital or important damage resulted from piercing the decks.

"By far the greatest damage was caused by shell striking the ship at or below the bottom edge of the side armor. In addition to the one case of an armor plate being driven back through the structure, as described in my report of April 6, there were several cases on both ships where shells evidently striking short made an impact and exploded against the side, with the result in each case that the plating and framing was destroyed locally, thereby flooding side compartments in wake of the damage; the longitudinal bulkheads, however, remained intact - if these had failed or been pierced my informant stated that it would probably have been impossible to get either of these ships safely back to port.

"As a result of this fight, all feed water tanks on British ships situated outboard adjacent to the side, as in the LION, have been removed. It was the injury to the feed water tank that was

the primary cause of the "LION" retiring from the action, as it was not discovered until serious priming occurred in the boilers and sufficient water had been carried over to the turbines to cause considerable injury to the blading.

"The "TIGER" was repaired at the Works of Cammell Laird at Birkenhead, taking about three to four weeks."

REVERSIBLE TORPEDO (Germany) - O.N.I. 1246.

A German lieutenant tells me that prior to the war the torpedo station was experimenting with a device which was to be used in torpedoes when firing against a column of ships.

The device shifted the action of the gyro on the valves of the steering engine after the torpedo had run a certain number of minutes, causing the torpedo to turn and run in the opposite direction.

The torpedo had therefore double the chances of hitting some ship of the column than when fired without the device.

Whether the device was adopted or not the officer did not state.

NEW CONSTRUCTION - ENGLAND - O.N.I. 5124.

Report from London Attaché:

"Referring to my report of April 6, 1915, in regard to a new type of war vessel now under construction, I have obtained from a high source in the Admiralty confirmation of the fact that large vessels of great dimensions, power, and speed, and carrying heavy guns, are actually under construction, but no dimensions or details could be obtained.

"The statement in my report that "this exceedingly rapid construction is made possible by adapting for these vessels the machinery which was already well advanced for a number of light cruisers" is, however, in error, as my informant states that the machinery for these new vessels is so much more powerful that it is not practicable to adapt other machinery for the purpose except as regards boilers. He stated further that the S.H.P. per ton of propelling machinery weights for these large vessels would be closely the same as for their recent light cruisers; if all machinery weights for the ship are included, such as all hull auxiliaries, turret machinery, generators

and hydraulic compressors, the S.H.P. per ton of this total weight would be about 15% less than the corresponding figure for light cruisers as given in my report of April 21, 1915, in regard to machinery weights for high speed vessels. This means that the S.H.P. per ton for these new vessels is about 48 or 40.8 depending upon what is included in the machinery weights. The whole tenor of the conversation, during which this information was obtained, made it clear that torpedo boat destroyer practice as regards propelling machinery weights had been applied to these very large speedy vessels."

MOVEMENTS AND DAMAGE TO VARIOUS ENGLISH VESSELS - O.N.I. 1461.

"The only ships present in Gibraltar were the British men-o-war, INFLEXIBLE, BRISTOL and CAESAR and the French cruiser CASSARD.

"The INFLEXIBLE was undergoing repairs in dry dock, due to damages received at the Dardanelles. She is said to have hit a mine during the early operations in the Straits and also to have suffered damage from gun fire from the forts. Twenty six of her crew were said to have been killed. She was convoyed to Malta by two men-of-war, where temporary repairs were made, so she could make Gibraltar for further necessary repairs. She took water badly during the trip from the Dardanelles to Malta and grave fears for her being able to keep afloat were expressed, it being necessary to head her stern first frequently and she entered Malta in this manner. It was stated that she was preceded through the Straits at the Dardanelles by two steam pinnaces, mounting 3-pounders in their bow, which guns were used for the purpose of firing at the mines. How this was possible was not told.

"It was said here that the loss of the BULWARK, was due to the British system of continuity of Magazines; that is the several magazines not being separated one from the other. The flames could be heard running along the magazines, followed by explosions throughout.

"The QUEEN ELIZABETH stopped at Gibraltar during the week ending May 29th enroute to England from the Dardanelles. It was said in Gibraltar that her big guns had opened up several seams and that she was going back for overhauling, thence to join the Channel

Fleet as her work at the Dardanelles had been completed."

DEFENSES OF GIBRALTAR - O.N.I. - 1461.

Report of June 7, 1915.

"The inner harbor is closed tight at sunset and until sunrise. The draws in the breakwater are closed by means of collapsible gates or bridges, made of steel frame work. Entering the harbor, one sees a red buoy (not charted) which was said by the pilot to make the outer edge of mine fields.

"Searchlights were kept playing back and forth during darkness from stations ashore.

"The Western approach to Gibraltar was patrolled by three (3) torpedo boats and converted cruisers.

"The forts were holding target practice daily by firing at a moving target towed by a tug. Many exposed guns could be seen on the heights."

ELEVATION OF GUNS - ENGLAND - O.N.I. - 08/708.

Report from London Attaché.

"I have learned on unquestionable authority that in all British ships now under construction or contemplated steps have been taken to increase materially the previously accepted maximum elevation of guns. The exact figure of the new maximum elevation provided for I have been unable to learn but it marks a distinct increase over the 15 degrees which I understand to be the figure previously used. Although not definitely so stated, I believe this increase applies to the torpedo defense battery as well as to the main battery."

AMMUNITION FOR VESSELS AT DARDANELLES - O.N.I. 5400.

High explosive shell and shrapnel are both used. British are now supplying shrapnel for all calibres, even the QUEEN ELIZABETH 15" guns being equipped with a few rounds each of shrapnel as well as their normal H.E. shell.

The material of both sides seemed to function well; shells, both high explosive and shrapnel, burst regularly. The destruction wrought by the large British H.E. shells from the intermediate batteries of the fleet, as evidenced by the shell holes in the ground found on Cape Hellas by the landing party after the bombardment, was

cited as terrific in extent, though little actual damage was done to the well hidden Turks.

Office of Naval Intelligence, Compilation J.H.K.

June 26, 1915. Copy N.H.L.

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CONFIDENTIAL.

MISCELLANEOUS IV.

BLACK SEA ENGAGEMENT May 10, 1915. O.N.I.5099.

Report from Petrograd Attaché.

"Russian vessels Eostafi and Zlatoust in action with Goeben for about 20 minutes. Firing began at range about 22,000 yards. Least range was 14,000 yards.

Goeben fired about 200 shots. Made no hits. Russians claim to have made 4 hits.

Goeben able to make about 20 knots and avoided close action."

Note:- Goeben has 10-11" guns. Is manned by mixture of Germans and Turks.

Russian ships are sister ships - have 4-12" and 4-8" each.

HOLLAND'S NEUTRALITY - O.N.I.5194.

Report of April 6, 1915.

"Naval officers have disclosed to me part of a plan of operations against Germany, which they assert will be put into effect before June 15. For the successful operation of the plan Holland must either be a belligerent or her neutrality must be grossly violated.

The extent to which the Admiralty are carrying these preparations gives the impression that they will not hesitate to violate Dutch neutrality if necessary."

HOLLAND AND WAR - O.N.I.5194.

Extracts Report of May 11, 1915 by who visited Holland beginning of May.

"Passengers greatly inconvenienced crossing England to Holland. Strict examinations both ends of line. Passengers prohibited carrying letters or written messages.

Holland full of German spies."

Over 200,000 Belgian Refugees in Holland. Over 30,000 in-

terned Belgian soldiers at camps at Ziest and Hardinierfk. About 1600 interned British at Usk and Groningen. Small number interned Germans at Bergen and Alkmear.

Holland making every effort preserve neutrality. Unanimous wish of inhabitants to remain at peace. Opinion of Dutch that nothing short of invasion will drive Holland into war. General feeling of over 90% people in favor Allies. Many Army Officers Pro-German.

Entire Army 255,000 mobilized - of which 90,000 are on frontier, 90,000 in depots and 70,000 in garrisons or defensive works. Understood to be short munitions and equipment.

Scheme of defense - flood whole country and reduce defended area to minimum - but to include Amsterdam, Rotterdam and Hague.

Vice Admiral Aubert, Chief of French General Staff died June 8, 1915. Vice Admiral de Fauque de Jonquieres appointed his successor.

AUSTRIAN ATTACK ON ITALY. - May 24, 1915. O.N.I.5358.

Extract report from Rome Attaché.

"Any particulars other than the very general official account in the clippings forwarded, have been almost impossible to get, but I submit the following which has a little additional information.

About 4 a.m. three Austrian light cruisers opened fire on Senigallia, entirely destroying the Custom-house, and damaging many houses. There were a few killed and many wounded. Operating with the cruisers there was an aeroplane which had no offensive part in the action, and although reported to me to be directing the fire, I think it more probable that the machine was used to keep the ships informed of any possible approach of enemy vessels. A troop train was fired upon, but the troops were all disembarked before the range was found.

At Ancona there were nine Austrian vessels in the attack - three cruisers and 6 destroyers - I believe this one force operated against all the towns, passing from one to another. The masked battery mentioned in the clippings did considerable damage to the Austrian ships.

The other towns sustained more or less damage."

Extract report from Vienna Attaché.

"On the 24th instant the following official announcement was made in Vienna:

"In the night following the declaration of war (May 23-24) our fleet undertook an action against the east coast of Italy between Venice and Barletta, and effectively bombarded important

military objects in numerous places. Simultaneously our naval aeroplanes dropped bombs on the balloon shed in Chiarvalle, the military works of Ancona and the arsenal in Venice, whereby visible damage and conflagrations were caused.

Commander of Fleet."

On the 25th inst. the following report was given out:

"The official telephonic report of the fleet action on the morning of the 24th inst. is as follows:

"Before sunrise to-day, that is within 12 hours of the declaration of war by Italy, the I. & R. Navy executed a set of successful simultaneous attacks on the coast of Italy from Venice to Barletta.

"A naval aviator dropped 14 bombs in Venice, setting fire to the arsenal, seriously injuring a destroyer, and bombarding the railway station, oil tanks, and hangar in the Lido.

"The destroyer "Scharfschütze" pushed into the very narrow channel of Porto Corsini until it found itself in the immediate proximity of a fully manned infantry trench. A large portion of the completely surprised garrison was shot down, whereupon three entirely concealed shore batteries opened a heavy fire from guns of about 12 cm. caliber against the cruiser "Novara" and torpedo-boat "80", which were lying at the entrance to the channel. The latter received a hit in the officers messroom which seriously wounded one man and caused the boat to leak. The "Novara" continued the fire, in order to help the destroyer out of its predicament, and enfiladed the trenches and demolished a barracks, but received many hits herself.

"Lieutenant Persich and 4 men killed, 4 men seriously and several slightly wounded, but the losses of the enemy are perhaps 10 to 20 times greater.

"The "Scharfschütze" escaped entirely uninjured; torpedo-boat "80" to Pola with a collission mat.

"The railway station and bridges in Rimini were bombarded by the armored cruiser "St. Georg".

"In Sinigaglia railway bridges, water tower, harbor works, station buildings and a train were demolished by S.M.S."Zrinyi"; the station, train and adjacent buildings were burned.

"In Ancona the old forts, the cavalry and infantry camp, wharves, electric power house, railway station, gas tanks, petroleum depot, semaphore and radio station were bombarded by the main body of the fleet, and great damage was wrought by stray shots and fire. Two steamers in the harbor were sunk and one on the ways ready for launching was demolished. Resistance was made only by two light batteries and a few machine guns against two destroyers. In the only modern fort, Alfredo Savoe, the men stood at their guns at the beginning of the bombardment, but two of our aviators who appeared at the right moment drove them away so effectively that they did not return to their stations. These aviators and a third also dropped bombs on the balloon shed inshore of Chiaravalle and on several other military objects.

"The airship "Citta di Ferrara" threw several bombs at S.M.S. "Zrinyi" without results and attempted to attack the retiring fleet, but hurriedly retreated at the approach of two aeroplanes, which, however,had used all of their bombs.

"The same or another airship had already been sighted half an hour after midnight by the fleet on opposite course halfway between Pola and Ancona, doubtlessly bound for Pola. However, when the two vessels that were accompanying it retreated before gunfire the airship put about and disappeared to the northwestward, apparently without having seen the fleet.

"S.M.S."Admiral Spaun" with 4 destroyers fired on the railway bridge over the Sinarea river, the railway station, locomotives, pumping station, etc. in Campo Mariano, demolished the semaphore of Tremiti and damaged that of Mileto.

".SMS."Helgoland" with 3 destroyers bombarded Viesto and Manfredonia and near Barletta fell in with 2 Italian destroyers

which it at once took under fire and pursued. One of the destroyers made its escape, but the second, the TURBINE, was pressed toward Pelagosa by our destroyers CSEPEL and TATRA, and was set on fire and reduced to a sinking condition by hits in the boilers and engines. She surrendered. The CSEPEL, TATRA, and LEKA rescued 35 of the crew, including the captain, executive officer, and chief engineer, and made prisoners of them. The rescue work was disturbed by the appearance of two battle ships of the VITTORIO EMANUELE class and an auxiliary cruiser which approached to within 9000 meters.

"In the ensuing gunfire action only the CSEPEL received an unimportant hit, whereby one man was seriously wounded and 2 men slightly wounded. The fire was returned with good effect by the HELGOLAND and the destroyers. Minimum range 8000 meters. Within a short time our vessels were out of range.

"The railway bridge over the Potenza river was fired upon and damaged by the DADETZKY.

"The I. & R. fleet suffered no losses than those noted above."

ITALIAN TARGET PRACTICE - O.N.I. - 3079.

Reports from Rome Attaché.

"There has been an enourmous amount of sub-caliber practice by the Italian fleet at Taranto. Besides the shooting at the usual small towing target, there has been a great deal of sub-caliber work done at kites. These kites are 150 meters high, shaped like an aeroplane and of the dimensions given below in the rough sketch. I understand that each dreadnought has an allowance of 6000 rounds a day for all kinds of sub-caliber work."

"Gunnery training in the Italian Navy is progressive in character. It begins in the autumn of each year after the recruits are got aboard and ends with the practices carried out in the maneuvers which are held in the late summer when practicable.

"Every ship has its dummy guns and its mechanical targets. The drills are not unlike ours and are carried out with the same vigor.

"Every crew has its Captain. He is almost invariably a petty officer and almost always has had 10 years or more of service. He receives no extra pay or authority by virtue of his position as gun Captain but by virtue of his grade as petty officer. He is always senior to all the crew including the pointers.

"The pointers are all graduates of the gunnery school. They are never assigned as pointers until they have been graduated from the school. Each one has a booklet on which is inscribed his record. There are always on board more graduate pointers than there are places for pointers. Hence there are two classes; puntatori scelti and puntatori comuni, (Selected and Common). The selected ones are chosen for their performances at pointers' target practice (gare di puntamento) and are divided into 1st and 2nd Classes.

"At the beginning of the gunnery year, the work is of a very elementary form. There is considerable drill at mechanical targets. Much sub-caliber practice is held firing one or perhaps two or three guns at a time. This is generally carried out in smooth water in port, the target being towed by a steam launch. The targets are quite like the ones used in our Navy for the same purpose.

"Sometimes during the quarter there is a practice with half charges at targets 3 meters by 7 meters. The target and ship are both in motion. The range is about 2000 meters. Guns fire one, two or three at a time, but are controlled separately. At this practice there is some night firing with the torpedo defense guns,

under practically the same conditions as that in day time.

"The second practice comes in the spring. The targets are 7 m x 7 m and are towed at about 3000 meters from the ship. The guns fire independently although more than one may fire at once. The conditions are practically the same as ours.

"The third practice corresponds to our gun pointers' practice. The conditions are practically the same as above. Scoring is done more carefully.

