THE DUGOUT

Branch Patron: ***The Lord Lieutenant of Dorset - Angus Campbell***

NEWSLETTER OF THE WESSEX BRANCH OF THE WESTERN FRONT ASSOCIATION
Your Local WW1 Historical Society

(Registered Charity : 1142787)
www.wessexwfa.org.uk

ISSUE 17 **2018**

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MEETINGS 2018

At Pimperne Village Hall, Newfield Road, Pimperne Nr Blandford Forum. DT11 8UZ- 2pm for 2.30pm start

2nd June - Crisis what Crisis? The U Boat Crisis Reconsidered - Eric Grove

4th August - Why did Op Mars Fail, March 1918 - Michael Orr

1st September- TBC - Jeremy Banning

6th October - Rawlinson - Rodney Atwood

3rd November - TBC - Richard Osgood - Senior Archaeologist D I O

1st December - Members Exhibits & Social

FIELD TRIPS:
BATTLEFIELD TOURS:

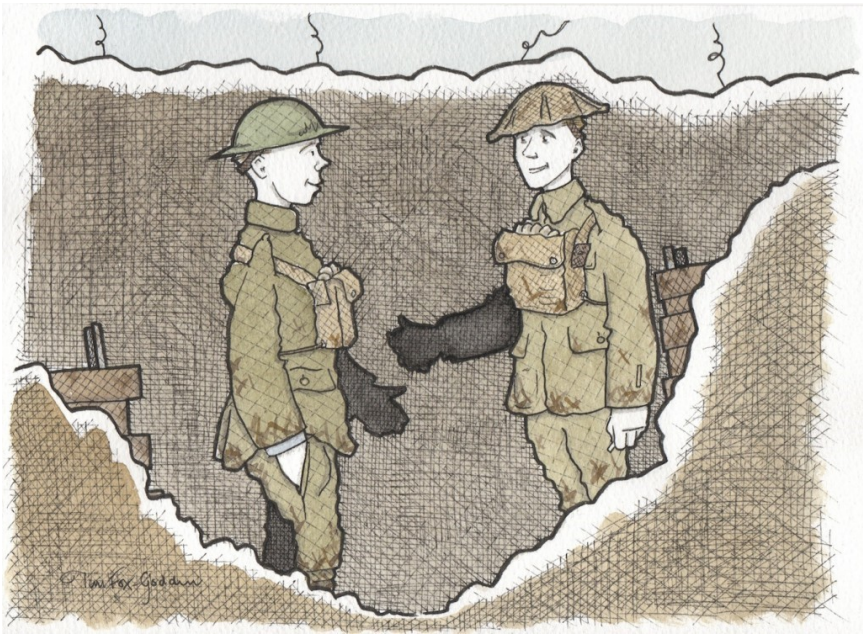
ITALY -
14th May-23rd May (10 DAY TOUR)

Chairman's Chat

After a prolonged break it gives me great pleasure to welcome you to the 17th Edition of ***'The Dugout'***.
I am sure you will agree that Sandra taking up the reins as Newsletter editor again has done a great job with this edition and this publication will continue to be an effective medium to communicate your articles and branch 'happenings' to our wider membership.

The return of ***'The Dugout'*** comes at a time when the branch website is being reviewed.

This review is being driven by firstly a lack of internal resources to keep our website current, regularly updated and maintained with the consistency and regularity needed to maintain a first class site and the fact that the national website has under the current 'digital editor' been significantly improved such as to almost make the branch website redundant. The WFA also has a significant presence on social media under the expert guidance of Lyndsay Knight the WFA Social Media Co-ordinator and along with our website review we shall be investigating the use of Social Media by



Newsletter Editor: **SANDRA TWYFORD**
Email: **sandra.twyford@btinternet.com**

Chairman's Chat continued….

by the Branch. I will of course keep members updated on decisions of the trustees regarding these two matters. However should there be a budding digital editor willing to take up the challenge of the branch website and social media please let me know.

In the interlude between Issue 16 and Issue 17 the branch continued with a full schedule of talks, trips and battlefield tours and the introduction of a new education policy supporting Poole Grammar School and Exeter University with grant to two PhD students who will in due course present their dissertations to the branch.

Our membership remains stable and attendance at branch events has been steady at approximately 40 to 60 at most meetings.

As I write we are well into what for many is perceived as the final year of Great War centenary commemorations but as far as I and the trustees are concerned there is still so much to learn about the great war and its aftermath that there is sufficient material to enliven our meetings, feed ***'The Dugout'*** and other events that I see virtually limitless possibilities for the future of the branch.

Having survived the extreme winter weather in the best traditions of the Tank Corps and its RTR successors fortified by a 'drop of Gunfire' may I encourage you all to contribute your articles and enjoy the read.

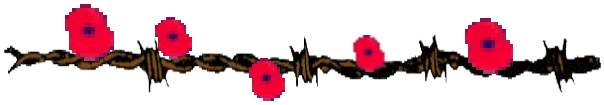
Martin Willoughby
Branch Chairman

Thankful Villages

Of the hundreds of thousands of cities, towns and villages in Britain, only 53 (in England and Wales) were fortunate enough not to have members of their communities die in the war. They were known as 'Thankful Villages' where "all those who left to serve came home again". Not one Thankful Village exists in either Scotland or Ireland, where every single community lost someone to the war.

War memorials were erected all over Britain and several of the 'Thankful Villages' (13 of which became 'Double Thankful Villages' after the Second World War) constructed memorials to remember their communities' good fortune and gratitude.

Literature in the church records that all the men of **Langton Herring** returned from both World Wars, making it one of only a handful of doubly 'Thankful Villages' in the country, and the only village in **Dorset** to be spared fatalities in the Great War.



BRITISH ARMY CAP BADGES

1st (King's) Dragoon Guards

Until 1915 the regiment wore the brass double headed eagle from the arms of the Emperor Franz Josef of Austria-Hungary with a regimental title scroll below. The Emperor was the regiment's colonel-in-chief from 1896 to 1914. In 1915 the badge was replaced by a white metal star with a brass oval centre with the Garter and the initials KDG, surmounted by a brass crown.