"The fourth practice is generally held at the time of the maneuvers. Three quarters charges are used for main and intermediate battery guns. The target is 7 x 25 meters. It is really a battle practice with ships firing singly. The ranges vary from 4000 to 8000 meters. Night firing is carried out with torpedo defense guns firing at the 7 x 7 meter target.

"After this comes a fifth practice in which divisions fire together. Sometimes as many as three ships concentrate their fire on one target, but generally one two. Records are kept of all these practices and squadrons, divisions and ships are lined up as in the case in our Navy.

"The targets' screens used are of four sizes, dimensions in meters as follows: 1,80 x 2,50, 7 x 3, 7 x 7, and 7 x 25. The first mentioned is a sub-caliber target carried on a slid. Each ship carries two of these slids. The next two are also carried on slids, but larger than that just mentioned. Each ship carries one of these slids. The last named is usually made in five pieces of canvas set on an old torpedo boat filled with cork and rigged with six masts stayed by shrouds in all directions.

"The competition is divided as follows: The Gara di puntatori, (gun pointers' practice); the Gara di tiro migliorato diurno fra Navi, (Day battle practice, single ships); Gara di tiro migliorato notturno fra navi, (Night battle practice, single ships); Gara di tiro fra divisioni, (Division battle practice).

"The Gara di Puntatori comprises the competition; with the heavy calibers, for which the Coppa San Marco is awarded; with the medium calibers, for which the Cup donated by the Ministero della Marina is offered; with the small calibers, for which the Coppa Garibaldi is awarded; with all calibers combined, for which the Cup donated by S. A.R. il Duca di Genova, is awarded; and with guns on torpedo craft, for which the Cup for this Competition donated by the Ministero della Marina is awarded.

"The Coppa donato da S.A.R. il Duca degli Abruzzi is awarded to the winner of the Day battle practice, single ships. The Cup given by the Navy League is awarded the winner of the Night battle practice. A Cup donated by the Ministry of the Marine is awarded the winner of the Division battle practice. And the KING'S CUP is given to the ship having the highest merit for all kinds of firing combined.

"Letters of commendation are given to deserving persons regardless of whether they win other awards. For example, last year the Captain, officers and crew of the NAPOLI were commended for doing so well after so brief a period of training. The NAPOLI stood I in gun pointers' test, 3 in day battle practice and 4 in night battle practice.

"Torpedo training is prosecuted generally very much as it is in our Navy. Every torpedo on board is fired a certain amount annually. Those from the big ships and destroyers very seldom, those from the torpedo boats a great deal. The truth of the matter is the real instruction with this weapon takes place at the torpedo school, and the firing from ships in service is reduced to a minimum. Similarly very little maneuvering is done with the destroyers, almost all being done by the torpedo boats.

"There are regular competitions however with this weapon and cups are awarded to the winners in the classes into which the ships are divided. The target is always three buoys towed by a line. It is 90 meters long. Once a year certain torpedoes are fired with war heads against the shore.

"I do not think money awards are every given the winners of competitions.

"The Italians have one very excellent scheme (already reported on). There is at Spezia a set of screens with chronographs mounted out in the bay, and ships can anchor behind the screens and fire through them for their regular mounts on board. This is carried out for every ship upon commissioning, and afterwards when there arises a question as to the actual velocities of the guns.

"The system of training is nothing if it is not systematic. Apparently officers and crews work hard at it and are well inspired by the rewards. The principal fault I see in the system lies in the fact that they practically never fire full charges except with the medium and small calibers."

EXTRACT REPORT ON DARDANELLES - O.N.I. 4704.

"British submarine appeared 900 feet from SCORPION and fired two torpedoes, one of which struck a Turkish transport. Water batteries engaged without any effect."

VARIOUS INFORMATION - O.N.I. 5426.

"I have just had a talk with Mr. H. R. Gary, representing the Cummings Ship Instrument Works, 110 High Street, Boston. He used to be a draftsman at the Navy Department. He has just come back from a two or three months visit to England and France, and while there he picked up considerable information of more or less interest, principally through his association with other Americans who are now employed in installing American guns and American devices on English ships.

"Doubtless your office has received a good deal of information as to what is going on, but I would suggest that it would be a good idea to have somebody talk matters over with Mr. Gary. He is perfectly willing to tell everything he has seen. He is a very agreeable person, and is going to visit the Department soon on business for his company. A great many of his company's appliances are installed, and are being installed, on our vessels.

"He says that on the Clyde he saw two extraordinary vessels being built. These were not yet launched. They were apparently about four or five thousand tons. Their peculiarity was in the extraordinary shape of the hulls. The beam of the ship was very narrow indeed, Below the water line, or about on the level of the water line (there was no water line painted), the hull extended out to a greater distance on either side than the beam of the ship above the water. He estimated the depth of these wings to be about five feet. He assumes that the vessels are for use in extremely shallow water and that the wings are so compartmented that a torpedo would do the vessels very little damage, if indeed it could secure a hit. He knows nothing about the battery these vessels are to carry.

"He also saw a vessel of the cruiser type of approximately the same size as the above, and having in the center of her length what was apparently a large gun carriage. This was supported from the deck by a number of strong struts, and where they came together was a cassable capable of taking a trunnion about the size of those for our 13-inch guns. The trunnion would be about twenty feet above the deck. He understood that this was to support a large caliber aeroplane gun of the mortar type.

"Another bit of information is that there were acres and acres of torpedo destroyers and submarines builg built as rapidly as possible. A great many of the submarines were very small, were cigar-shaped, and were entirely circular in cross-Section. There were also a number of large submarines. The destroyers were apparently of the usual type. On the bows of all destroyers, as well as on the bows of other ships that he saw, there was painted a bow wave in white paint representing the "bone" a vessel has in her teeth when steaming at full speed. He also noted that the vessels were painted a rather light gray color, and that some of them had painted against their sides in very black paint the profile either of a destroyer submarine.

"He said there were a number of battleships building but he had no information as to their characteristics. Also that the heavy guns built by the Bethlehem works for the Chilean Government had been taken over for installation on British ships, and that some of the Bethlehem men were assisting in their installation. He understood they were 12-inch guns.

"Mr. Gary had a yarn with several trawler Captain, who told him that they did a great deal of dragging (or trawling) for submarines with a mine on the end of a drag; that, through long experience in trawling, one of these men could recognize the nature of the bottom by keeping his hand on the line dragging the mine; could immediately detect any obstruction and could recognize the "feel" of the hollow hull of a submarine; that, in this fishing, each trawler dragged two mines (electric) with an expert trawler attending each; that they continuously dragged certain areas, and also any area about the place where a submarine had been seen to go down; that a considerable number had been destroyed in this manner. You can have this yarn for what you think it may be worth."

LORD FISHER - O.N.I. 4788.

Report from London Attaché.

"It is stated that Lord Fisher was forced out of the Admiralty because of his mental condition. He has recently been suffering from loss of memory, and a great deal of confusion has been causee thereby.

"The proposed scheme for the violation of the neutrality of Holland is said to have originated with Lord Fisher, and probably will not be carried through under the changed conditions in the Admiralty and the Cabinet.

"There has been practically no discussion of Lord Fisher's resignation and, up to the present, no mention in the press of his mental state."

EMDEN, ETC. O.N.I. 4690

Consular report from Nassau, June 3, 1915.

"I have the honor to state for the benefit of the Navy Department that while on board the British cruiser SYDNEY, about 5,000 tons, two days ago, I learned from the commanding officer and others relative to the engagement between that vessel and the German raider EMDEN some months ago.

The firing began at more than 10,000 yards by the German vessel and the shots were accurate, from 4.1 inch guns, a surprisingly long range. The Germans fired very rapidly, moreover, during twenty minutes, speed of vessel then 23 knots. The British guns were 6 inch diameter, speed of vessel 27 knots then. The battle lasted 30 minutes.

"The SYDNEY seems to be on the lookout for the German ships now interned in American ports, whould they be compelled to put to sea, in view of issue at present between the United States and Germany. She left yesterday."

TWO TURKISH PROCLAMATIONS - O.N.I. - 4735.

I. "The following is a textual translation from the French of a letter from the Commandant of the Turkish Fourth Army to the Turkish Village of Beyrouth.

"In my capacity of General Commanding the Fourth Corps of all Syria and its neighborhood, I find it indispensible to take the following measures to defend the country:-

"1. All the commandants of places as well as the detachments of Gendarmerie of all the coasts shall be henceforth under my orders and shall refer to me in all affairs. Only the armies which are at Akaba, Bir, Gabeh and Han Younes will be dependent upon the commandant of the Third Corps.

"2. The civil authorities will be dependent directly upon the corps of the army in all questions political having for object assurance of the defense of the country and the public safety and must conform to the orders of the corps of the army. Consequently the civil functionaries must put into force immediately the orders of the Corps of the Army and impart them to the authorities; they shall not even wait for the orders of the authorities to follow the said instructions.

"3. The Foreign Consuls with their functionaries may leave the country but the Consuls of Russia with their functionaries are held here. The subjects of all enemy powers will be held in Turkey until the arival of new orders from Constantinople; the refusal to allow them to leave has for object the non-bombardment of the coast cities by the squadron of the enemy. In case it should be forbidden these subjects to leave the places where they find themselves and it is not possible to stop them they will be stopped in these localities. It is necessary to notify the said subjects that if they attempt to flee or to give information to their warships they will be pitilessly shot.

"4. The banks of the belligerent powers will be requisitioned and all their money will be committed to the charge of the B.I.O., at Damascus, Aleppo and at Jerusalem. The Corps of the Army must be informed of the amount of money requisitioned.

"5. The foreign subjects who are taken in the interior of the country as hostages will stay in the places where they find themselves until further orders. A list containing their names, business, ages and residence will be made, and a copy will be dispatched to the Army Corps.

"6. The subjects of enemy governments must not be permitted to be insulted or humiliated on the part of the inhabitants, and they must be safeguarded from all bad treatment. The Military functionaries must not refuse any aid in case the civil functionaries ask it of them.

"7. The hour when this order was received shall be reported by wire."

"The following is a textual translation of the second Proclamation of Djemal Pasha, the Commandant of the Eighth Army Corps, with Headquarters at Damascus, Syria:

"Officers and Soldiers of the Eighth Corps of the Army:

"While our Ottoman Squadron was manoeuvering in the Black Sea, the squadron of our ancient enemy, the Tzar of the Russians traitorously came to attack it and without declaration of war. The Russians who disdain any alliance of the Powers and who, by their cowardliness and their habitual treachery, through suddenly to take by surprise our fleet and conquer our brave officers and sailors, as well as those of the Emperor of Germany, the friend of His Majesty, our Sultan, noticed this would be surprise, and our victorious fleet sank four warships of the Russians and a great number of their merchantmen. It also bombarded the fort of Sebastopol as well as the fortifications of Odessa, destroying the telegraph office without leaving a wire. By the Grace of God our fleet has not suffered any harm.

"Soldiers! Do you know who was the Admiral of the Russian squadron? It was the English Admiral Lympos, whom the traitorous English Government had detailed to organize our fleet; it is this Admiral who collected for himself as well as for his officers, considerable sums of money of the Ottoman people; who, instead of giving a sincere service, has readily attacked our ships, and has abandoned the drilling of our navy by order of his traitorous government; this commander who has no scruples about attacking a fleet of a neutral government belongs to that nation of treacherous English who have stolen the two ships built with the money of the Mussulmans. And if it pleases God the hour will soon arrive when we shall settle our account with the deceptive English who have subjected and humiliated the Mussulmans throughout the entire world.

"Officers and Soldiers! Your most noble duty consists in studying as hard as you possibly can and in the performance of your military exercixes, in order that you may be ready, when His Majesty, our Illustrious Sultan, declares war on the arrogant and false English. Then the Mussulman lion, leaning on Providence, will crush the infamous enemy as our fleet has vanquished them.

"(Signed) Commandant of 8th Corps of the Army."

GERMAN SUBMARINES IN DARDANELLES - O.N.I. - 5357-A.

Following deductions made from supposedly authentic interviews of Associated Press with Commanding Officers of German submarines in Constantinople:

1. At least two submarines made trip from Germany to Constantinople unescorted and under own power.

2. That one of these boats in V-51 (about 1000 tons surface displacement) and other probably a boat of higher number - i.e. - of a later design.

3. Voyage of nearly 5,000 miles made in 30 days - average 165 miles per day without stop.

4. At end of trip and before going into port for overhaul, the V-51 sank the TRIUMPH on May 25 and the MAJESTIC on May 29.

5. That both British battleships had torpedo nets down but they were not sufficient to keep torpedo from striking ship.

6. That a British destroyer tried to ram the U-51 while operating against the TRIUMPH but the submarine dived and barely escaped. Subsequently came up and fired fatal torpedo.

7. That the German Submarine Service attributes its success largely to rigid discipline and high degree of training which crews had received.

8. Watches for surface runs are 6 hours on and 6 hours off. While submerged all hands constantly on watch.

(See Paragraph 4, Instructions of October 31, 1900) Need not be returned.

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SUBJECT Additional English re-enforcements to the Italian Fleet.

From I No. 154. Date June 16, 1915.

Replying to O. N. I. No. Date

1. In addition to the British and French ships reported in "I", 140 of June 1, 1915, re-enforcing the Italian fleet, there are four British light cruisers consisting of the Dublin, one sister-ship probably of Chatham, the Amethyst, and the Sapphire.

[See Paragraph 4, Instructions of October 31, 1900.]

Subject Supplementary Budget for the fiscal year 1915-1916.

From W. *No.* 21. *Date* June 27, 1915.

Replying to O. N. I. No. XXXXXX *Date* XXXXXXXXXXXX

Supplementary Budget for the fiscal year 1915-1916.

Published in the Official Gazette of June 21, 1915.

Navy Department.

Ordinary Expenditures.

Title I.	Admiralty	Yen	7,384
Item 1.	Pay		7,250
Item 2.	Office expenses		134
Title II.	Expenditures for the Naval Service	Yen	1,267,082
Item 1.	Pay		357,622
Item 7.	Clothing and provisions		114,776
Item 8.	Construction and repair of ships and arms		454,831
Item 9.	Manoeuvres		60,948
Item 12	Maintenance of vessels		276,908
Item 16	Pay of foreign employees		1,997
	Total Ordinary Expenditures	Yen	1,274,466

Extraordinary Expenditures.

Title I.	New Buildings	Yen	21,984
Item 4.	Council Hall, Ominato (the former hall being burned down)		21,984
Title V.	Books and charts for sale		5,000
Item 1.	Printing and binding books and charts for sale		5,000

[See Paragraph 4, Instructions of October 31, 1900.]

Subject The Law Governing Strategical Zones.

From W. *No.* 22. *Date* June 27, 1915.

Replying to O. N. I. No. xxxxxx *Date* xxxxxxxxxxxxxxxxx

The Law Governing Strategical Zones has been amended as follows :-

Art. VII. No person shall survey, or take photographs, sketches, or records of the configuration of land and water within strategical zones, nor shall aviate therein, except by permission of the commander of the fortress concerned.

The provisions of the preceding paragraph apply outside of strategical zones within 3500 Ken (about 3 1/2 miles) from the outer limits of such strategical zones.

Regarding permission or prohibition of aviation, commanders of fortresses shall obtain the approval of the Minister of War.

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Office of Naval Intelligence. COPY-AEF.

~~August 3, 1915.~~

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EXTRACT FROM PRIVATE LETTER FROM NAVAL ATTACHE, PETROGRAD,

June 28, 1915.