The regiment was granted three First World War battle honours – Somme 1916, Morval, France and Flanders 1914-1917.

A brass eagle badge without a regimental title scroll was issued in 1937.

THE RESURRECTED VC

On 22nd March 1918 11th Battalion South Lancashire Regiment moved into position at Eppeville about 12 miles southwest of St. Quentin. Their general role was to cover British troops retreating to the line of the Somme Canal under the pressures of the German Kaiserschlacht offensive.

The battalion's commander, Lt-Colonel Herbert Fenn, "had received no orders of any kind and did not know what was happening on either flank or even if it was intended to hold the line of the canal."

At 10:00am the next day enemy troops were seen massing on the north side of the canal. After heavy shelling the Germans advanced from their bridgehead across the Somme at Ham.

Shortly before 2:00pm Fenn heard that his two forward companies were under heavy rifle and machine-gun fire and in danger of being surrounded. Their only line of withdrawal was across a stream – the River Allemagne - which was lined with barbed wire. The wire entanglements were an added obstacle that would delay the retreat with the German infantry in hot pursuit.

Corporal John 'Jack' Davies had joined the battalion in 1914. Dubbed the St. Helens Pals, they had crossed to France in November 1915 as pioneers to 30th Division. Davies was wounded twice during the Somme battles of 1916, returning to the unit each time after his recovery. By March 1918 he was still only 22 years old, but an experienced soldier. As a Lewis gunner his role was to provide covering fire.

His comrades pulled out towards the stream but Davies stayed behind. He put down a heavy fire from his Lewis gun in an effort to delay the German advance and give his chums a chance to escape. As the enemy closed Davies continued to hold his ground.

Writing to Davies' mother in April 1918, Lt. Colonel Fenn described what he knew of her son's action:

"He was last seen kneeling on the trench parapet in order to get a better view of the enemy, and kept firing his gun until the enemy were so close on him that he could not get away. By his very gallant conduct he no doubt saved the lives of many of his comrades…I need hardly say how proud all officers and men were to have such a gallant NCO in their battalion…very few, if any, would have been able to get away alive had not your son held up the enemy with his Lewis gun."

John Davies's parents were notified that their son had been killed in action. He was recommended for a posthumous Victoria Cross. The citation read:

"When his company—outflanked on both sides—received orders to withdraw, Corporal Davies knew that the only line of withdrawal lay through a deep stream lined with a belt of barbed wire, and that it was imperative to hold up the enemy as long as possible.

"He mounted the parapet, fully exposing himself, in order to get a more effective field of fire, and kept his Lewis gun in action to the last, causing the enemy many casualties and checking their advance.

"By his very great devotion to duty he enabled part of his company to get across the river, which they would otherwise have been unable to do, thus undoubtedly saving the lives of many of his comrades".

"When last seen this gallant N.C.O. was still firing his gun, with the enemy close on the top of him, and was in all probability killed at his gun."

His posthumous Victoria Cross was gazetted on 23rd May 1918.

Two months later his parents received a letter from Poland. John Davies had survived and was a prisoner of war.

I am aware of only one other case where a Victoria Cross was awarded posthumously and the recipient was later found to be alive.

Captain (Temporary Major) Herbert Wallace Le Patourel, aged 26, was serving with 2nd Battalion Hampshire Regiment in Tunisia in 1942. On 3rd December he led four volunteers against an enemy strongpoint. They attacked and silenced several machine-gun posts. When all his men became casualties, he went on alone to engage the enemy, using his pistol and hand grenades.

From initial witness reports it was believed that Le Patourel had been killed in action and he was awarded the VC posthumously. He was later discovered to have been taken prisoner and was in an Italian hospital. He was repatriated in 1943.

John Davies returned to Lancashire after the war and married Beatrice Travers in 1920. A son Alan was born in 1923, but he died when he was 20. The first resurrected VC died in 1955, his widow survived until 1976. All three are buried in St. Helens Cemetery.

When asked after the war to describe his role in the fight at Eppeville, Davies simply replied,

"That's what I was there for."

Rod Arnold

Acknowledgement – Some of the material above has been taken from 'Retreat and Rearguard: Somme 1918' by Jerry Murland with the permission of the publisher, Pen and Sword Books. [An excellent book about the campaign – RAA]

My Dear Little Wife!

A letter written by a French soldier during the First World War to his wife from a Prisoner of War Camp in Germany was given to me by a friend who thought that I might find it interesting. My use of the French language is sparse and I am very grateful to Katherine Seymour, one of our Wessex Branch Trustees and Committee Member for translating the letter for me.

After initially reading the letter Katherine noted the following observations: 'The letter was written, on April 15th 1918, by Théo Piccart, to his wife. The envelope is addressed to her as Madame Piccart, followed, as would be normal in France/Belgium, by her Christian name, which appears to the Hony (not a name I have come across before). However, in the letter he refers to her as Julia, which may be a name just used in the family or an affectionate name. They have a son and he is referred to as Loulou and later Jalo – again, both nicknames/affectionate names. 'Théo Piccart also mentions other people in the letter who may be friends/family members and makes one or two references which are not totally clear – he and his wife obviously understood them and there was no need for further explanation! The letter was sent by Théo in response to a letter and photo he had received – and been absolutely delighted with – from his wife. He writes from Barrack 20A, Soltau (Camp) Z, Hannover Province, Germany. His wife's address is in in Liége, Belgium. Roughly translated, Impasse Derousseau – means Derousseau Close (or Cul-de-Sac), Vennes Street, Liége.' The letter:-

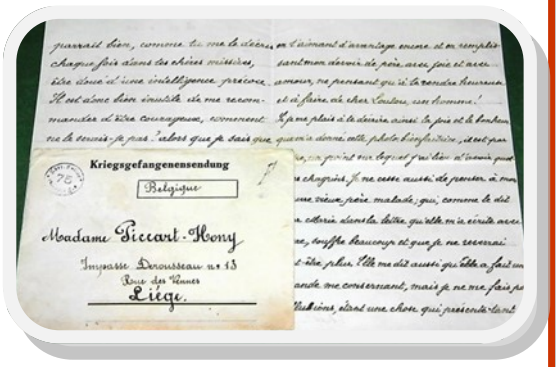
My dear little wife!