There have been in town lately a number of Japanese officers - mostly artillery - walking around in their regular uniforms. At the funeral of the Grand Duke Constantine there were perhaps 20. I have heard that there are Japanese troops with the Army. I have not seen any one who knows. The newspapers discuss now daily the desirability of a Russo-Japanese alliance - the Navoe Vremia had a long editorial on it this morning - pointing out the mutuality of interests, the general desirability, and the nobleness of the Japanese character. I have asked many people about presence of Japanese in Government offices, and can find no confirmation of its being an organized institution. Russia gets many things now from Japan - from big guns to rifles (some of the new troops are armed with old Japanese rifles) and under the circumstances there is a temporary mutuality of interest, but I still place faith in the statement of the Minister of Foreign Affairs as quoted to you.

Since beginning of the war the Ministry of Marine has organized two special services in the Navy - the Aviation Service connecting the shore with the Fleet as separated from the Naval Aviation Service itself, and the Trawling Service. They are in the way of being departments of the Naval General Staff. I have the orders of organization, and one of the reasons that I had to let the translator go was the fact that she fiddled around for three weeks without getting ahead on them.

SUBJECT THE FIGHTING ON THE EAST AND WEST FRONTS DURING MAY and JUNE 1915.

From Z No. 285 Date June 29, 1915. , 191

Replying to O. N. I. No. Date , 191

EAST FRONT.

The great drive of the German and Austrian armies of the last two months has driven the Russians almost out of Galicia and has seriously demoralized the Russian military strength. This is the fourth great defeat the Russians have sustained and the pressure on them is not being released.

Something of the magnitude of the operations involved may be gathered from the fact that in these two months 450,000 Russian prisoners have been taken and that the number of Russian prisoners of war now in German and Austrian hands number one and one half millions. These figures I know to be fairly accurate. Allowing for the same number of killed and wounded, Russia has lost so far three million men from her field armies and even her giant resources are failing. Many of the men who were captured had only a few weeks instruction and were soldiers in uniform and name only.

Not so the German army. The periods of instruction have not been hastened. Each man has his full course of training. The German troops in Galicia are in the pink of condition, their equipments are perfect. Supply trains and horses are of approved army type and as well ordered and disciplined as the fighting troops.

In these respects the German army is far in advance of the Austrian. The latter appear as inferior physically and in equipments. They straggle in their marching and the columns are not closed up as the Germans. Their supply trains are mostly the little Polish two horse carts which can barely carry one third of the load of the German supply wagon. Of the six hundred thousand prisoners taken by the Russians mostly last fall, probably not more than 50,000 are German while the rest are Austrians.

BREAKING THE RUSSIAN LINE.

The Germans appear to be quicker in applying modern conditions of warfare to the situation than their enemies. They had organized their industries to provide the necessary war supplies early in the war. They recognized that in the trench warfare, the small calibre field gun was ineffective. They also recognized that the machine gun was to become a great factor for holding trenches against attack. All their units have therefore had the number of machine guns greatly increased and the manufacture and organization of heavy howitzers batteries, which made the breaks in the Russian lines possible, have gone on unceasingly. The effective guns against trenches have been the high angle howitzers, principally the Austrian 30.5 c/m and 24 c/m - the German 28 c/m and 21 c/m and also the less mobile 42 c/m.

It is said that when General von Mackensen first broke the Russian line early in May, fifteen hundred guns of all calibres were assembled to play on the part of the line at which the attack was to be delivered.

In the soil of Galicia the 42 c/m gun tears an opening in the earth 45 feet in diameter and 15 feet deep, the 30.5 c/m hole is 30 feet by 10 feet deep, the lesser guns in proportion. Field guns such as the French 7.5 c/m , or the German 7.7 c/m have practically no effect on trenches. Under the massed fire of the big howitzers, the Russian trenches, though skilfully built, in many lines were torn to pieces and the men in them shattered, buried alive and killed by air concussion. A series of craters covered the positions. Those left alive were incapable of resistance.

The Germans did not pick out weak points in the line to attack in this manner, but the strongest, the "key points", which when captured, meant the withdrawal of the whole adjacent line. The assault delivred and the Russians once started out of their trenches, the infantry and the field guns took up the battle and followed up the retreating foe.

Each of the lines of defense occupied by the Russians was forced in this manner.

Following the capture of Lemberg, the Austrian army was in process of shifting large bodies of troops to the Italian frontier.

LOSSES OF THE CAMPAIGN IN GALICIA.

The German losses have been large, but not sufficiently great to impair the organization and spirit of the forces. Before the campaign opened all troop units were filled to their regular number with men who had completed their periods of instruction. During the advance depots of unassigned troops were ready to fill vacancies when called upon to do so. The losses cannot at present be given as a whole, A division of the Imperial Guards which numbered 24,000 men at the beginning of the campaign, and which did more than an average amount of fighting, lost 6000 men in killed, wounded and sick or 25 %. Of these a large number who were slightly wounded will return to the command in time.

Hospital trains and the handling of the wounded was admirably administered. One of the most interesting features of the German front are the depots for captured material. All battle fields are cleaned up after being won. The arms, ammunition, guns, etc. are sorted and stacked for future use, as are uniforms and equipments of all kinds. The extent of the work of these depots may be imagined from the fact that the Russian small arms taken in this advance were mayn hundreds of thousands, machine guns mayn thousands, and heavy guns many hundreds, besides ammunition in vast quantities. Clothing is fumigated, made into bales and shipped back for overhaul or reworking.

THE WESTERN FRONT.

To make the Galicia campaign effective, a very large number of troops were withdrawn from the western front and up to the present this front has been held on the defensive by the Germans, yet their General Staff appear to have no nervousness about its being able to hold.

They say that they build trenches especially for the French to attack, send a few men into them with machine guns and the French concentrate a heavy fire on them, in one case a hundred thousand shell being fired at an unoccupied position. The French then attack in force and the Germans launch a counter attack before the French can effectively occupy the trenches attacked.

For trenches which are meant to be held, the Germans seek to have concealment from direct rifle fire. With the barbed wire entanglement and the machine gun a very short field of fire is all that is ncessary to bring the attacking force to a stop. They therefore build trenches on the reverse of a hill, or back of the opening of a woods or other concealed position.

The preceding information is largely from the account of the Military Attaché Colonel K u h n who has been through Galicia and seen the results of the campaign.

OFFICE OF NAVAL INTELLIGENCE. TRANSLATION-FV.

June 30, 1915.

Number 676 of the Official Collection of Laws and Decrees of the Kingdom contains the following decree:

VICTOR EMMANUEL III.

KING OF IATALY.

In view of the regulation of service in war, approved by Royal decree, March 10, 1912;

Upon proposal of the Chairman of the Cabinet of Ministers, and with the consent of the Ministers of War and Navy;

Having heard the Cabinet of the Ministers;

We have decreed and do decree:

Single Article.

From this day onward Our orders relative to the operations of the army and the navy and of their divisions, shall be communicated, from Us, to the army and the navy respectively by the Chiefs of the General Staff of the Army and of the Navy, who will put them into practice, in so far as they relate to land and sea operations, keeping the Ministers of Army and Navy informed of the dispositions which may concern them.

The Chiefs of the General Staff of the Army and of the Navy shall be notified by their respective Minister regarding all provisions of the Government which may influence the conduct of the military operations.

We order that the present decree, sealed with the Seal of the State, be inserted in the Official Collection of the Laws and Decres of the Kingdom of Italy, requiring all concerned to observe it and to see that it is observed.

Rome, May 23, 1915.

VITTORIO EMANUELE.

SALANDRA -- ZUPELLI -- VIALE.

Witnessed, ORLANDO.

Keeper of the Seals.

American Embassy,

L O N D O N, England.

June 30, 1915.

From: Lt. Col. Thomas C. Treadwell, U.S.M.C.

To: Naval Attaché.

Subject: The Forcing of the Dardanelles. Second Phase - Combined Operations. First Attack on Achi Baba Position and Subsequent Operations to June 2nd.

By April 29, the British and French forces had obtained a firm footing at end of Gallipoli Peninsula, while the Australians and New Zealanders were established at Sari Bair. These positions were, however, of very limited extent - that on end of peninsula from Eski Hissarlik to mouth of stream on opposite side being a line of about 3 miles in length, and only 2 miles from end of peninsula; and the position of Australians along ridge of Sari Bair, protecting landing place north of Gaba Tepe, being of even smaller area. The position of the Allies at the end of peninsula was confronted by the strong Turkish position at Achi Baba, and could be reached by long range fire from heavy Turkish guns at Achi Baba, and from the Asiatic side of the Dardanelles. While the position of the Australians at Gaba Tepe was confronted by an almost equally strong Turkish position on the ridges inland from their trenches on Sari Bair. From April 29th to May 6th, these two positions were consolidated by the Allies and strengthened, and heavy artillery munitions, and reinforcements landed. During this term, the Turks made a number of attacks, particularly on the French position on the right, none of which developed much strength, except one that for a short time took part of French line, but was soon driven out by counter-attack.

On April 29th, the submarine E 14, which had succeeded in getting through the Dardanelles, sank a Turkish transport in the Sea of Marmora, and on May 3rd, a gunboat, and the Russian fleet again bombarded the forts at the entrance to the Bosphorous at long range with little result.

On April 30th, AE 2 of the Royal Australian Navy was sunk in an attempt to enter the Sea of Marmora, and her crew taken prisoners.

On May 6th, theAllies having been reinforced by a part of a Territorial Division, an Indian Brigade, and a French Division, an assault was made on the Achi Baba position. This battle was ended on May 8th, with a slight gain of ground for the Allies.

The Achi Baba Position.

Any study of the Achi Baba position shows its great strength against attack from the south-west - that is, from the direction of Krithia, and from the slopes beyond falling towards the end of the peninsula, where the Allies' position rested. The crest line of the Turkish position is indicated on the appended sketch map by dotted red lines. In front of it, on the slopes as far as Krithia, and beyond, to the ravines on the flanks were lines of Turkish trenches in concealed positions, rows upon rows, one behind another, while in positions behind the Achi Baba ridge, was hidden the Turkish artillery.

Both ends of this line are flanked by ridges descending abruptly towards the sea, and the difficulties of attacking the flanks are increased by the presence of two ravines, one running inland from the Dardanelles, the other from the Aegean Sea, with precipitous sides, which protect from direct assault any position above them. The steepness of the sides of these ravines creates a certain amount of dead ground, but they can be searched by enfilade fire from that part of the position at the head of each.

The central peak of Achi Baba,216 metres high, dominates everything in sight, and from it every part of the area held by the Allies must be visible except the reverses of hills and bottoms of ravines. The ridge is formidable, quite apart from its defences, and between the Allies' position and Achi Baba the ground is intersected by several ravines, the largest of which runs from mouth of stream on Aegean side, across the country, in front of Krithia. On the right in front of the French position is a ravine through which the stream known as Kereves Dere flows into the Dardanelles. These

ravines, as stated above, were of great value to the Turks, and afforded excellent cover for troops, and concealed positions for maxims.

In the centre of the position also the opportunities for defence are very great. The saddle at lowest point of ridge just opposite Krithia is low, and lies only about a mile in front of that village. But this saddle is commanded by rocky slopes rising upon either side to heights of 144 and 216 metres, and the whole saddle is commanded at ranges of less than 2,000 yards from the slopes of these hills. Thus the depression in front of Krithia cannot be used by the attack until the summits commanding it from either side are carried, and the Achibaba position could not be taken by the Allies until these two hills are seized.

The slopes towards the Aegean are so precipitous that although the plateau with its culminating ridge along which the position lies, can be shelled from the sea, yet the ships have to lie far out to effect this purpose, which, of course, greatly reduces the effect of their fire. While from the mouth of the Dardanelles their fire could be still less effective, and ships would be endangered from drifting mines.

The Achibaba position is, therefore, a very formidable one, and tremendous efforts would be necessary to force it, strengthened as it has been recently by weeks of work on the part of the Turks, to entrench it, and make it impregnable. If the position could be forced, however, by the Allies, the retirement of theTurks to the next strong position at Pasha Dugh, would be likely to expose them to heavy loss. The north eastern slope of the ridge towards the valley, which lies between it and the second position, being a series of long easy stretches of falling land exposed to fire from the summits of the Achibaba ridge, with little cover afforded. On the other hand, the ridge if taken, would be under the fire from heavy artillery posted on Pasha Dagh, and also under fire at long range from the permanent works, and mobile batteries of heavy guns on Asiatic side.

There is no definite information as to strength of Turkish force on Gallipoli early in May, but it is estimated that it was over 100,000 men. A fifth Turkish army under General Liman von Sanders was formed to defend European Turkey. Originally 2 Army Corps, with additional troops were charged

with defence of both shores of the Dardanelles, but it is certain that this number had been considerably increased. It is estimated that the Turks could bring up 4 or 5 Corps for defence of Gallipoli, and the force on the Peninsula could be increased at any time, by sending reinforcements, either over the Isthmus of Bulair, or by transports landing them at Gallipoli, or other points in the Dardanelles above the Narrows.

First Attack on Achibaba (May 6-8th).

The report from the War Office of this attack was as follows:--

"On May 6th, after the arrival of fresh troops, which included part of a Territorial Division, a general advance of the Allied troops took place. A heavy covering fire was maintained by the Allied fleets. During the night of May 5-6, a portion of Australian and New Zealand Army Corps had been transferred from Gaba Tepe in order to take part in the attack. Very severe fighting took place all day, and by nightfall the whole Allied line had been advanced from 1,000 to 1,500 yards, but the left of the advance was checked by a strong Turkish redoubt manned with machine guns. Just at dark, however, the French troops obtained possession of an important tactical point, which was thoroughly fortified during the night, to serve as a point for further operations.

"On May 7th, the attack was continued, the French troops again improving their position, while on the left, the 29th Division succeeded just before sunset, in driving the enemy back nearly into Krithia village.

"On May 8th, the attack was again resumed, and an advance in face of a very heavy fire took place. The French troops attacked the Turkish trenches with the bayonet, and the whole line, except on the extreme left advanced steadily. During the night, the Turks attempted a counter-attack which was everywhere repulsed with a heavy loss.

"During the 3 days' fighting, the Australian Corps at Sari Bair in spite of having sent reinforcements to support the main attack successfully held their own, and resisted all attacks. The fighting which took place on these 3 days was severe, but happily, a large proportion of the

British casualties represented only slight wounds. It was clearly demonstrated that the Turkish defences were strongly constructed, and that their capture must be achieved by slow methodical measures of trench warfare. The French forces throughout these operations had fought with magnificent courage and dash, and had suffered heavy loss."

The following is taken from the French communique:--

"On the evening of May 8th, the Franco-English forces, operating in the south of the Gallipoli Peninsula, with the support of the guns of the Allied Fleets made a general attack against the position which had already been damaged on the day before. The troops with remarkable spirit and vigour took at the point of the bayonet several lines of trenches on the heights near Krithia. During the 9th instant they consolidated and fortified their position on the ground conquered the day before. The Turks have not attempted any counter-attack."

On May 6th, reinforcements having reached the Allied Army and sufficient heavy guns and munitions having been landed it was able to resume the offensive against the Turkish positions, which had been suspended except for slight local advances since April 28th.

The ultimate object of this offensive was to obtain possession of the position of Achibaba, but before this could be attempted it was necessary to obtain possession of the two arms of that mountain ridge which stretch out the one towards Aegean and the other to the shore of the Dardanelles.

The road to Krithia ran through the centre of the Allied position on May 6th, and divides it roughly into two parts - that on the left facing the right of Achibaba position being held by the British, and that on the right by the French, with a Brigade of theRoyal Naval Division to right of road supporting the French left. The British left rested on the Aegean, the French right on the Dardanelles.

On either flank, out in the Dardanelles, and in the Aegean, there were the Allied battleships, and cruisers, with their guns trained to sweep enemy's position.