I have just received your letter of 23-3-18 and the lovely photo. I cannot describe how I felt when I received it. How happy I was to receive it darling! In spite of the long months we have been apart you have not changed at all. You are still my little Julia that I have dreamed about so often. And our dear little son, how he has grown! And how handsome he is! I can't believe it, he really looks like a little man already and he appears, as you described him to me every time in your dear letters, to be blessed with precocious intelligence.

There really is no need, therefore, to urge me to be brave – how could I not be while I know that you are all thinking of me and that Jules is being a substitute Dad to my son for me.

And then, am I not sure of returning to find the most faithful of wives? I know that a little earthly paradise waits for me and on my return, which I hope will not be long in coming, I will be very keen to prove to you that I am not ungrateful by loving you even more and by fulfilling my duty as a father with joy and love, thinking of nothing except making you happy and making a man out of dear Loulou!

If I indulge myself by describing to you in this way the joy and happiness this photo, which did me so much good, has given me, on the other hand there is something which I have good reason for being sad about. I cannot stop thinking about my poor old Dad who is ill and who, as my sister Mane said in the letter which she wrote to me with Pierre, suffers greatly and whom I may perhaps, never see again. She also says that a request has been made concerning me – [could this be for repatriation on compassionate grounds?] – but I have no illusions, as this is something which presents so many problems.



I know, however, that I must remain strong in spite of everything, morale being so important in captivity. I am still in Soltau camp and life is not too hard. Be reassured, if I lacked anything I would tell you frankly.

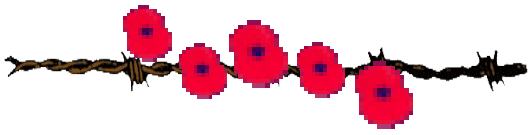
The death of Monsieur Minssart saddened me greatly, he was such a good man. When is Laure's baby due? It has been a long time since she wrote to me, what has become of her? Please pass on my regards to her and also to Marie (?)

When will I be home again? Will it be this year? Let's hope so and in the meantime my best regards to all, lots of big kisses to our little Jalo and to you, dear little wife, the best kisses from your little husband who loves you,

Théo.

Written in black ink, Théo composed a considerate and thoughtful letter. His skilful and beautiful handwriting displays the art of calligraphy, which today is almost a lost art. I sincerely hope that he returned from Germany to be re-united with his family and that they were able to spend many happy years together in more peaceful circumstances.

R.G. Coleman



Able Bodied Seaman Francis Edward Matthews Service Number Bristol Z/858

The Royal Naval Volunteer Reserve was formed under the Naval Forces Act of 1903. R.N.V.R. units were established as Divisions in London, The Clyde, Sussex, Bristol, Edinburgh & Tyneside.

The serial number for A.B. Matthews shows he is a member of the Bristol Division and the Z denotes he has enlisted for hostilities only.

Born 14th of May 1897 No 6 Station Road Hamworthy.
occupation on enlistment Motor-Launch Driver delivering mail and other supplies to Brownsea and the other islands in Poole Harbour. Francis enlists on the 31st of May 1915 shortly after his 18th Birthday. It is not surprising that Francis joins the Navy the Matthews family have strong connections with the sea. Francis the son of a fisherman who was tragically drowned his body being found off the Isle of Wight only identified by his pocket watch.

In 1914 The First Lord of the Admiralty, (Winston Churchill) realising that the Royal Navy has more men than ships created a composite force consisting of the Royal Marine Light Infantry and members of the RNVR to be known as the Royal Naval Division, to fight on land in support of the Army.

The original training camp will be set up at Crystal Palace Sydenham (which would remain the administrative headquarters). it is soon realised that the facilities for turning sailors into infantry in such a location were limited and a new training camp near Blandford Dorset is acquired. 30th of August 1915 AB Matthews is drafted from Chatham to Blandford (with a new service number C/691) joining the 2nd Reserve Battalion Royal Naval Division. 29th of November Francis is given 48 hours leave and then on the 5th of December drafted to the Drake Battalion RND,MEF.

The Drake Battalion is serving in the Gallipoli Campaign where it has taken very heavy casualties. Francis does not arrive in theatre until the 14th of February 1916 (the withdrawal from the peninsula having been completed by 7th of January) and is assigned to garrison duties at Mudros Bay on the Island of Lemnos.

On the 15th of May the Drake Battalion boards the Transport Ship Minnewaska to be disembarked at Marseilles on the 20th of May to join the fighting on the Western Front.

Troops disembarking from HM Minnewaska

The Western Front

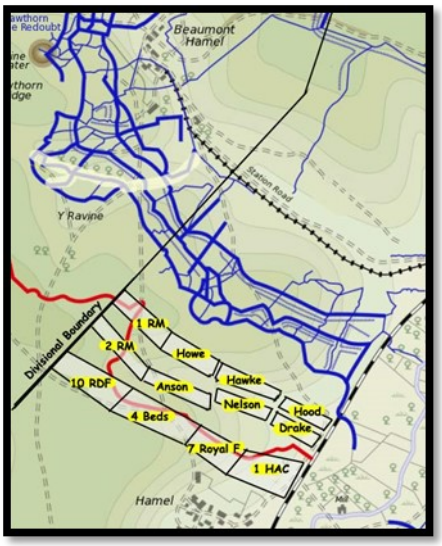
Once the Royal Naval Division arrives on the Western Front it is transferred to the Army and becomes the 63rd (Royal Naval) Division and will fight on the Western Front for the remainder of the war. Despite being transferred to the Army the Division will retain its Naval ranks and traditions which it jealously guards, much to the annoyance of senior army officers.

July 1916 and the Division is on the Somme and enters the trenches in front of Bully Grenay Angres sector.

On the 25th of July AB Matthews reports sick to a field ambulance post suffering from a carbuncle on the back. The risk of infection to an open sore is so severe that carbuncles are treated as a major health problem if not dealt with they can be fatal. It is not surprising therefore that Francis is passed up the line and by the 28th July is in the military hospital at Wimereux, his next of kin are informed. Passed as fit on the 3rd of August, convalescence Boulogne and then RND Base Depot Calais until the 9th of November when Francis is transferred to the 3rd Entrenchment Battalion. An Entrenchment Battalion is a pool of men from which other Battalions can draw replacements. On the 15th of November AB Matthews returns to the Drake Battalion.

RN Division Field Ambulance Post Bovril Alley

The Battle of Ancre



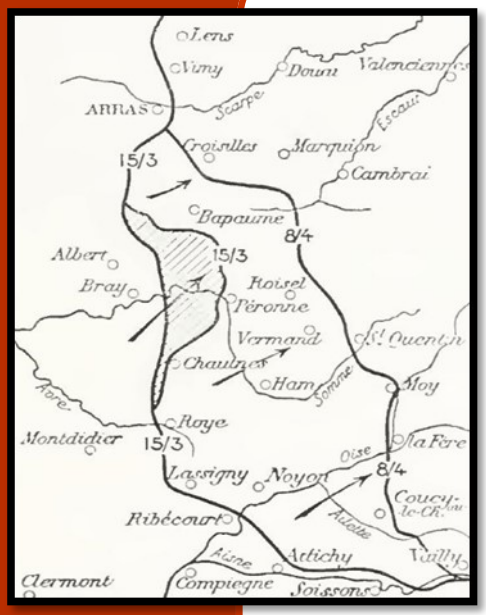
November 1916 marks the final stages of the Battle of the Somme and the Royal Naval Division is heavily involved throughout that period in what has become known as The Battle of Ancre.

AB Matthews has obviously been rushed back to his Battalion to replace the grievous losses the division has suffered. Despite the losses the Division achieves its objective the village of Beaucort where a memorial to their fallen now stands.

Lt.Col. Tetley Commander of the Drake Battalion is mortally wounded in the attack.

Winter in the Ancre Valley

Conditions in the winter of 1916/17 are appalling and along the Ancre Valley particularly bad. Although offensive action was made impossible by the conditions the British troops are under constant attack from German artillery and sniper fire. By February the freezing weather has hardened the ground sufficiently to restart offensive operations along The Front. 63rd Division are involved in attacking German trenches near Grandcourt. Despite over 600 British casualties the Germans retreat from Grandcourt and the 63rd Division capture their objective Baillescourt Farm.



The freezing weather ends in March and the milder conditions make operations far more difficult. As there are no reports of the 63rd Division being involved in action it is to be assumed that they have been withdrawn for rest and recuperation. AB Matthews reports sick to a field ambulance on the 14th of March and is retained there until the 26th reason not specified.

The Battle of Arras 9th of April-16th May 1917

The part played by the 63rd Division takes place on the 23rd/ 24th of April known as the 'Second Battle of the Scarpe' (the Scarpe being the cana-lised river that runs from the East into Arras)

The artillery barrage commences at 0445 hrs and the 63rd Division start their attack to take their objective the small village of Gavrelle. The Drake battalion reach their objective to the right of the village and then dig in. The Division are subjected to counter attacks by the Prussian Guard but these are driven off. The centre of the village is then cleared by street to street fighting. The German defenders are pushed out to the North of the Village and make a stand around the Windmill, which becomes the site of bitter hand to hand combat.

The next 24 hours will be the blackest day in the history of the Royal Marines with 846 killed missing or wounded.

The Germans make determined attempts to retake the Village, but all are beaten off with heavy casualties on both sides. By the 29th of April the Village is firmly in the hands of the 63rd Division.

The monument to the fallen of the 63rd Division, (Gavrelle) Drake Battalion plaque top left.

After the battle the 63rd Division is rested, and AB Matthews is granted leave to the UK 24th of June to the 4th of July. Sixteenth of July and Francis is wounded by a shell fragment right arm. The Drake battalion was not involved in any notable action at this time it was probably a random shell fired over the trenches. Francis is rushed to 42 Casualty Clearing Station located at Aubigny-en-Artois eight miles North West of Arras. On the 20th of July AB Matthews is transported by Ambulance Train and admitted to No 3 Stationary Hospital Rouen. The arm could not be saved, and it is then amputated.

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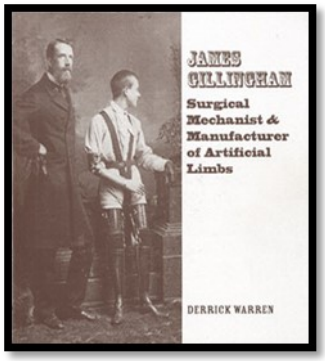
V.A.D. Hospital Monmouth House Fore Street Chard Somerset

(Today Lawn's Children's Nursery)

http://www.bbc.co.uk/programmes/p02tt1ys

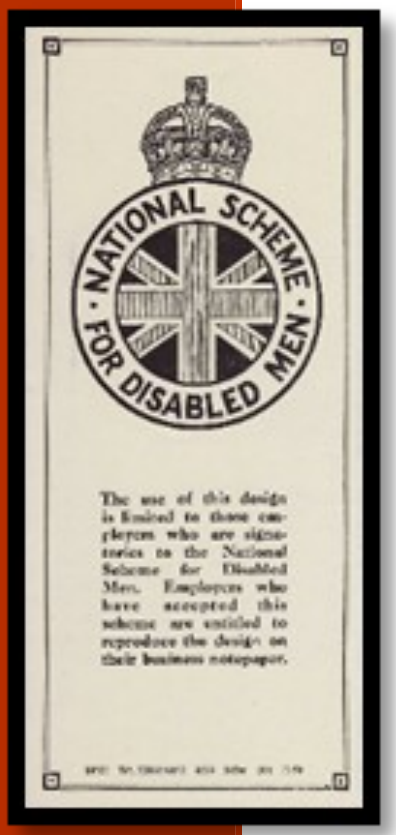
Link for further information

In 1915, the building became the only hospital in the country for fitting artificial limbs to the growing number of amputees coming back from the war. When the hospital closed in 1918, over 1050 amputees had been fitted with limbs. It is also stated that the Hospital was particularly for those soldiers domiciled in the West Country including Dorset. The reason why Chard was chosen is because the country's first Prosthetics Manufacturer James Gillingham is based in the High Street. James Gillingham 1839-1924 (originally a shoe and boot maker) has been making prosthetic limbs since 1866 and the firm he founded would continue until the 1960's. it is almost certain that AB Matthews would have been a patient at Monmouth House.