On May 6th, the first day of the assault the Allied Army was drawn up in the following order:--

On the extreme left the 87th Brigade held the end of ravine and the trenches on hills beyond. The line was prolonged on the right by the 88th Brigade, and then on to the Krithia road by a brigade of the Naval Division. On the other side of the road was the other brigade of Naval Division. Behind this line, in reserve, were the Indian Brigade, the Australian Brigade, and the New Zealand Brigade; and behind them, a brigade of the newly arrived Territorial Division.

On the right were the French. The Colonial Division of Senagelese in front line, and a brigade of French infantry, a brigade of Zouaves, and Foreign Legion in reserve.

The immediate object of the British seems to have been to push forward left wing, and at same time to endeavour to occupy Krithia, and the ridge on which it stands. The immediate object of the French was to advance up the spurs, and get astride the Maidos road, and to advance across ravine of the Kereves Dari.

At 11 a.m. the French artillery near Seddul Bahr opened a heavy fire on the right arm of Achibaba, and broken country under its summit to the right of the Krithia road. The shells swept the ground over which Infantry were to advance, and this rapid fire was kept up for half an hour. At the same time the French battleships in the Dardanelles, with the Agamemnon, turned their big guns on the upper slopes of Achibaba, and the Turkish trenches in Kereves Dere ravine, the other battleships firing on Turkish positions from the Aegean.

At 11.30 a.m. the Senegalese advanced from their trenches, and swept forward. For some time they made steady progress, their artillery covering the advance. When the infantry topped the slope overlooking the valley they were strenuously resisted by the Turks from their entrenchments on the other side of the crest, and the advance was held up. Part of firing line moved to the left and part moved forward towards the Maidos road, while the Naval Brigade supporting the French left also advanced under a heavy fire which caused many casualties. The advance towards the Maidos road was partly successful, but was eventually held up by a redoubt and concealed trenches.

The French artillery and ships' guns poured shrapnel and common shell on the position, without being able to check the fire of the Turkish infantry. Repeated charges of the Senegalese broke before the Turkish fire, and eventually they had to be withdrawn to second line, and French regiments took their place.

On May 7th, at 10.a.m., the ships in Aegean opened up a heavy bombardment on the right arm of Achibaba, sweeping the broken country at the head of ravine, and the slopes leading up to Krithia. After a quarter of an hour of this rapid fire from ships and artillery on shore there was a general advance of the left wing.

The 87th and 88th Brigades pushed forward through the brush in the ravine, and in the centre towards Krithia. When they left their trenches the Turkish infantry who had been quiet in their trenches opened up a heavy fire from these concealed trenches whose position had not been located. The attack, however, advanced in good order the supports and reserves occupying vacated trenches as they moved forward. The attack gained ground and occupied some of the Turkishtrenches, only to be held up by others. Throughout the morning, the Turks used their field guns actively against the British left wing, generally concentrating his fire on the supports and reserves.

On the right wing, the French had been quiet all the morning, but at noon their artillery again opened fire, and at 3 p.m. there was a general advance up the slope towards the Maidos road, while the Naval Division on their left also pushed forward. This movement, gained some ground.

At 4.45 p.m. the Turks brought a great many guns into action against the French covering their advance trenches with shrapnel and sweeping the ground behind to prevent supports from being brought up. The French batteries replied shelling the Turkish trenches and the redoubt, which was the chief obstacle to a further advance. Their infantry again advanced, but were met by such a strong fire of shrapnel that the line wavered and broke, and came sweeping back down the slope, part of the troops passing through the line of the Naval Division. The fire that the Turks were now developing was intense, and their batteries concealed on the other side of Achibabu could not be located. The

situation at this time looked very serious, and as if all the ground gained would have to be abandoned. But General d'Amade sent forward his reserves, which delivered a counter-attack, and re-occupied the abandoned trenches. Night came with the French still holding tenaciously on under a heavy fire from the Turkish guns.

At 5 p.m., another heavy artillery fire, and from ships, was concentrated from all the british guns on the right arm of Achibaba, and on village of Krithia.

About 6 p.m. an attack was started on the extreme left, long lines of troops advancing from the head of the ravine there, and pressing forward towards the hill behind Krithia. They were met by a heavy shrapnel fire from the Turkish guns. The advance, however, pressed forward losing heavily, but most of the Turkish fire was high. This advance gained some ground, and was brought to a stop by darkness.

On the morning of May 8th, at 10 a.m. the battle was continued.

The ships opened up another heavy bombardment on the right arm of Achibaba, on Krithia, and on the ground behind. After this had lasted for half-an-hour, the infantry on the left and left centre again advanced to the attack, and again were met by heavy fire, which showed that Turks were still holding their trenches with the same tenacity . The 87th and 88th Brigades however, gained some ground, and on the left a Turkish trench was taken.

Throughout this fierce fighting in the broken ground on the slopes leading up to Krithia, the plain below was filled with lines of troops pressing forward towards the firing line. The Turkish shrapnel burst over them but inflicted small damage owing to open formations adopted. When each successive line reached the fire zone, it doubled across the open ground resting in the vacated trenches, and then pressing forward to the next.

The reserve troops which thus moved forward to the fighting line were the New Zealand Brigade, which moved up to pass through the 88th Brigade for the final assault and on their right the Australian Brigade who passed through the Naval Brigade on the left of the Krithia road. The 87th Brigade still held the ground at the top of the ravine, while the Indian Brigade and Lancashire Brigade acted as a general reserve.

At 1.30 p.m. these movements were completed, and a lull came over the battlefield. This lasted until 5.15 p.m., when suddenly every ship afloat and every battery on shore opened up a tremendous bombardment. All the battleships and cruisers opened fire with their main and secondary armaments searching the slopes leading up to Achibaba. The heavier guns fired on Achibaba, and its highest slopes; the secondary armament, lower down; and in front of the trenches the field guns and field howitzers poured a shower of shrapnel on the ground over which the infantry were to advance.

When the guns ceased fire, for a short time, the infantry who were concealed in the brush and in the trenches advanced to the assault. The entire line from the head of the ravine towards Aegean to the Krithia road moved forward to the attack of Krithia. At the same time the French line advanced, rushing up the slopes towards the Maidos road, line after line, emerging from cover, and dashing forward.

The New Zealanders passed through the 88th Brigade, many of the men of which joined them, and pushed forward, entering one of theTurkish trenches and passing on to broken ground beyond.

On the right of the New Zealanders, the Australians advanced at the same time, but over more open ground which provided little cover. They were met by a heavy fire and enfiladed by machine guns from the right, the artillery in vain attempting to keep down the fire.

A considerable advance towards Krithia was made, but at length, the advance could proceed no further. The men lay down where they were, and endeavoured to reply to the concealed Turks. Only a few hundred yards had been won, and the Australians and New Zealanders proceeded to entrench themselves. At the end of an hour, it was obvious that the attack had failed, and could not gain further ground, and that the hope of taking Krithia by direct assault must be abandoned.

Confused fighting went on all along the line until at 7.30 the approach of darkness put an end to this terrible combat.

they deluged the heights of Achi Baba, and the foreground; and fired in reverse on the position, their fire seems to have produced little result, even though directed by the observation of numerous Hydroplanes. From this result, it would appear that a powerful fleet has little chance of making a well prepared shore position untenable, unless specially aided by the favorable lay of the ground. The assault had proved very costly to the Allies, for it is estimated that their casualties exceeded 15,000, while the results obtained had done nothing to compensate for this heavy loss.

Operations after Attack on Achi Baba to June 2nd.

After the attack on Achi Baba ending May 8th, the Allied resorted to the slower methods of siege warfare, though numerous local attacks were made by both the Allies and Turks. The events succeeding this attack are given in the statement of the War Office and of the Admiralty as follows:--

"During May 9th the ground gained was everywhere consolidated At 10.45 p.m. an attack was brilliantly carried out by the 15th and 16th battalions of the 4th Australian Infantry Brigade who attacked and carried with the bayonet 3 lines of Turkish trenches on Sari Bair, and established themselves therein. A heavy Turkish counter-attack was launched at dawn on May 10th, and forces the Australians back to their original trenches, but the guns of the Corps were in readiness, and opened fire on the enemy at close range. The execution done was terrible and the Turks lay so thick upon the ground as to form an obstacle.

"During May 10th, 11th, and 12th, further reinforcements of French, British and Australian troops arrived.

"On the night of May 12th, the troops of the 29th Division under Major-General Hunter Weston undertook an attack against the enemy's extreme right; under cover of a demonstration by infantry and artillery a double company of Gurkhas crept along under the precipitous sea cliffs and occupied a cleft in front of the Allied line where they dug themselves in. During the night of May 13-14th, the left of the Allied line

was again further advanced, and the position of the Indian Brigade was made secure.

"On the night of May 14th the battleship Goliath was torpedoed in an attack by destroyers when she was protecting the French flank just inside the Straits. There were 20 officers and 160 men saved, and about 500 lost. The submarine E 14 which penetrated the Sea of Marmora some time before reported that she sank 2 Turkish gunboats, and another large Turkish transport."

Two British submarines had succeeded in getting through the mine fields in the Dardanelles about 2 weeks before, and sunk 2 Turkish transports.

"On May 17th, the 29th Division worked further forward and established themselves in trenches 200 yards in advance. The Allied artillery was well handled, and aided by aeroplane observation destroyed by direct hits a Turkish 6-in. howitzer and exploded a wagon load of heavy gun ammunition, also demolishing some new Turkish entrenchments. On this day General Bridges commanding the Australian Division was mortally wounded during an attack on the Australian position, his subsequent death causing an irreparable loss to his command."

"On the night of May 18-19th, the Turkish forces made determined attacks against the Australian and New Zealand Corps, which were all repulsed with heavy loss, their casualties being over 7,000 of which 2,000 were killed. Our losses did not exceed 500."

The ground occupied by the Australian Corps consisted of two semi-circular ridges, the outer higher than the inner, and rising in places to over 600-ft. A ravine runs north-east up the centre of the position, dividing it into a northern and southern sector, both of which are rough and broken ground, consisting of small hills and deep gullies covered with thick brush orbare earth.

The Turks were entrenched almost right round the position, except where the ships' guns kept them away from the coast. To the north and north-east the Turkish trenches were on higher ground while to the south and south-east they lie lower. The distance between the two front lines of trenches

varied from about 20 yards at one point, to a quarter of a mile, and averaged about 200 yards. The Turks were strongly entrenched near head of ravine, and could snipe men going through it at long range. Every precaution had been taken by the Australians since their landing, to make the position impregnable, and to make each section self-contained.

This position of the Australians and New Zealanders on the Sari Bair ridge handicapped the operations of the Turks against the Allied forces on the southern end of Gallipoli, for unless the Turks could hold them, the Colonials could advance across the peninsula, towards Maidos, thus cutting the Turkish lines of communication; and when the Turks attempted the offensive, or had to resist attack in the south, a large force had to be left to cover the Sari Bair position. Therefore, as a preliminary measure before attempting the offensive against the position at southern end of peninsula, General von Sanders made a great effort against Sari Bair.

For this effort, the Turks are said to have brought up from Constantinople, 5 fresh regiments.

On May 18th, movements of troops were reported by aeroplanes, and by the ships observing at various points along the coast. The Turks were seen to be disembarking men from transports in the Straits, and a general movement was reported from the north and east of Krithia towards the west. A heavy bombardment was opened on the position throughout the 18th, not only from field guns, but from heavier guns and howitzers.

At midnight, a heavy rifle and machine gun fire was directed from the Turk's positions, and under cover of this fire a line of snipers crept forward from the Turkish trenches close up to the line, and attempted to snipe the defenders when they replied to the fusilade. More Turks then crept forward until a thick line was established at very close range. At 3 a.m. an assault was made on the Australian position, that part of it towards Monash Gully being repulsed with heavy loss. A series of attacks on various points was then delivered the most violent against positions known as Quinn's and Courtney's Posts. These were all repulsed by rifle fire at close range.

At 5 a.m. on the 19th, as soon as it was light, the Turks opened up a heavy bombardment on the trenches, interior of the position, and beach bringing into action heavy howitzers and field guns. And from 6 to 9.30 a.m. the Turks made a series of desperate attacks principally against Quinn's and Courtney's Posts, but the Australians held firm, and no Turks were able to enter the trenches. By 10 a.m. the Turks began to retire under a heavy fire from field guns and howitzers, and to seek the cover of their trenches.

THroughout the morning the Turks kept up their bombrdment and heavy rifle fire. At 3 p.m. there were evidences of a fresh assault, but it came to nothing, and during the remainder bf the 19th and up to dawn of the 20th there was only rifle fire and sniping.

It was estimated by the Australians that at least 30,000 men, supported by a heavy artillery fire were massed against them for this assault.

On the 21st the Turks made overtures for an armistice for burying the dead, which was later granted.

General Birdwood, commanding the Australian Corps, reported that "during the suspension of fighting in order that the Turks might bury their dead much larger losses than the 2,000 dead already reported came to light. Two areas in front of one of our sections where heavy punishment to the enemy had been previously reported were covered with dead, 400 corpses were counted in an area 80 x 100 yards.

"The Turkish burying parties worked quietly and quickly. They were all supplied with cotton wool prepared with some solution to deaden the stench, a most necessary and much needed precaution. Over 1,200 Turkish rifles were picked up on our side of the dividing line during the suspension of hostilities."

"On May 19th in the Southern area of the Gallipoli Peninsula the French forces in conjunction with the British made a considerable advance and have consolidated new position. Our aeroplanes dropped bombs amongst Turkish reinforcements landing in Ak Bashi Siman and caused considerable losses.

"On May 25th, an advanced trench, 150 yards in front of Gen. Cox's Brigade was rushed and occupied by our men."

On May 26th, the Admiralty announced that "while operating in support of the Australian and New Zealand forces on the shore of the Gallipoli Peninsula, His Majesty's Ship Triumph, Captain Maurice Fitzmaurice, was torpedoed by a submarine and sank shortly afterwards.

"The majority of the officers and men are reported saved including the Captain and Commander.

"The submarine was chased by the destroyers and patrolling craft until dark."

On May 27th, the Admiralty made the following announcement:--

"An enemy submarine torpedoed and sank H.M.S. Majestic, Captain H.F.G. Talbot, this morning, while supporting the army on the Gallipoli Peninsula.

"Nearly all the officers and men were saved.

"Submarine E 11, Lt. Comdr. Martin E. Nasmith, has sunk in the Sea of Marmora a vessel, containing a great quantity of ammunition, comprising charges for heavy howitzers, several gun mountings, and a 6-in. gun.

"She also chased a supply ship with a heavy cargo of stores and torpedoed her alongside pier at Rodosto.

"A small store ship was also chased and run ashore.

"Submarine E 11 entered Constantinople, and discharged a torpedo at a transport alongside the arsenal. The torpedo was heard to explode."

On May 28th, Turkish night attacks were repulsed, and on June 1 there was an affair at Quinn's Post in Sari Bair position.

June 2nd, a German transport was sunk by British submarine in Panderma Bay. And on that day a blockade of the Asia Minor coast was declared by the Allies.

An attempt to send German or Austrian submarines to the Dardanelles had long been foreseen by the Allies. Early in May, it was rumored that German submarines had been despatched to this theatre, and reward was offered

for any information concerning such submarines seen in the Mediterranean, that might lead to their destruction or capture. The recently constructed German submarines having a radius of over 4,000 miles, a surface speed of 17 knots or over, and underwater speed of 12 knots could make the trip (about 3,500 miles via the Channel, and 4,000 via north of Scotland), but would need temporary base or supply ship on arrival in Turkish waters for any further activities. Close watch had been kept in the Eastern Mediterranean, especially on probable temporary bases, and harbors like Chesne near Smyrna had been patrolled and bombarded.