Post War

28th of December 1917 Francis Edward Matthews is discharged from the Drake Battalion due to disability amputation right arm. On the 24th of April 1920 awarded the Kings Certificate. The final entry on the record (Statement of Service) is made on the 3rd of February 1922. The table of disability shows that for the loss of a right arm the payment is 36 shillings per week (£1.80p) not enough to live on and certainly not enough to support a family.



Francis married Lillian Savone of Clerkenwell London, (they would have 2 daughters and a son) both are working in Domestic Service, disabled soldiers were often given preference in that line of work. Francis obviously sought a more lucrative occupation and despite his disability qualified as a maintenance electrician. Some companies signed on to the King's National Roll known as the 'Roll of Honour' The company that Francis was going to spend the rest of his working life with wholesalers, 'Isaac Beer and sons' of Clerkenwell may very well have signed up for the scheme.

The image shows a man also with an amputated right arm wearing the sort of prosthetic arm that Francis would have been equipped with operating a lathe.

Despite working in Clerkenwell, (Accommodation on the premises) Francis purchases a house in Lake Road Hamworthy, (only a short distance from his childhood home) and would travel home on his days off. Francis Edward Matthews died in March 1966 and is buried next to his wife in the graveyard of St Michael's Church Hamworthy.

John Tozer

THE OUTRAGEOUS, THE CURIOUS AND THE SPURIOUS

HMS Courageous as completed in 1916

This story has its origins in Admiral Jacky Fisher's "Baltic Project".

Fisher had long foreseen that at some stage war with Germany was probably inevitable. Several years before 1914, he actually predicted that war would break out in the late summer or autumn of that year. Intervention in the Baltic was the way Fisher envisaged that the Royal Navy's supremacy might counter the German Army's superiority on land.

Fisher retired as First Sea Lord in 1910. When he returned to the Admiralty in October 1914, it was becoming apparent that the land war was unlikely to reach an early conclusion. Fisher realized that it would take years to grind down the German state by naval blockade.

He quickly resurrected his Baltic idea and found an enthusiastic supporter in Winston Churchill. In Churchill's view the scheme should include persuading Denmark to join the Allied side.

In its simplest form, Fisher's Baltic Project involved the Royal Navy forcing the straits between Denmark and Sweden to support the landing of a Russian army on the northern coast of Germany.

This force would then march the 90 or so miles to Berlin. The Germans would then have the choice of withdrawing large numbers of troops from the Western or Eastern Front to defend the capital, and leave those fronts vulnerable to attack, or surrender.

Given Churchill's blessing, Fisher threw himself into preparing the Navy for this challenge. Within a couple of months he had placed orders for over 600 ships intended for the Baltic operation. The provision of submarines, minelayers and escorts to protect the force from the German Navy might be expected, but Fisher also wanted specialist landing craft.
His answer to the need for heavy naval gun support in shallow Baltic waters was the building of *HMS Courageous*, *Glorious* and *Furious.* The first two were each armed with 4 – 15" guns in twin mountings. The Furious was designed to carry 2 -18" guns in single mountings – the heaviest naval guns in the world at the time and the largest calibre ever carried by a British warship. They were capable of firing a shell of one and a half tons to a maximum range of over 20 miles.

To circumvent Treasury restrictions on building more large armoured ships, Fisher designated these three ships as "large light cruisers". They were in fact longer than the latest British battleships.

Fisher and Churchill both left office in 1915 and nothing more was heard of the Baltic Project. The *Courageous, Glorious* were completed as designed and served in the Grand Fleet as light battlecruisers. Whilst the *Furious* was under construction the Admiralty became concerned about the tactical implications of German aircraft and especially airships operating over the Grand Fleet.

Seaplane carriers had operated with the Royal Navy from 1914, but relatively few aircraft could be carried. Some ships had facilities to launch seaplanes from their deck but sometimes take-off and invariably aircraft recovery had to take place on the surface of the sea. Rough seas would put an end to flying operations.

HMS Glorious after conversion to Aircraft Carrier

Some battleships and a few cruisers were fitted with launching ramps over their gun mountings. This enabled a fighter such as a Sopwith Pup to take off and intercept enemy aircraft, but on return to the ship the pilot faced ditching alongside the parent ship. The aircraft might sink before it could be recovered and sometimes the pilot would be lost. Ship borne aircraft were a "one-shot weapon".

In March 1917 when the *Furious* was nearing completion at Armstrong Whitworth's Walker Naval Shipyard at Newcastle-upon-Tyne, the Admiralty decided to modify the design. The "large light cruiser" would become a "fast seaplane carrier".

The forward 18" gun was removed and a large seaplane hanger built with a 228 foot flying-off deck on top of the hanger. The new deck was large enough for any seaplane or aeroplane of the day to take off. There was accommodation for eight aircraft. Astern of the single funnel the *Furious* was completed as originally designed, retaining the after 18" gun.

HMS Furious as completed in 1917

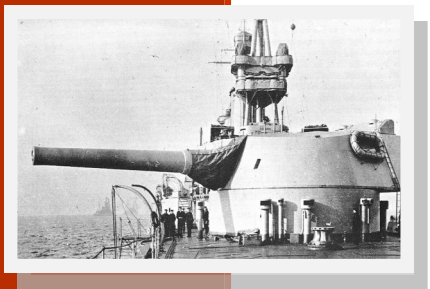
On 4th July 1917 *Furious* joined the Grand Fleet with an air group comprising three two-seater Short seaplanes for reconnaissance and five Sopwith Pup single seat fighters.

The *Furious* was capable of steaming at up to 31 knots. During the ship's work up, Air Squadron Commander Dunning realised that with the ship underway, in a strong head wind, it would be possible to land on the flying-off deck forward by flying parallel to the ship, then slipping in sideways past the superstructure to touch down.

Dummy runs took place in Scapa Flow with the *Furious* at anchor without the aircraft landing, and it was agreed that full trial should take place.

On 2nd August 1917 conditions were perfect. With *Furious* steaming at 10 knots into a steady 21 knot wind, Dunning flew his Pup at relatively slow speed close to the port side of the ship's superstructure. He lined up his aircraft and landed gently on the deck. Waiting crewmen rushed out and grasped special toggles and other fittings to bring the aircraft to a halt. The trial was a success.

HMS Furious - 18in gun

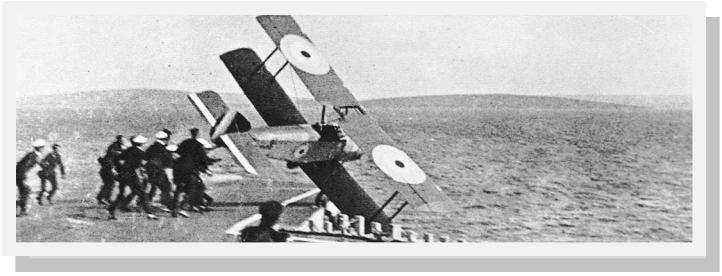


Five days later in less favourable conditions, Dunning made another successful landing, but his aircraft was slightly damaged. He immediately changed aircraft for another attempt. This time his approach was higher and Dunning realised that he would pass the safety line that had been painted on the deck. Dunning waved away the deck party, probably intending to go round and try again, but the engine stalled. The aircraft hit the deck and tumbled into the sea. Dunning was drowned.

The tragedy put a stop to attempts to land by slide-slipping past a superstructure to land and a fore deck. However the operational advantages of being able to recover aircraft after a sortie meant that the whole matter of landing aircraft on ships continued to be studied.

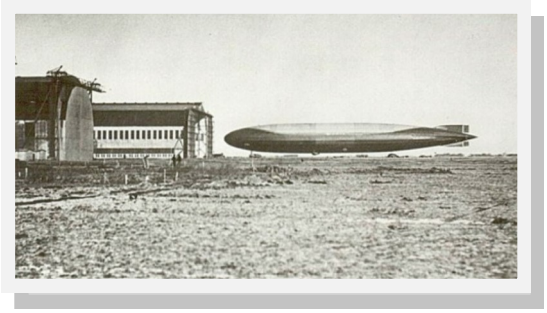
During the autumn of 1917 *Furious* operated with the Grand Fleet. At one stage she was within striking distance of two German cruisers attacking a convoy, but it was decided not to launch seaplanes because the weather was too bad for their recovery. On another occasion a Pup fighter was launched when a Zeppelin was sighted but the airship escaped in thick cloud.

Meanwhile the landing-on investigations had produced a suggestion that the *Furious* should be fitted with a flush deck aft of the superstructure. On 14th November 1917 the ship was ordered



back to the Tyne. Here her remaining 18" gun and other fittings were removed and a second hanger built with a 300 foot landing deck on top.

The ship could now carry 16 aircraft, a mixture of Sopwith Pup and Camel fighters and Strutters for reconnaissance. Seaplanes and airships were also carried from time to time. Unfortunately the modifications were not successful. The ship's Air Squadron Commander was now F.J. Rutland of Jutland fame. After trials he reported that air currents produced by the bridge and funnel gases made landing on the afterdeck too dangerous for regular operational use. *Furious*' aircraft therefore remained "one-shot weapons".



Despite this *Furious* provided the strike force for an attack on the Zeppelin main base at Tondern on the River Elbe. The raid was rehearsed at Edinburgh's Turnhouse airfield and on 17th July 1918 the ship sailed with an escort including a covering a squadron of battleships.

Two days later, seven Sopwith Camels, each carrying two 50lb bombs, took off from the *Furious* 80 miles from the target. Surprise was complete and the airship sheds, along with the Zeppelins L54 and L60, were destroyed. Only three of the Camels managed to return to the task force for the pilot to ditch alongside and be rescued. Three landed in Denmark but the fate of the seventh is unknown.

Courageous and *Glorious*, the half-sisters of the *Furious*, spent their First World War in the "large light cruiser" role but were largely ineffective. On the one occasion they came into contact with lighter armed German cruisers, they received more damage than they inflicted.

The three ships had been asked to fill a role for which they were not designed, in waters other than those in which they were specifically intended to operate. All three were seen as white elephants when they joined the Grand Fleet and were nicknamed *Outrageous, Curious* and *Spurious*. The conversion of the *Furious* to carry aircraft was the first step in providing them with a useful role.

The stern air currents problem on the *Furious* was resolved by the removal of the bridge and funnel to provide a straight through stern to bow flying deck. This was done in a refit in 1922-25. The *Courageous* and *Glorious* were also converted to aircraft carriers after the war. They had their bridge and funnel re-sited to the starboard side of the hull – a practice that became standard for aircraft carriers throughout the world.

HMS Courageous torpedoed by U29 in 1939

All three served in the Second World War. The *Courageous* was torpedoed by U.29 west of Ireland on 17th September 1939, and the *Glorious* was sunk by the battlecruisers *Scharnhorst* and *Gneisenau* off Norway on 8th June 1940. The *Furious* survived the war and was scrapped in 1948.

Acknowledgements

British Carrier Aviation – Norman Friedman
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British Battleships - Oscar Parkes

Rod Arnold

Frank Luard

FRANK LUARD KILLED AT GALLIPOLI JULY 1915

Frank William Luard was born on 4 January 1865, the fourth of thirteen children born to Rev. Bixby Garnham Luard and Clara (neé Bramston – another Essex family of Skreens, Roxwell). His childhood was spent at Aveley Vicarage, Essex, and Birch Rectory near Colchester.

He joined the Royal Marines in 1884 and was Adjutant of the Portsmouth Division from 1896 to 1901 becoming a Lieutenant Colonel in 1910 and then promoted to Colonel 2nd Commandant in June 1915.

Soon after the outbreak of war Frank was sent with his battalion to Lille and took part in the defence of Antwerp in 1914.