The arrival of the German submarines, and the sinking of the British battleships by them, had a considerable influence on the operations at the Dardanelles, and compelled the Allies' ships to take greater precautions against attack with the result that they were not able to support the Army on shore so effectively as before. The German submarines, however were not able to remain long outside the Dardanelles, in fault of a secure base, and they soon passed through the Straits and reached Constantinople where they were available to threaten Russian Black Sea Fleet.

British submarines on the other hand, had been able to get into the Sea of Marmora, and even reached Constantinople. A number of Turkish transports and supply vessels were sunk, and they threatened, unless passage through Straits was effectively blocked to them, to cut off entirely, or seriously threaten the Turkish transport by water of men and munitions to the Gallipoli Peninsula.

Effect of Operations at Dardanelles on the General Military and Political Situation.

The effect of the operations to force the Dardanelles up to the first of June had not been merely local, but had a most important and far reaching influence on the general conduct of the war and its ultimate results, as well as on the political conditions in various countries.

Greece had, at the beginning of the operations to force the Dardanelles, a good opportunity of going into the war against her old enemy Turkey, and of realizing her national aspirations. This policy had been favored by the Greek Premier, Venizelos, but was opposed by King Constantine and German influences, and Venizelos was deposed, only to be returned to office by election in June, after the most favorable moment for the intervention of Greece had passed.

In Roumania and Bulgaria, whose policy had been so baffling and uncertain since the outbreak of the war, the deadlock in the Dardanelles had produced influence to keep them out of the contest, and they no doubt consider that the forcing of the Straits is a very doubtful adventure. Even the entry of Italy into the war in May has so far failed to bring them in.

In Great Britain the failure of theGovernment to mobilize the whole resources of the country in preparation for a great war had been severely criticised. This distruct had been principally caused by the failure to supply munitions in adequate quantities, and the conduct of the operations to force the Dardanelles. The conduct of the Admiralty, long the subject of hostile criticism, had with the first failure of Dardanelles operations been open to general distrust. Towards the latter part of May, a coalition cabinet was formed, including Ministers from all parties, the chief changes being the creation of a new office - Minister of Munitions - of which Mr. Lloyd George was made chief, and the replacing of Mr. Churchill and Admiral Fisher, as First Lord and First Sea Lord of the Admiralty, by Mr. Balfour, and Admiral Jackson.

The new British Armies under training in England had not been sent to France in the Spring, owing partly to lack of munitions - so much of which were required for Dardanelles operations - partly to the requirements for large number of troops for Dardanelles, and partly for other reasons. As a result of this absence of the New Armies from France, the Allied offensive in the west had not been undertaken on a large scale or accomplished any decisive results, and Germany had been able to transfer a considerable number of men to the Russian front.

Tompson

(See Paragraph 4, Instructions of October 31, 1900) *Need not be returned.*

T6
.30
(3)

SUBJECT Conditions - Italy - June 1 - June 30, 1915.

From T *No.* 156. *Date* June 30, 1915.

Replying to O. N. I. No. *Date*

1. The conditions of Italy during her first month of war have undergone no apparent change. The economic conditions remain the same and are in excellent shape. The government loan of one billion lire at 4.5% has been approved and is expected to be more than covered by the 11th of July when all applications therefor will have to be placed with the Banca d'Italia, the Banca di Sicilia or the Banca di Napoli, i.e. the authorized banking agents for the Italian Government.

2. The conditions in Libia, I hear, are far from being satisfactory. The number of troops has been reduced and this opportunity has been seized by the natives to fight more pugnaciously than ever. I understand the Italian losses have been severe, and that the conditions have caused considerable concern to the government.

3. Following is a chronological list of events since the opening of hostilities against Austria:

May 24th - May 31st - for events during this period see report "T" 137 of May 31, 1915.

June 1st - Aeroplanes over Brindisi and Bari. A detachment of the Italian fleet cruises along the Dalmatian coast and destroyes the radio station at Lissa and the look-out station of Cursola.

June 2nd - Italian army still advances, and on

June 4th - occupies Caporetto and Val Sorbia.

June 5th - Italian naval operations against enemy's coast. Monfalcone is again bombarded by the Italians.

June 6th - Flight at sea by dirigible of Italian fleet ([illegible]) on Pola - returns safe to station.

June 7th - Italian destroyers, again for a third time, bombard Monfalcone.

June 8th - Italian dirigible after dropping bombs on Fiume falls in sea near island of Lussin and burns. Crew is captured.

June 9th - Monfalcone is finally occupied by the Italian troops after vigorous fight.

June 13th- Italians occupy Gradisca.

June 17th - Italian submarine Medusa is sunk by Austrian submarine. Italian dirigible bombards railroad station of Divaccia - in rear of Trieste.

June 18th - Austrian cruiser Sankt George supported by two destroyers and five torpedo boats bombard the coast towns of Rimini, Fano and Pesaro.

June 20th - Italian troops occupy Montenero, after an uninterrupted combat of three days and two nights.

June 21st - The Italian Army occupies Punta Sasso, and Cordevole in the upper valley of the Trentino, and the important strategical point of Plava on the Isonzo, all counterat acks on part of Austrian troops having failed.

June 22nd - The Italian troops occupy the heights of Piano Collina and Vallonicofol, and finally capture the fortified position of Dreikofel.

June 23-30th - Slight advance by the Italians on all the front while the conquered positions are being fortified and well protected against hostile counter-attacks which however, are reported to have all failed.

Aug 11

June 30, 1915

PERSONAL EXPERIENCES AND IMPRESSIONS OF PARIS AND OF FRANCE DURING THE FIRST ELEVEN MONTHS OF THE EUROPEAN WAR.

(August 1914-June 1915)

by

Lieutenant (j.g.) J. C. Latham, U.S.N.

At the outbreak of the European War, I was in the American Hospital at Neuilly, a suburb of Paris, convalescing from an operation for appendicitis.

Besides the newspapers and the talk of the people in the hospital, my first intimation of war was the rattle of a drum and the loud voice of a policeman as he went from street corner to street corner reading out the order for general mobilization.

Immediately there was a wild scramble of American patients to leave the hospital, the German nurses were sent away, the English nurses in the military establishment stood by for a call to active service. The hospital itself sent in a hurry order for coal, food and hospital supplies also for ready money from the already over-rushed banks. Next the telephone was found to be cut off and taxicabs and carriages impossible to obtain.

A tense, awesome silence seemed to pervade everything, broken only by the shrill voices of the little newsboys, crying the numerous editions of the Paris papers, or more seldom by the inspiring strains of the "Chant du Depart", as some regiment marched by on its way to the frontier.

The next day, I was well enough to go to the corner to watch one of these regiments, and I was at once struck with the contrast between it and the boisterous shouts and the picnic air of our own youngsters leaving for the Spanish War. In the first place, these were not youngsters, but men of all ages, from youths of twenty to bearded men of 45, from every strata of the French Nation, from the heavy, rosy-cheeked peasant to the well-groomed sons of the wealthy and pale anaemic clerks, who surprised one with the ease with which they tripped along in their long overcoats and heavy hob-nailed shoes, under the enormous weight of their pack and long Lebel rifle. Instead of an air of gayety, there was one of grim determination, as if each man fully realized that he was engaged in the inevitable death struggle, brewing for more than forty years, at the end of which France would either be able to remove the crepe from the Strassburg statue or be dragged entire under the hated German yoke. Most of the men had small French flags stuck in the muzzles of their rifles and many of them also carried the flags of one or another of the Allies. As they marched along they took up the words of the interminable "Chant du Depart" played by the band. Louder and louder it welled, till the street rang with it, that too, grim and determined.

Spectators there were in plenty, old men and women and little children. They didn't shout and their cheers of "Vive la France", "Vive l'Armée" seemed vibrant with their suffering at their personal losses, yet also with appreciation and their readiness to give their all for France. Many of the women distributed chocolates or flowers to the soldiers as they passed,

decorating his costume; for the long lines of great high vegetable carts that roll into Paris all night long, had been broken by the loss of the driver or the horse, while the women hadn't yet found the courage to take up the burden which the men had laid down. All theatres were closed, Montmartré became a deserted village, and only the cinematographs held their masses of nervous excited people, watching the pictures of the mobilization and cheering feverishly the Marseillaise and the hymns of the Allies. Absinthe could no longer be sold. Cafés closed at 8 p.m. as did the sidewalk terraces of the restaurants, which themselves were forced to close at 9:30.

The few people on the streets gazed absentmindedly into shop windows or dashed madly at each succeeding newsboy, with his newsless extra, Half the lines of the subway had ceased running and the others stopped at only a limited number of stations and during shortened hours. It was even worse with the surface lines, and the auto busses had entirely disappeared from the traffic lines, one being seen only occasionally as it rumbled by filled with soldiers or supplies for the army.

The few taxicabs to be seen were never idle, but if you hailed them, they would usually stop to give you a lift and many times the passengers would volunteer you a ride, as if everyone must help to make things as easy as possible for the others. There were still a good many private limousines, but most in evidence were the great gray military cars, racing along at full speed and making the life of the pedestrian actually dangerous.

In a few days things had settled down. The Government crushed and dispersed the Apachés and stopped disorder. The mobilization was finished and the railroads began to take up again their passenger traffic, with blank paper pasted over the schedules to Germany and to Belgium. All fire arms in the stores were seized by the authorities and the population ordered to turn over all those in their possession. The subway and street car service became better, with women as conductors; taxicabs became more plentiful, the restaurants again had good food, the stores began one by one to re-open, and even some of the music halls recommenced performances, but were promptly closed again by the authorities. A combined searchlight and aeroplane gun-defense of Paris against Zeppelins was organized and the beams of the four searchlights placed at different points about the city, began their never motionless searching of the Paris skies at night, discontinuing only when after several months, it began to be realized that, while serving no useful purpose, they were excellent guiding lights for the very Zeppelins they were supposed to keep off.

The newspapers could no longer be cried, they were limited to one edition a day, no headline could extend over more than two columns and the letters of these headlines could be no more than two centimeters high. In every issue, blank columns and even whole pages attested the vigilance of the censor.

The first captured battle-flag was exposed in Paris, and raised the spirits of the people which were still further raised by the news of the French successes in Alsace and the occupation of Mulhouse. English soldiers made their first appearance in Paris and were welcomed with enthusiasm, the government was changed for one inspiring greater confidence, good news came from the Russian front, in fact everything combined to inspire cheerfulness and confidence in an early and successful end of the war. Everyone began to look around for ways to help on this success. Hospitals were improvised all over the city for the many mangled bodies that began to come in each night from the front, for which nurses, orderlies, ambulance drivers and boy scouts, volunteered by thousands.

Then the dark days came. Liege fell, Brussels was abandoned, Namur fell, the English were defeated at Charleroy. The

Taubes commenced their daily dropping of bombs on Paris. Not that this last event caused much damage or inspired much fear, rather it was something of a benefit, taking the minds of the people off their more serious worries and affording a daily interesting spectacle for which the inhabitants of Paris showed their appreciation by thronging the streets and housetops at its appearance and firing at it with every sort of contraband firearm, causing a shower of lead, much more dangerous than the bombs from the Taube. But all this was bound to add to the impression of the might of the great German military machine steadily forcing back the Allies before it.

Refugees began to pour in from the North of France, reporting the Germans there. The white paper pasted over the railway schedules grew wider. The government continued to issue its colorless communiqués, attempting to keep up public confidence; but the public knew too much and didn't believe them. A thousand pessimistic rumors sprang to life. People began at night that ceaseless, nervous walking of the boulevards which has remained such a noticeable part of Paris life.

Frantic efforts were made to strengthen the defences of the city and to replace with every possible means the guns whose existence had never reached a point further than the money strayed to the pockets of grafting politicians. The gates of Paris were blocked and protected by cheveaux de frise, trenches and abattis. The Bois de Boulogne and the Bois de Vincennes were crowded with hundreds of thousands of sheep and cattle. Great supplies of forage and food stuffs were gathered in, and all preparations made for a siege.

September came, finding the city nervous and frightened, people began to leave for the south, encouraged by the government, which put free trains at their disposal; with a result, that in less than a week, the population of Paris dropped from three million to two; but the two millions of people who remained could be frightened neither by Taubes nor by German soldiers.

The French government and the diplomatic corps left for Bordeaux, leaving only the American Embassy in Paris.

General Gallieni published his famous proclamation; "The Government has left Paris in order to give a new impulse to the National Defense. I have received the order to defend Paris against the invader. This order I will carry out to the end." The people believed him and felt better.

The Germans reached Compiegne, then Senlis, then Nanteuil and Meaux, then Langy, within sight of the Eiffel Tower; but the trolley cars continued to run and people went out in the evening to their suburban homes, not knowing whether or not the morning would find them in the hands of the enemy.

Suddenly there came the news of the victory of the Marne, the taxicab raid and successful stroke of General Gallieni and his army of Paris; followed quickly by the driving of the Germans back across the Aisne; and Paris, jubilant, went out to see. It wasn't permitted, these sightseeing expeditions to the battlefield; but the authorities were too busy fighting to be able to take efficient measures to prevent them; so many people got through.

The 18th of September, I managed to obtain from the police authorities a pass to Esternay, hired an automobile and in company with Lieutenant T. S. Wilkinson, U.S.N., and 1st Lieutenant B. L. Smith, U.S.M.C., started out to see the battlefield.

We headed eastward along the north bank of the Marne,

passed many trenches and many roads barricaded by parapets, trenches, trees and overturned carts; but saw no signs of the actual battle, till we reached ~~the~~ a point opposite Langy. Here the stone bridge had been blown up, to prevent its passage by the Germans, and ~~they~~ a half submerged military pontoon bridge bore witness to the further difficulties they had encountered.

The stone bridge

Langy.

Passage across the Marne was already possible by means of a temporary bridge buoyed up by canal boats, and workmen were clearing away the débris of the permanent bridge preparatory to its reconstruction.

On account of the reported bad state of the roads beyond, we crossed this bridge, turned to the eastward, passed to the village of Langy which was rather deserted, but seemingly unscarred, then we struck out along the wonderful country road leading to the bridge at Meaux, determined to have at least a try at the known interesting country to the northward before proceeding to the unreported country to the eastward to which our pass entitled us to go. We passed many more trenches, many more barricaded roads with their guards of territorials, more half deserted villages, several batteries of 75's, engineers pontoon trains, machine gun sections and detachments of infantry; all on their way to the front.

Still there were no signs of actual fighting.

The Meauz bridge, like that at Langy, had been blown up, and again like the other, temporarily repaired; We crossed it, and with our blue pass (the proper color for that day) prominently displayed, managed to pass the large guard of territorials, then headed northward through the town. Meaux, a town of several thousand inhabitants was also half deserted, and unscarred, but what interested us most were the stores, most of which were open, seemingly with a full stock of goods, even the shoe stores. Whether the goods had been replaced or whether the Germans were in too big a hurry to help themselves, we didn't stop to inquire. As we left the town, we passed a detachment of territorials armed with shovels and pickaxes, just marching off to the northward.

We continued northward, through an undulating country, variegated with patches of woods and with hay fields, closely dotted with great conical hay stacks. About two miles north of Meaux, the road itself ran through a little patch of woods. The trees of this wood were in a condition comparable to nothing I had ever seen. Fully one-fourth, many of them trees between a foot and three feet in diameter, had been shot square off. The ~~battery~~ badly shattered tops and débris littered the ground showing the terrible effects of the high explosive shells which had struck them. The splintered trunks and the trees remaining standing were all deeply gashed by passing shells, and all of them were literally speckled with smaller scars caused by shrapnel and rifle bullets. It was all too evident, what had taken place, but I had to learn the details from a friend of mine who went over the ground on foot three days before, and found the emplacements of the French guns on the higher ground to the right of the road, and to the left of it about 200 yards away

a trench filled with hundreds of German bodies.