As a Lt Colonel of the Portsmouth Battalion of the Royal Marine Light Infantry he was stationed at Forton Barracks, Portland, when the decision was made to seize the Dardenelles. Frank marched with his men 60 miles to a training camp on the outskirts of Blandford where he wrote to his father on 18 January 1915, ***"I march by road with my 30 officers and 1000 men for Dorsetshire – my men are to be lodged and fed by Dorsetshire villagers – a new departure in English rural life".***

On Saturday 27 February 1915 the battalion was paraded in the pouring rain, followed by a two hour march to Shillingstone Station to be transported to the 'Gloucester Castle', setting sail from Avonmouth on 28 February for the Greek island of Lemnos.

After some diversions via Alexandria and Port Said, the Portsmouth Battalion was ordered to disembark at Anzac Cove on 28 April 1915 and under Col Luard came under immediate attack and under continuous machine gun fire. Frank was hit in the right leg. The cost to the battalion over these initial few days was heavy, ten officers killed and seven wounded with 98 other ranks killed, 305 wounded and 28 missing.

Back in Gallipoli after being treated in Alexandria for the wound he received two months earlier, he wrote to his family in a letter dated July 11th 1915 and says:

"We did not go back to the trenches as expected … The men however don't get much rest as we are digging new communication trenches …We lose a man or two each day as the enemy are shelling where they think we are working … The middle of the day is very hot – too hot for sleep – and pervaded with myriads of flies which cover your food, face and hands. We are in a good deal of trouble with diarrhoea – one part of the treatment is brandy and port …"

Two days after writing this letter Frank was killed in action, According to the official records he **"died most gallantly at the head of his battalion whilst leading his men'**. His grave remains in Gallipoli, his widow Ellie saying, **'I wouldn't take Frank's body from the field of glory for anything – what could be finer than to lie there where his work was done that day'.**

Caroline Stevens

Letters from Frank and those to him from his family are held in the Luard archives at the Essex Record Office, Chelmsford.
Information provide with thanks by Caroline Stevens
www.kateluard.co.uk Follow on twitter @unknownwarriors

EVACUATION OF THE WOUNDED IN WW1

The First World War created major problems for the Army's medical services. A man's chances of survival depended on how quickly his wound was treated. In a conflict involving mass casualties, rapid evacuation of the wounded and early surgery were vital.

Regimental Aid Post (RAP)

The RAMC [Royal Army Medical Corps] chain of evacuation began at a rudimentary care point within 200-300 yards of the front line. Regimental Aid Posts [RAP's] were set up in small spaces such as communication trenches, ruined buildings, dug outs or a deep shell hole. The walking wounded struggled to make their way to these whilst more serious cases were carried by comrades or sometimes stretcher bearers. The RAP had no holding capacity and here, often in appalling conditions, wounds would be cleaned and dressed, pain relief administered and basic first aid given. The Regimental Medical Officer in charge was supplied with equipment such as anti-tetanus serum, bandages, field dressings, cotton wool, ointments and blankets by the Advance Dressing Station [ADS] as well as comforts such as brandy, cocoa and biscuits.

If possible men were returned to their duties but the more seriously wounded were carried by RAMC stretcher bearers often over muddy and shell-pocked ground, and under shell fire, to the ADS, sometimes *via* a Collecting Post or Relay Post to avoid congestion.

Advanced Dressing Station (ADS)

These were set up and run as part of the Field Ambulances [FA's] and would be sited about four hundred yards behind the RAP's in ruined buildings, underground dug outs and bunkers, in fact anywhere that offered some protection from shellfire and air attack. The ADS did not have holding capacity and though better equipped than the RAP's could still only provide limited medical care. Here the sick and wounded were further treated so that they could be returned to their units or, alternatively, were taken by horse drawn or motor transport to a Field Ambulance. The Main Dressing Station [MDS] roughly one mile further back did not at first have a surgical capacity but did carry a surgeon's roll of instruments and sterilisers for life saving operations only.

In times of heavy fighting the ADS would be overwhelmed by the volume of casualties arriving and often wounded men had to lie in the open on stretchers until seen to.

Field Ambulance (FA)

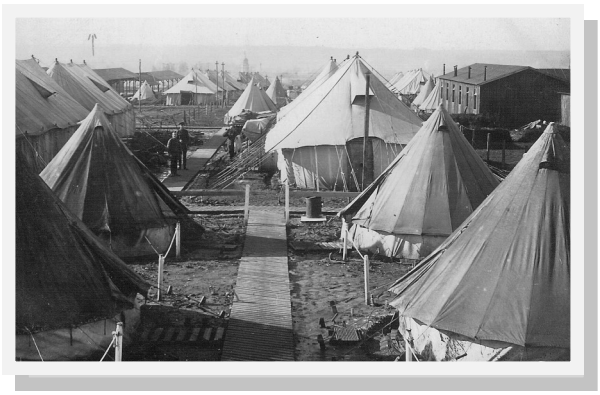
These were mobile front-line medical units for treating the wounded before they were transferred to a Casualty Clearing Station [CCS]. Each Army Division would have three FA's which were made up of ten officers and 224 men and were divided into three sections which in turn comprised stretcher -bearers, an operating tent, tented wards, nursing orderlies, cookhouse, washrooms and a horse drawn or motor ambulance. Later in the war fully equipped surgical teams were attached to the FA and urgent surgical intervention could be performed to sustain life. By the autumn of 1915 some FA's had trained nurses posted to them.

In these early stages men were assessed and then labelled with information about their injury and treatments. As in a casualty clearing station, medical officers had to prioritize using a procedure known as triage. Many of the wounded were beyond help; morphia and other pain killing drugs were the only treatment.

During Kate Luard's .rst year as a nursing sister in France and Belgium in WW1 she served on the ambulance trains un.l on 2 April 1915 she received movement orders to report to the Officer Commanding at No.4 Field Ambulance then located at Festubert. This brought her close to the front line and she referred to this in her diary as 'life at the back of the front'. Here she worked in close contact with an Advanced Dressing Sta.on.