We kept on a little farther, then turned sharp to the left into a road which led across the hay fields. These already harvested and cleaned, dotted here and there with a neat symetrical haystacks, looked very calm and peaceful under the warm September sun; but as we went along, we began to see other things among these stacks; many many flattish mounds of earth, each with its one or several red French soldier caps, and sometimes also a little rude wooden cross. Less frequently, there was a grave a little apart, the narrow gold braid on the cap denoting an officer. Here the cross was larger and rudely written on it sometimes in pencil, was the name and rank of the officer, the date and "Mort pour la Patrie" or "Mort en face de l'ennemi"; but in some cases there was no name, only the rank learned from the uniform. There were also many low piles of ashes where among the scorched hay at the edges, charred hands and feet and grinning half burned faces ~~xxx~~ named too clearly the funeral pyres of the Germans. The ground round about was scattered with shrapnel balls, cartridge shells, bullet riddled canteens, first aid packages, broken rifle stocks, and other articles of clothing and accoutrements that the territorial grave diggers had abandoned as utterly useless.

We moved on. Ahead of us was the village of Barcy, whose toppling church tower and the shattered walls and roofs of whose houses, marked even from a distance as a target for artillery fire.

Effect of shell fire.

Battle of the Marne.

On closer approach walls, roofs everything, were seen to be also litterally pockmarked by bullets and shrapnel balls, We turned to the right and again took the road to the northward. This road, depressed about four feet below the level of the fields, was marked on the right hand side with a long line of spaded foot holds for defending it from attack from the eastward, while the stone walls on the left hand side had been disfigured to serve the same purpose. Further on we passed many trenches most of them miserable little shelter trenches about two feet deep and running in so many different directions (having been used by both sides during both the retreat and the subsequent advance of the French) that it was impossible to tell from observation of the terrain, the direction of the operations.

We passed more villages, burned houses, shattered walls and roofs and the pockmarked walls of the streets bearing witness to the hail of shells and bullets that had swept down them. Most of these villa ges we found almost deserted, some of them entirely so with the furniture generally arranged in curious groups behind protecting stone walls, marking the spot of a nights encampment. Sometimes near them, but more often at the edge of patches of woods near the trenches, we found long rows of rude

shelters made of branches of trees and of hay, taking the place of tents with which neither the French nor Germans are provided.

We passed more and more burying detachments of territorials, all marching northward, the pointed blades of their long handled shovels appearing somehow curiously sinister and horrible. All at once we knew that we had passed them all, We were grasped and held and choked by an odor, in its sickening awfulness beyond anything we had ever even imagined. We began to pass the bloated bodies of horses all lying on their sides the upper hind leg invariably pointing toward the sky. Then in the stretch of woods through which the road was passing, we began to make out many strange splotches, the bright red trousers of the French blazing out from the dark undergrowth, while the grey of the German uniforms made a duller contrast. Some were lying naturally as if asleep, while the twisted agonized positions of others, showed in some measure the terrible agony they had suffered before death came. Some passer by had mercifully covered the faces of those nearest the road with the skirt of their long overcoat, worn by both armies, but so doing, he had exposed the cartridge belts pressing x deeply into the bloated bodies.

Soon, at the left of the road we came upon the little village of Acy, absolutely deserted. Most of the houses had been burned by shells, whose course we could trace by the gaping holes they had made in the stone walls. A shallow trench along the road side was almost entirely paved with French bodies, while many more lay in the open space before the houses and in the narrow little streets.

We kept on. Again we struck a stretch of open country, but this time the red spots between the haystacks were not only French caps but also their red trousers, interspersed with German grey ones. Behind nearly every haystack were two or three crouching bodies, found out by the deadly searching bullets, and in one place I saw a pile at least three feet high of intermingled German and French bodies, a monument to the efficiency of bayonets.

Dead - Battle of the Marne

The Marne Battlefield

The Marne Battlefield.

Scattered everywhere was the full wreckage of an army, or better, of two armies. Cartridge shells and loaded rifle cartridges littered the ground, among shell fragments and shrapnel balls. Rifles were scattered about, most of the German ones with their stocks broken. There were knapsacks, many in various stages of disembowelment, shoes struck fantastic attitudes in all directions, socks and underwear were strewn about, but more than anything else were pieces of white and colored shirts,; why, I could never find out. Most of the big wreckage was German. An abandoned artillery caisson in a field, tireless limousines and touring cars along the roadside, trains of automobile trucks burned down to the bare chassis, still holding the gasoline can used to set them on fire, and piles of unfired shells dumped from the artillery caissons, gave an idea of the haste of the German flight, once it started. Yet amid all this wreckage there were wide stretches of country whose fields and woods, neat cottages and flower gardens, showed no signs of the terrible storm that had swept so close by.

We reached Betz, slightly scarred by bullets and shells and mostly peopled by big detachments of Territorials. Here we turned into the road leading to the southeastward. From this point, in fact from farther back down the road, we could hear constantly the dull heavy roar of the big guns intermingled with the sharper crack of the quick firers at the front about 8 miles away. Yet in nearly every village the inhabitants were already beginning to repair the damage caused by shells and bullets, and the roads still smooth and fine were encumbered in many places with flocks of sheep and the high carts of the peasants, moving back to their homes. At one point, just beneath the crest of a hill, we came upon the emplacements of two batteries of German guns, close to the right of the road, with their bomb proofs behind and observation pits in front. Well to the left of the road, in a little valley, was a line of German bomb proofs and trenches, well built, but striking me as rather too wide.



German trenches, Marne Battlefield

Near them we found a few loaded rifle cartridges and a pile of at least 250 loaded cartridges for the German 77 mm. field gun, seemingly dumped from the artillery caissons, when the German flight started. (Four of these shells were forwarded to the Bureau of Ordnance) There were also numberless empty small tin cans that had contained preserved meats, also several German graves. The guns belonging to these bomb proofs were, I learned later, still in position near the crest of the next hill, having all been disabled by the deadly French artillery fire.

We started on again. Near the cross roads leading to Lizy sur Ourcq on the left, we turned to the right instead down a narrow lane, past the grave of a French lieutenant-colonel, past a wall on which was rudely painted an arrow and the inscription ZUM FELD LAZARET, into the court yard of a farm house which

had been used by the Germans as a field hospital. Remains of bandages and medical supplies were still scattered about, as well as the piles of straw on which the wounded had been placed.

We turned back into the road, continued on to several little villages almost intact and headed down the main road toward Meaux. Here we passed many detachments of French infantry, on their way to the front, several supply and munition trains and a great many big British motor trucks on their way to or from the British base at Soissons. The country was much the same as that behind us, with here and there marks of shell or rifle fire, but the dead had been buried and we saw nothing more than we had seen before.

We reached Meaux, and as we turned into the narrow ~~bridge~~ street leading to the bridge, I saw painted on a wall, another arrow and the inscription in English TO THE BRIDGE.

In less than an hour we were in Paris.

Four days later, in company with Major Roosevelt, U.S.M.C., Lieutenant (j.g.) T. S. Wilkinson, U.S.N., two civilians from the Embassy, a Packard car, a pass to Nanteuil and several hundred newspapers, and packages of cigarettes, I started out again, this time with the intention of getting as close as possible to the front.

From Paris we headed northeastward and were hardly out of the city before we were stopped by a road guard of dragoons, whose corporal questioned us closely to find out if we were not five German officers who had slipped into Paris dressed as women, overhauled all our papers, read us his orders and finally with an air still doubtful, let us go. We went on past many trenches of the Paris defenses but saw nothing of special interest till we reached Senlis. Here most of the houses along the main street had been burned, as well as many isolated ones in other parts of the town. The street walls were gouged by bullets but there were no signs of artillery fire.

Main street of Senlis.

It was interesting to see the German writing on walls and doors, instructing the soldiers whether to burn or spare the houses. The inhabitants pointed out to us where the Germans had entered the town, where, when they were fired at from one of the houses by a rear guard of Senegalese, they had retaliated by shooting the mayor and burning part of the town, and where finally one night they were driven out by a detachment of French soldiers who dashed into town in taxicabs. As we passed out of the village we noticed the stone walls of the adjacent farms which had been pierced for rifle fire. Soon, we began to meet many of the great, two-wheeled farm carts, driven by soldiers and piled high with rain-soaked accoutrements, rifles, knapsacks, overcoats, cartridge belts, everything, French and German piled in pell mell. It was reported that from the Marne battlefield the French gathered up twenty-six railroad trainloads of German booty alone.

A little later we entered the great forest of Compiegne, reported burned by the English in an attempt to destroy a German army there, but we found no signs of fire and no damage except that the telephone and telegraph wires were down. There we met a regiment of African Spahis returning from the front for new horses and looking very strange amid their occidental surroundings. Being indiscreet enough to offer them cigarettes, we lost nearly our whole supply before they would permit us to go on.

Spahis in Forest of Compiegne.

Bridge across Aisne, Attichy.

Next we passed through the city of Compiegne half deserted, but undamaged except for bullet marks along the street walls. Leaving Compeigne we turned into the wide military road running just south of the Aisne. Here we could plainly hear the incessant artillery fire, which increased in intensity as we continued eastward until, when we reached the village of Attichy we could plainly distinguish the sounds of the machine guns and could see the shell bursts just above the crests of the hills to the north of the river. From the time we left Compeigne, we found the roads encumbered with an almost continuous procession of troops, artillery machine gun sections, and supply and munition trains moving toward the front and empty wagons and munition and supply trains coming back, while every mile or two we found a village full to overflowing with more troops, and at one place also a squad of German prisoners under guard engaged in the odoriferous task of burying dead horses. We were stopped many times by road guards and chiefs of detachments but we were generous with our newspapers and cigarettes, our pass was the right color and doubtless also the khaki uniform of Major Roosevelt stopped too close questioning and confirmed our general appearance as anglo-saxons. Then too, we caught up with a big French military touring car filled with officers and followed close behind it. At any rate we were not turned back.

We tried each bridge in succession in an attempt to cross the Aisne and get as close as possible to the French batteries on the line of hills, to the north but we found every one blown up, the only means of communication being a few military pontoon bridges, which in view of our extremely doubtful right to be in this particular part of the country, we didn't think it wise to try. We had always to cross the railroad track to get to the bridges and at one place we returned just in time to see a soldier slam the railroad crossing gate in our faces and hold us there plitely but firmly till the corporal had time to come and inspect our papers.

At Vic sur Aisne, the sound of firing was much louder and there was a distinct air of something doing. Long munition trains were waiting along the shady road leading to the bridge, cavalry was halting in the shelter of the hills, and everything had an air of watchful preparation for all eventualities. Better still the bridge, which had been blown up had also been temporarily repaired; so following our military car we dashed across it. The other car turned sharp to the right into the road running along the north bank of the Aisne, but we kept straight on,

through the village which was sadly battered and occupied exclusively by soldiers, past the Chateau, past the trenches with their soldiers lolling idly about, past the stretcher parties waiting behind the broken walls, and finally headed out into the valley. This valley, about two miles wide extends from the river to the bases of the line of steep hills to the north, sheltering several little villages toward one of which we turned. The valley was level as a floor and entirely bare except for the very high grass, a good many haystacks and the several high structural steel masts of an overhead conveyor system designed for transporting stone from quarries with which the hills are honeycombed. We noticed, several soldiers apparently asleep in the shade of the hay stacks and several others in the grass but we didn't pay any particular attention and went on, finally reaching one of the conveyor masts near the middle of the valley, when one shell whistling close over our heads and immediately afterwards two others bursting about five hundred yards ahead of us and kicking up a great cloud of dust and black smoke, brought us to a sudden realization that the guns on the hills ahead were not French at all, but German and that the machine gun and small arm firing which we heard so distinctly must come from a French trench near where the last shells had struck.

We turned quickly around and scuttled back, through the town and across the bridge and turned into the main road running along the south bank of the Aisne and leading to Soissons. Both sides of the road were wooded and formed the camping places of the several thousands of troops stationed in the immediate vicinity, all of which looked to be in excellent physical condition and to be taking things as easily as circumstances would permit. Some were fishing in the Aisne or washing clothes, others were writing letters, reading, sleeping or lying around in groups telling stories. Having just seen an aeroplane overhead, we stopped a soldier we met walking along the road and asked him if there had been any Taubes about. "There's one now", he said, pointing in the direction we had just seen the aeroplane, "he's been dropping bombs around here for the last ten minutes", "Why don't somebody fire at it", we asked; "Oh, that", he replied, "we've given that up long ago, we can't hit those birds, and firing at them only exposes our guns, disturbs everybody and wastes ammunition."

We hadn't gotten more than a half mile down the road before two more shells whistling over our heads made us realize again; so we turned back to where we had just passed a group of French surgeons and inquired concerning the practicability of the road. "Oh the roads are all right," said one, "but the Boches will shell you, they shell everything that does down it. However, I got through yesterday with a convoy and one automobile takes up less space and can go faster than a whole convoy. You can probably make it. It's worth while trying. Try it." However we didn't, but instead took the road over the hills where he told us we could get a good view of the operations. At a turn in the road, about three quarters way up, we came square upon two batteries of 75's, comfortably installed on a flat ledge, cut by nature into the face of the hill, in such a way that the guns were completely masked by trees just behind them, while they fired through the top branches of the trees below which extended all the way down the hill into the valley.

We stopped the automobile and piled out. The guns were not firing at the moment, but were surrounded by big piles of empty shells, some of them still smoking. The men had been dismissed. Some were swabbing out the guns, some lying around reading, while others together with the officers, were standing among the trees at the top of the cut, watching the bursts of the shells from some ear splitting 105's somewhere behind us,

aimed at the German batteries which through our glasses we could plainly see on the crests of the opposite hills, as well as the men serving them.

The soldiers, immediately responded to our offering of newspapers and cigarettes and were eager to tell us of the joke they had on the Germans. At the foot of the hills, safely dug in among the undergrowth, were several French 75's using black powder. To these the Germans attributed all the French shells and upon them they wasted all their ammunition, while the really useful and well masked guns higher up, using smokeless powder, had not been discovered during more than a week of service. We were told that the range of the Germans was five kilometers but that the 75 had proved effective and accurate up to seven. It was interesting to watch the shell bursts coming down closer and closer to the German batteries, till just at the exciting moment when we expected the very next one to make a strike and had the added interest of watching the men take up their positions at the 75's just about to recommence firing, a big military touring car rolled up and a little, fat, bearded official-looking Frenchman in civilian clothes bounced out. He looked around for a minute or two, then came up to us and asked who we were and what we were doing there. Having been informed that we were Americans and were looking around and that we would like to have the pleasure of knowing whom we had the honor of addressing he first fully convinced us that he was the inspecting general, then asked for our papers. After looking over our motley collection of American passports, American Ambulance workers passes and diplomatic cards, he said, "But I don't see that you have any business here, nobody but the French army is allowed here, only yesterday we had to turn back a British colonel. How in the world did you get here anyway, without a pass?" "We just came" we answered, not daring to show our pass to poor little Nanteuil more than thirty Kilometers back. "Well, I don't know what you'll do", he said looking at his watch. "You can't remain here, that's certain. Its five-thirty now and circulation on the roads is stopped at six. You might make Vitlers-Cotterets, but all the hotels and houses there are full of soldiers, so you'll have to sleep in your automobile". With that he climbed into his own car, and dashed off down the road. We followed him immediately afterwards and found him about a quarter of a mile back at a cross roads, standing alongside four most disagreeable sounding 105's, (the one's supplying our shell bursts, which were firing away for dear life, while an interesting looking aeroplane was hovering overhead spotting the shots. In order to gain time to get a good look at the guns, we ran up close to him and enquired the directions to Villers-Cotterets (which we knew well enough from our road map) which considering the circumstances he gave rather agreeably. After thanking him, and apologizing for all the inconvenience we might have caused the French army in general and himself in particular, we started off down the road he had indicated.

About a mile back, sheltered behind a wood, we ran into a camp of the second line of defense. About a thousand munition caissons, delivery wagons and automobile trucks were parked in long lines, close to the edge of the wood, where the horses not being in evidence, must have been picketed. In all sorts of improvised sheds, shelters, and a few tents were quartered, we estimated about five thousand men. They blocked our way as soon as they saw us coming, asked the news from Paris, got all our remaining stock of papers and cigarettes, and begged us to wait a few minutes while they scribbled off post cards and letters to be mailed in Paris. Even after we had gotten started, we had to stop about every minute for some man rushing madly after us, with another handful, he had collected, with the final result that the Paris post-office was enriched that night with about five thousand extra pieces of mail matter.

A little farther on we passed a barn,serving as a hangar for two aeroplanes. Shortly afterwards, being held up at Villers-Cotterets we were let through on our pass, which of course was perfectly good from then on. Villers-Cotterets we found, as the General had said, full of soldiers, but full also of supplies and munitions. Long lines of little French freight cars were making still higher the enormous stacks of shells, forage and boxes of small arms ammunition and food-stuffs, while the line of waiting motor trucks extended for a mile down the road.

On this road we passed several trenches and damaged villages, met many automobiles and supply trucks and in the darkness nearly ran down a flock of peace loving sheep, but besides the broken wreckage of a German taube, saw nothing more of special interest. Soon we arrived at Meaux, where we turned into the road running westward along the north bank of the Marne. After numerous exciting encounters with road guards, who hearing the whir of the automobile from their comfortable but forbidden positions in some road houses, gave a wild yell and dashed straight at us, long Lebel rifle and sharp triangular bayonet causing a most unpleasant sensation, we finally arrived at Paris, and before eight o'clock, were at dinner. While on the subject of road guards, I might explain that these men are, except at most important points, always men not mobilized, either old men or reformés, guarding every railroad and bridge and nearly every crossroads in France. Their principal characteristics are a red soldier's cap, a rifle and bayonet and an invincible determination to let nothing get by them. Of this last quality especially, I have been entirely convinced, both by a few narrow escapes of my own and by harrowing narrations of several of my friends still suffering from the feeling touch of a bayonet in their stomach or the jarring sound of a Lebel bullet as it whistled past their ear.

The following two incidents, both of which I believe really happened, may serve to give an idea of the peculiar conditions existing in the country districts during the first few days after the battle. As soon as the Germans had been reported driven north, an Englishman I have met, a fat unwarlike old fellow of about sixty,set out alone in an automobile to Fontainbleau, where he had business. He was just entering the Forest of Fontainbleau through which the road passes, when he saw in the distance coming toward him, a troop of lancers. In the midst of philosophizing on the subject of the comfortable feeling caused by the sight of the fine French cavalry, to his horror, he discovered that the tops of their helmets were flat, that their uniforms were strange, that in fact they must be German Uhlans. He would have turned around and made a dash a dash for it, if he had dared, but he was too close; so he had to keep on a head, hoping that he would not be stopped. To his consternation the officer in command rode ahead to meet him and surrendered himself and his troop of forty men. He explained that they had gotten cut off from the German army and had passed three days in the Forest of Fontainbleau, almost without food, afraid to go near the villages for fear of being massacred by the inhabitants. He wanted the Englishmen to give them up to the gendarmerie in the nearest time. The Englishman however couldn't see how he could prevent a massacre or how he could avoid being in it, if it occurred; so he refused, but counseled the officer to have his men invert their lanses and reverse their carbines, and he agreed to enter the village well ahead of them, and attempt to explain, in case they got in trouble. There was no need of anything however, The villagers only stared at them and directed them to the Gendarmerie, where they surrendered to three gendarmes. Another Englishman exploring the Marne country on a bicycle, a few days later, had his attention attracted by a peasant standing by the roadside, peeping over a stone wall. To his question of what was the attraction, the

peasant replied "There's a taube in that field. If I had a gun I'd fire at it." Sure-enough there was a monoplane; the black crosses painted on the under surfaces of the wings, identifying it as a German machine. The leather-coated aviator was fussing and tinkering with the engine, which getting in working order, he started up and soon disappeared in the distant sky.

From a medical point of view, the period during and immediately after the Battle of the Marne, was the worst during the whole war up to the end of June, when I left France. Thousands of wounded began to arrive in Paris, five, six, or even seven days after they had been wounded, with only an emergency dressing and little or no food, rotten from gangrene or already stiffening from tetanus; and in addition the terrible new disease, gas gangrene, swelled bodies and limbs till under the operating knife, the poisonous,sweetish gases hissed out as from a punctured automobile tire. Arms and legs came off by thousands but in many cases the weakened systems could not stand the shock and even if they could, there were too many times when tetanus still claimed its victim or the black rotteness of gangrene crawled on above the cut; till hospital wards became hideous to enter.

Military reasons limiting the number of wounded permitted in Paris to 25,000, many of the hastily improvised hospitals there remained without a patient, while the wounded had to continue their painful journey to places further south. Even under the great load of their terribly sickening work doctors, nurses and population, never faltered, but redoubled their efforts to better conditions and succeeded. Special hospital trains with stretcher racks, greatly increased the comfort of transportation, dressing stations with diet kitchens established at all stopping places, assured proper attention of wounds and proper food, ambulances were improved in number and design. The hospitals themselves were overhauled and modernized and convalescent hospitals were established in the great hotels on the Riviera;until now, instead of a week, the wounded usually reach the Paris hospitals within 24 hours of the time they are wounded, even in the far Argonne. Many of the private automobiles of Paris began to employ their time taking convalescent soldiers out for an airing and women from the best families could be seen taking others out for a walk. The most celebrated singers and actors in France began the practice, still in vogue, of spending their time going from hospital to hospital amusing the wounded. The entire population once recovered from its excitement and relief at the result of the Battle of the Marne, settled down to a realization of the fact that the Germans could not be driven beyond the Aisne for the present and that a winter campaign was inevitable. Under the steadying influence of this realization they took up the task of strengthening the weakened fabric of the nations life. Societies were organized for bettering the conditions of the soldiers at the front, for finding them work in case of mutilation,for looking after their wives and children, and their widows and orphans in case of their death. Other societies took up the work of collecting clothing and habitations for the French and Belgian refugees, of finding jobs for the men and organizing working classes for the women, of organizing soup kitchens and penny restaurants of collecting clothing to be sent to the prisoners in Germany, and even of writing letters to the lonely soldiers on the long battle line. The theatres were re-opened to aid the starving actors. The Government gave expositions of paintings for the relief of the artists. Horses imported for the use of the army were acclimated by being lent to the farmers. Wherever possible, the factories, railroads and industrial companies filled the places of their workers at the front with their wives, sons or daughters; so that most of the street car lines and some of the subways began to have women conductors. Efforts were begun to organize peasant labor on

and other efforts began
toys and other articles usually imported from Germany, to be made to replace other German manufactured articles. The Society for Military Education began the enormous but popular task of bettering the physical condition and giving military training to all the boys in France more than ten years old, to which task the Government lent its aid by detailing a great many retired officers and petty officers as instructors as well as rifles and equipment and the services of the military bands.

Begging charity days for the benefit of the soldiers were instituted by the Automobile Club de France, aided by the Government, and after each one of the three already celebrated, the women and children who acted as "quêteuses", turned in more than a million dollars.

In a word, Government and people all combined to lend their best efforts toward helping their army on to victory by keeping the resourses, the life and the spirit of France up to the highest possible standard. Foreigners helped too, wonderfully, and the aid of the Americans in France and the thousands of boxes and thousands of dollars pouring in from America to the American relief clearing house in Paris, has contributed a great deal toward keeping up this standard. The fifth of November I started on a railroad trip to Calais and Dunkirk. As both places were within the zone of operations, I had to show a pass before I was allowed to buy my ticket. After that, I had no more trouble with passes till I left the train at Calais. There was nothing unusual about the train which was only fairly filled with business men returning to the north, with English doctors and nurses on their way to hospitals and with travellers to England. Passengers being only a secondary consideration, we were side tracked many times to give way to the military trains, some loaded with field guns, others with shells and munitions and many many others with bread, cattle, forage and every article of food, or equipment needed by the great armies along the firing lines. From time to time we would meet a train of cheering English soldiers, whose fresh uniforms and tourist air, advertised their ignorance of the bloody work ahead of them. They were bright looking youngsters, however, in fine physical condition, well set up and seemingly ideal material for military men. The officers were not so impressive. Decrepid, white-haired colonels and majors directed lieutenants varying from rosey cheeked boys of twenty to puffing grey haired fat men of fifty or more. Each detachment seemed to be bringing its full equipment and supplies along with it and the many field guns, showed the large proportion of artillery among them.

We met other trains too, silent ones, whose enormous red crosses blazing out from their surrounding circles of white, whose white capped nurses and the bandaged pain distorted faces at the windows, left no doubt as to their identity.

Nearly every little railway station was provided with its guards, with its free restaurant and dressing station for the soldiers and with its "quetouse", always a pretty girl who came through the train with her red cross money box begging money for the care of the wounded, The passengers weren't so lucky; there was no dining car and small chance of securing one of the small supply of sandwiches on sale by little boys at some of the stopping places. However on the principle of companions in adversity, an English trained nurse on her way back to England made coffee and toast for me and the other occupant of my compartment, an English doctor going to take charge of a hospital at Dunkirk, so we didn't have to suffer.

After a trip of more than ten hours we arrived at Calais about 5:30 in the evening and after having had our papers inspected by the guard at the door to the station, the doctor and I set out to hunt a place to sleep. We found every hotel with

any claim to decency, literally crowded to the doors with even the dining rooms full of cots, but finally we secured a miserable little room in a still more miserable filthy little hotel. This proved however a not unqualified hardship. Like most of the houses in Calais it was inhabited largely by Belgian officers and petty officers, and some of the officers we found to be very interesting men. One captain in particular had been through the entire war including the attack on Liege, where he was wounded. He had a whole collection of interesting stories of the war, had a very broad minded view of the whole situation, and, praise for all the armies, including much for the Germans. One idea seemed absolutely to obcess him. He would time and again lament the fact that the Allies had not been able to send to Antwerp her army of a hundred thousand men which, he asserted could combined with the Belgians and simultaneously with attacks of the French and English armies along the battle line, have absolutely destroyed the German lines of communication and forced them to evacuate Belgium and northern France if not to absolute defeat.

From him also I learned that by opening only one canal sluice, the remaining bit of Belgium and all the northern part of France down to St. Omer, could be flooded and that even then the water was kept within a foot of the surface, rendering cavalry useless.

Calais was abnormal in many ways. First the town was overrun with soldiers mostly Belgians, for Calais I learned was the main base and point of reorganization of the Belgian army, a fact attested by Belgian policemen alternating with the French ones on the street corners by Belgian sentries, by parks of their artillery, automobiles and supply trunks, by the carloads of munitions and accoutrements which Belgian soldiers were handling, by squads of half uniformed men drilling in the public squares and finally by detachments of their soldiers entraining for the short journey to the front.

Three hospital ships, two English,one Belgian, the Leopold II, prominent in the evacuation of Ostend, were at the docks awaiting their ghastly freight for England which they knew would arrive at midnight.

Many small French and Belgian steamers were tied up, but the docks, were the scene of little animation, and even the row of six French submarines lying idly at their float, showed no signs of life.

In the stores, the few cigarettes and ready eatables like chocolates, all bore the label "will be sold only to soldiers", and the stocks of everything else, eatable and wearable, filled only a corner of the gaping spaces assigned to them. But more than this material evidence, the air and the conversation of the inhabitants, showed that Calais was still suffering from the effects of the great storm that had just swept through it, this storm was the thousands and thousands of Belgians, who after the evacuation of Antwerp poured in here, on foot, in hay carts, in carriages, in luxurious touring cars and limousines, till even in the streets there wasn't standing room, but such pitiable misery, that now that the last of these people had been evacuated to England and to parts of France beyond the zone of operations, the stocks of food and clothing in the private houses were much more reduced than those in the stores, and the Belgian Army having collected, the great number of horse-drawn vehicles and automobiles abandoned, in the streets, during the wild rush for the English steamers, had a substantial addition to its transportation equipment.

With the aid of the consul, I got through the crowd

gathered outside the Prefecture of Police, and after answering many questions and showing all my papers including my sealed letter from the Paris Embassy to the Consul at Dunkirk, I was given a pass or "Sauf Conduit" as it is called in French, to Dunkirk. I couldn't get a train till 7:00 o'clock in the evening so had to postpone inspection of the country along the route, till my return trip.

After showing my hard-earned pass to the sentry, at the door, I was permitted to enter the station, buy my ticket and board the train. This time there wasn't so much room. I occupied a compartment with four Frenchmen, and knowing that I wasn't supposed to be able to speak French, I kept quiet and listened to the interesting conversation that ensued. All of the men were on their way from Paris to Dunkirk. Two were minor government officials, one was an inhabitant of Dunkirk and one a business man from the little town of Furnes just across the Belgian frontier.

For the first time, I heard something definite in regard to the fabled German atrocities, not given out as information but as comments on facts known by them all, committed in villages they had seen since and on people they knew and mentioned by name. None of these atrocities were of the class of frightful mutilations so often reported as occuring in Belgium and described to me by an American friend of mine, who in one case, arriving in a Belgium village evacuated a few minutes before by the Germans, came across the naked body of a young Belgian woman, whose blood still dripping from the wounds where both hands and feet had been cut off, covered furniture walls and ceiling. Rather they were of the class of immoralities, much of the talk was about a little French town, whose name I have forgotten where all the women were forced by the Germans to strip and parade through the public square for inspection and choice, first by the officers, afterwards by the soldiers.

The man from Furnes was full of information. He had seen, passing down the street, there, guarded by French cuirassiers, a squad of seven sullen German officers, one of whom, a captain, suddenly pulled a concealed revolver and shot dead a French naval lieutenant walking along the sidewalk, thus entailing the immediate execution of all the German officers, pleading piteously for their lives. He knew all about the much talked of French explosive, turpinite, had seen shells loaded with it and marked with blue and yellow stripes; knew that on explosion it liberated a deadly heavy gas, clinging to the spot for hours and liable to be blown by the wind in any direction, thus killing many Frenchmen as well as Germans. This quality, together with its instability, causing the explosion of many guns, had just led to its final abandonment. He described the almost daily bombardment of Furnes and the growing callousness of the inhabitants to shell fire, also the sights in Dunkirk, which I afterwards had the opportunity of verifying.

That Dunkirk was a military camp, I knew from the moment I stepped off the train and found myself staring at the sharp point of a long slender bayonet, fixed to the equally awe-inspiring muzzle of a Lebel rifle; while a sergeant went through my papers ~~at the station~~.

station there was entire absence of carriages or any other form of vehicle, but a ragged boy of twelve took my bag and piloted me along the dark streets, almost absolutely deserted, owing, I learned, to a police ordinance forbidding their use after 9:30 p.m. by anyone not on important and urgent business. The two big hotels were full to overflowing, the character of their guests being shown by a long line of French and Belgian military cars, intermingled with darker ones of the British Navy and

with great curious shaped armored cars equipped with one pounders and machine guns.

The public squares and many of the streets were crammed with hundreds more of these cars, with long rows of omnibusses and with automobile trucks of every description.

After much walking I finally found at the little hotel St. Jean, a fine bed room, a lot of French and Belgian petty officers, and the most unpalatable food it has ever been my misfortune to encounter; though I did find there the little French rolls that through a sense of justice, to the bakers, were denied us in Paris.

Morning came, my little guide called for me and I started out to explore. The parks of ~~the~~ vehicles in the squares and streets were breaking up and forming a long and almost continuous column moving to the eastward and the front. Among these it was curious to see auto buses from Paris and from London, others from Liege and Brussels and even several captured ones from Berlin and other German cities, all screened and all filled with hanging quarters of beef or mutton, there were also thousands of peaceful looking delivery wagons equally incongruous and equally misused.

At intervals, there would ~~dash~~ by this line a high speed touring car filled with French or Belgian army ~~and~~ officers or British naval officers attached to the flying corps. The few people on the streets seemed to have very little to do and a very great interest in everyone else's business. I couldn't stop for a minute to look at anything without an immediate gathering, the appearance of a policeman and an instant demand for my papers. This suspicion of strangers I learned had been created by the capture of a great number of German spies in the town. Only a day or two before a supposed Belgian officer had disappeared only leaving his uniform in his room.

Dunkirk is surrounded by a high earthen rampart defended at that time by many big antiquated guns and newly made emplacements for a lot of field artillery; but there were several openings for canals and I wondered what would happen if a shell ever struck one of the two high concrete tanks of the water supply systen. However, when I learned that the whole country around, for a distance of 15 miles, was provided with line after line of newly constructed sand bag defenses and communication protection, and that this entire area could be flooded above the surface by opening one canal sluice, I didn't consider the defense of the town so hopeless. The inside basins, which like the canals, occupy a large part of Dunkirk, were rather crowded with canal boats and fishing vessels, also in one place, with a dozen little French torpedo boats. At the outside docks, which I was not allowed to approach, I could make out many merchantmen, a big British hospital ship and two little British cruisers or gunboats. My guide told me that there were also three small French submarines out there; but these I could never get near enough to see. The docks alongside the merchant ships were the scene of great activity, huge ~~piles~~ heaps of boxes piled there as well as the clusters of others being continually lifted out of the ship's holds by their cargo booms, were disappearing into the long line of freight cars drawn up to receive them. Fussy little locomotives were constantly moving cars into position, bringing up empty ones to be filled, and hauling the loaded ones into the great freightyards. These freight yards crowded with hospital trains and freight cars were, I was told, also the home of the British and Belgian armored trains, which returning late at night, always started out again at daybreak, prepared for another day of service at the front.

The official posters on the walls were impressive. After the first of November all German and Austrian subjects found in the Department of the North, (in which Dunkirk is situated) would be shot, very old men, women and little children would be imprisoned till the end of the war. All persons not authorized inhabitants of Dunkirk, who remained there longer than 36 hours, without a "Permis de Sejour" or residents permit, which permit would be issued only in case of proved absolute necessity over government business would be imprisoned till the end of the war, and the proprietor of the hotel or house sheltering them would have his house closed and would be imprisoned for a year.

Being absolutely unable, even with the aid of the Consul, to obtain a pass to the front, or even to Furnes, and being forced to get one back to Paris, for the next morning, with even the hour and minute of the train departure filled in, I started out to get as near the lines as possible without anything. Passing through one of the eastern gates, I came first upon a large park which had been wooded; but all the trees had been cut down to facilitate artillery fire from the ramparts and it looked desolate and forlorn. Beyond this park, extending over to the sea, lay the summer resort and village of Malo les Bains, with its many cottages deserted and the windows and terraces of its big hotels filled with wounded soldiers. In the village, I stopped at a little restaurant for lunch. All through the meal the proprietor eyed me suspiciously. Finally, when five French soldiers on their way to the front on foot, came in, laid aside their rifles and packs, and sat down at a table, a relieved expression came over his face and he began to whisper to the sergeant among them. This immediately caused me to become an object of great interest for the soldiers also. Having finished my lunch and paid my bill, I walked out and had reached the corner, where I was to wait for the trolley car, when the sergeant, rushing out of the restaurant, ran up to me and demanded my papers. "But you have no authority to demand my papers," I replied, "You will have to bring a policeman." "I know I have no authority", he said, "but with so many spies about you'll have to admit that it's a wise precaution; so you'll either have to show me your papers or come with me to the police-station." Convinced that he was in earnest, I showed him my card from the Military Government of Paris, seeing which he saluted with both hands, apologized profusely and dashed off.

The trolley line ended about 5 miles further up the coast, at Malo Terminus, where I left the car. Just at the end of the trolley line not far from the beach was a big summer hotel, with bandaged French and German soldiers gathered on the porches. On the beach itself stood a long row of bathing machines drawn up for the winter and back among the great bare sand dunes, which seemed to extend for miles inland was a high old fashioned fort, the only thing in sight among all that desolate looking sand. Around the hotel was scattered a few cottages and two or three out-buildings, at one of which seemingly fitted up as a repair shop, three belgian soldiers were working on a group of automobile delivery wagons from Liege. It didn't take a long look to convince me that out at sea there were neither the British monitors I had hoped to see, nor anything else; and the only thing interesting at all, a hydro-aeroplane passed quickly overhead bound toward Dunkirk; so I walked back to the track and waited for my trolley car. In a minute or two, I discovered that I was causing a commotion among the soldiers on the porch of the hotel. In another minute a Belgian policeman ran out, and went through the regular operation of demanding my papers and the regular operation of apologizing afterwards. The trolley car took me back to Dunkirk, where I left it, and after further exploration on foot, started

evacuated; and both were full of praise for that army, which arrived, not in very good order to be sure, but bringing with it its full equipment and everything else moveable, even some of the heavy fortress guns from Antwerp.

The subject of British aeroplanes didn't bring forth much information. Their great hobby was the French, whose efficiency, they said, was the greatest marvel of the war and whose modesty not less wonderful was in striking contrast to the blatant British method of crying every exploit from the house-tops. They stated that they knew of hundreds of wonderful, yet unpublished exploits accomplished by the aviators of the French aeroplane service, who already masters of the air, were becoming better every day; that the French Navy patrolling its unknown stations was doing its work efficiently and silently, and that the French submarines were the force protecting the Straits of Dover so well that never a ship had been lost there. One of them, crossing a day or two before, had seen a line of French submarines stretching clear across the Channel. The Belgian aviators, they said, had beautiful, well-equipped machines, compared to which, as one expressed it "Our machines are sticks and paper"; but they didn't think the Belgians especially courageous or efficient flyers..

The country between Dunkirk and Calais is entirely flat, with the water in the canals and ditches at that time, purposely kept within a foot of the surface, rendering the ground soggy and impossible for horses; and at need, I was told it could be flooded above the surface. Every few hundred yards, we passed a line of isolated sand-bag brest works connected with lower sand-bag protected communications. About half-way between Calais and Dunkirk, we passed an aviation camp composed of a house, three tent hangars and several aeroplanes, according to my English friends, a sign to the defense of Calais.

At Calais, I had to change cars, and as I walked alongside my new train, searching for a comfortable compartment, I noticed that one compartment was attracting a great deal of attention, Looking in,I saw a French private soldier with fixed bayonet, guarding a German Major, a great big broad-shouldered man, but unshaved, dirty and bedraggled, and with the most sullen, scornful look on his face that I had seen in a long time. Perhaps it was on account of the rank of his guard, perhaps on account of the people looking in at him, who though very respectful,were certainly very much interested. If the latter, he must have had a very painful trip, for without a doubt, he was the center of attraction of our train, at every stopping place all the way to Paris. In my compartment in this train, there were, in addition to two French civilians, a French naval lieutenant, who recently wounded in the abdomen at Dixmude, had progressed well enough to be able to leave the hospital and finish the convalescence at his home in Paris. He stated that in the trenches there were already about seven thousand French blue-jackets and "Fusiliers Marines" or Marines, and that this number was being increased to ten thousand. He also stated that at the beginning of the war, many French officers were supplied with pistols of the vintage of 1870,that these had all since been changed for modern revolvers, but that as there had hardly ever been an opportunity to use either, the change wasn't a matter of much importance. He was deeply impressed with the power of the Germans and with the difficulty though not impossibility of defeating them. He had a great deal of admiraltion for the German ingenuity and for the bravery of their close-order charges; but he was excited about their atrocities which he believed and about their pillaging, many proofs of which he had seen in the knapsacks of prisoners.

My trip back to Paris was very much the same as the one leaving there, We passed even more trains from Havre and Boulogne, filled with British territorials, but in spite of them, arrived in Paris about 7 that evening, five minutes ahead of time.

The evening of December 10th, together with 1st Lieutenant B. L. Smith, U.S.M.C., I again left Paris, this time for Nice and the other Mediterranean ports of France. The train, very different from my last one, had a dining car, sleeping car and all the appendages of a regular peace time express. One thing though both trains did have in common. The German of all the trilingual inscriptions, so many of which all French cars contain, was painted over with black paint. The train was well filled, a large proportion of the passengers being middle-aged French soldiers returning home on leave, resulting from the efforts of General Joffre to increase the greatly diminished birth rate of France by giving all possible leave to his married soldiers.

The beautiful Rhone country through which we passed looked very normal and very peaceful, Only the crowds of soldiers at the stations and the Red Cross "~~xxxxxxxxx~~ "Quêteuses", who went through the train at every stop, reminded one of the war.

We arrived at Nice about 6 the next afternoon, and found a very rainy, very desolate Nice. Many of the big hotels had been turned into hospitals and most of the others were closed. There were no shows, the only form of amusement being the cinamatographs and the bulletins hung out in fromt of the newspaper offices or the big war maps inside.

The only naval protection was a single inoffensive looking little French torpedo boat. There were lots of soldiers though, most of them fine looking Alpine troops, who spent all their time going through setting-up exercises and making practice hikes, fully equipped. I was told in Nice that there were 300,000 French troops kept on the Italian border.

We left Nice by automobile, going westward along the beautiful road which follows the coast. All the little winter resort towns we passed were full of troops under instruction, but they looked desolate and dreary; still as most resort towns look that way out of season, I suppose they were perfectly normal. The first place of any interest was Toulon, which was crowded with soldiers. There were six torpedo boats tied up to sea wall in the harbor and several cruisers whose masts we could see above the walls of the Navy Yard. This navy yard however, we were not able to enter, our strenuous efforts, both official and unofficial being always met with the too familiar reply; "It distresses me very much not to be able to grant your request which I assure you would be granted immediately if it depended on me. Unfortunately however, no one can be allowed in the Navy Yard without written permission from the Minister of Marine in Paris. I am sure he will be glad to grant you this permission and then it will give me great pleasure to show you everything we have." Unfortunately I already knew, by experience, the impossibility of obtaining this permission and realized that my only hope of getting in, (that of the surprise method) was smashed.

Entering Marseilles, we passed a large camp of at least 5,000 British Indian troops. I could recognize the Sikhs and as we moved on, we passed a marching column of little brown men, whose almond eyes, wide felt hats and knee breeches, caused both Smith and me to think them Japanese; but who we afterwards

During the first days of December, the Government slipped back to Paris, but its return didn't cause the slightest excitement or enthusiasm. Paris had learned too well how to get along without it and preferred the ability and style of justice of General Gallieni; moreover, in spite of the necessity for it, Paris still resented being abandoned. As Christmas approa ched, Paris began to show distinct symptons of catching the Christmas spirit and reverting to its old gay life. Several restaurants and cafés got back their orchestras, and dance halls began to re-open all over the city. It was short-lived however, this gayety, for Christmas was hardly over before the heavy hand of the military authorities had stopped it all.

Since the beginning of the new year, Paris while still serious, is becoming always more normal. Business is constantly improving. The restaurants now remain open till 10;30 p.m. and their sidewalk terraces, so ~~xxxxxxxxxx~~ missed at night during the first months of the war, now remain open till the same hour. Taxis are again fairly plentiful. Nearly all the theatres are running with good bills. The exhibit of German trophies in the Hôtel des Invalides is always full to over-flowing as is the square in front of it during the periodic reviews and presentation of medals to the decorated members of the Army of Paris. The population of Paris and in fact of all of France appear to be in excellent spirits, and while naturally regretting the length of the war, are entirely confident in regard to its final outcome, especially since Italy came in. During the period from the beginning of the year to June 26th, when I left Paris, the only events of special interest which occurred were the coming of the Zeppelins and the declaration of war by Italy. Paris had been rather fore-warned of the first event; for since the first days of March, the lighting of the city had been greatly reduced and there had been drills when all lights in the streets had been entirely extinguished and all windows in the city masked.

About 1:30 in the morning of March 21st I was awakened by a bugle call, the signal for fires and also the conventional signal for extinguishing all lights during Zeppelin attacks. I got up and looked out the window, but as the street lights were still on and I could see no fire, I went back to bed again. About 15 minutes later, I heard a shot, and again looking out saw that the whole city was in darkness. After waking the people I knew on the same floor, I went out on the balcony, outside my window, which overlooked the Tuileries Gardens. Searchlights were flashing in all directions. In a moment, one uncovered the well known form of a German Zeppelin about 9,000 feet up in the northwestern sky. The guns at the Eiffel Tower and the Trocodero immediately began firing and their shells, fitted with night tracers began to mark long graceful curves in the sky, all falling far short of their target. In a moment, the Zeppelin had disappeardd behind the roof of a hotel but for several minutes afterwards we continued to hear the slow, deep sounding explosions from its motors. A few minutes later the same performance was repeated, with a second Zeppelin; but this time the Zeppelin was always hidden behind the hotel roof. In a minute or two all noise ceased and about a half hour later the bugle sounded the release and all lights came on again.

A day or two later, I visited some of the spots where the Zeppelin bombs had dropped. With the exception of one which had blown in the ground, a big conical hole nearly 5 feet deep, and one shrapnel bomb, which had killed two dogs, all of the marks I saw were made by incendiary bombs, not one of which had succeeded in doing any appreciable damage. Two or three times during the two weeks following, Paris had other

Zeppelin warnings. All lights in the streets were extinguished and all lighted windows masked. Some people did retreat to the cellars as they had been warned to do by the police, but from what I saw most of them gathered in the streets and parks to see the fun, going home each time much disappointed that it hadn't happened.

Profiting by its experiences during the first Zeppelin night, experiences reflecting not any too much credit on the boasted aeroplane protection, Paris set hard to work to improve all its Zeppelin and aeroplane defense; till now it is said to be almost impossible for a Zeppelin to reach Paris at all, and reaching there, there is awaiting it the certainty of destruction. Aeroplane guns have been greatly improved and greatly increased in number. Now one aeroplane is kept in the air over Paris all night long during every night, and at the first Zeppelin warning, four others join it, each aeroplane patrolling a different height and different sector of the city and each controlled by signals from the ground. In addition, other aeroplanes are sent up to attack the Zeppelin before it reaches the city and still others stand by to attack it in case it succeeds in arriving there. Now instead of the 55,000 street lights it uses in normal time, Paris is lighted by 16,000 lights up to 10 o'clock and by 5500 after that hour.

The entering of Italy into the war didn't cause much excitement in Paris except among the Italians who seemed to spend most of their time, the first few days after its declaration, in parading the streets in flag decorated taxicabs, and in eating enormous dinners at all the Italian restaurants. The Government had all the public buildings decorated with the flags of all the Allies, but the French people just hung out an Italian flag alongside the others and felt happy.

The last I saw of France was Bordeaux, seeming very strange with its well lighted streets. Ships lined the docks busily unloading and the docks themselves were piled high with stores, mostly war material from America. The mouth of the river was crowded with more than 50 ships, all loaded to capacity and all awaiting their turn to go up the river and delivery more munitions to France.

ITALY - ARMY