Casualty Clearing Station (CCS)

Tented nurses' quarters at a casualty clearing station



These were the next step in the evacuation chain situated several miles behind the front line usually near railway lines and waterways so that the wounded could be evacuated easily to base hospitals. A CCS often had to move at short notice as the front line changed and although some were situated in permanent buildings such as schools, convents, factories or sheds many consisted of large areas of tents, marquees and wooden huts often covering half a square mile. Facilities Included medical and surgical wards, operating theatres, dispensary, medical stores, kitchens, sanitation, incineration plant, mortuary, ablution and sleeping quarters for the nurses, officers and soldiers of the unit. There were six mobile X-ray units serving in the British Expeditionary Force [BEF] and these were sent to assist the CCS's during the great battles.

CCS's were often dangerously vulnerable with large depots containing munitions and supplies alongside which were targeted by enemy aircraft and artillery.

A CCS would normally accommodate a minimum of fifty beds and 150 stretchers and could cater for 200 or more wounded and sick at any one time. Later in the war a CCS would be able to take in more than 500 and up to 1000 when under pressure. In normal circumstances the team would consist of seven medical officers, one quartermaster and 77 other ranks, a dentist, pathologist, seven QAIMNS [Queen Alexandra's Imperial Military Nursing Service] nurses and non-medical personnel. Major surgical operations were possible but sadly, men who had survived this far often succumbed to infection.

The CCSs were usually in small groups of two or three to enable flexibility: one might treat cases for evacuation by train, ambulance or waterways to the base area, leaving one free to receive new casualties and another was able to treat the sick who could be moved in order to receive battle casualties in an emergency.

Initially the wounded were transported to the CCS in horse-drawn ambulances – a painful journey, and over time motor vehicles or even a narrow-gauge railway were used. Often the wounded poured in under dreadful conditions, the stretchers being placed on the floor in rows with barely room to stand between them. The admissions and evacuations were incessant and almost all that could be done in the time was to feed the patient and dress his wounds. One of the greatest boons was the provision early in 1915 of trestles on which the stretchers were placed. Comforts such as sheets, pillow cases and bed socks were obtained from such organisations as the BRCS [British Red Cross Society]. As the number of casualties grew so the need for experienced staff increased. In the first Battle of Ypres difficulties were highlighted with an influx of between 1,200 and 1,500 casualties in twenty four hours and in the Battle of the Somme of July 1916 there were between 16,000 and 20,000 casualties on the first day of the offensive. By August 1916 selected CCS's had as many as twenty five nurses on the staff.

Gas was first used as a weapon at Ypres in April 1915 and thereafter as a weapon on both sides. Patients were brought in to the CCS suffering from the effects and poisoning of chlorine, phosgene and mustard gas among others.

The seriousness of many wounds and infection challenged the facilities of the CCSs and as a result their positions are marked today by military cemeteries.

Kate Luard was posted to a number of CCS's including one as Head Sister of No.32 CCS which specialised in abdominal wounds and which became one of the most dangerous when the unit was relocated in late July 1917 to Brandhoek to serve the push that was to become the Battle of Passchendaele, and where she had a staff of forty nurses and nearly 100 orderlies.

From the CCS men were transported *en masse* in ambulance trains, road convoys or by canal barges to the large base hospitals near the French coast or to a hospital ship heading for England.

A train departing from a casualty clearing station during the Battle of Passchedaele

Ambulance train (AT)

These trains transported the wounded from the CCS's to base hospitals near or at one of the channel ports. In 1914 some trains were composed of old French trucks and often the wounded men lay on straw without heating and conditions were primitive. Others were French passenger trains which were later fitted out as mobile hospitals with operating theatres, bunk beds and a full complement of QAIMNS nurses, RAMC doctors and surgeons and RAMC medical orderlies. Emergency operations would be performed despite the movement of the train, the cramped conditions and poor lighting. Hospital carriages were also manufactured and fitted out in England and shipped to France.

In the early trains there was often a lack of passage between the coaches and with only a few nurses it was necessary for a nursing sister to pass from coach to coach, whether the train was in motion or not, usually carrying a load of dressings, medicines etc. on her back in order to tend to the wounded on each coach. During the night she also had a hurricane lamp suspended from her arm. The medical staff consisted of three medical officers of the RAMC including the Commanding Officer, usually a major, two lieutenants, a nursing staff of three or four with a sister taking on supervision of the whole train, complemented by 40 RAMC other ranks and NCO's [non-commissioned officers].

An average load was 4-500 patients with a large number in critical condition. Often they were transferred to the train still in full uniform in shocking condition caked with mud and blood and owing to the cramped conditions their uniforms had to be cut away. Many journeys were long such as the one from Braisne to Rouen taking at least 2 ½ days. There were deaths on all journeys. The nurses' workload was heavy and they worked under dangerous conditions with the barest necessities and no comforts.

In Kate Luard's first book published anonymously in 1915 she vividly describes in her letters home her experiences working on the early ambulance trains 1914-1915 transporting wounded soldiers back from the Front to hospitals in the base area.

Hospital barges

Many wounded were transported by water in hospital barges. Although slow, the journey was smooth and this time allowed the wounded to rest and recuperate. The barges were converted from a range of general use barges such as coal or cargo barges. The holds were converted to 30 bed hospital wards and nurses' accommodation. They were heated by two stoves and provided with electric lighting which would have to be turned off at night to avoid being an easy target for German pilots. Nurses would have to make their rounds in pitch dark using a small torch. Outside the barges were painted grey with a large red cross on each side with the flag poles flying the Red Cross to signify they were carrying wounded soldiers**.** The interior was painted white with ventilators in the side roofs and later skylights built in to the barge. There would normally be at least one QAIMNS sister, a staff nurse and RAMC orderly per barge but with a full load of patients an RAMC sergeant, corporal, three nursing sisters, two orderlies, a cook & cook's assistant. The skipper of each barge was usually a Royal Engineer [RE] sergeant and the barge would be towed by steam tugs.

As the war progressed many soldiers were evacuated straight onto the barges from the trenches and battlefield and were ridden with lice and filthy. Due to the lack of ventilation there were problems when gas attacked patients had the smell of gas remaining on their clothing and breath which caused sickness, sore eyes and breathing problems to the nurses and patients.

Kate Luard mentions hospital barges on many occasions and in May 1915 she assists the staff on a RAMC barge which was packed with all the worst wounded in blood- soaked clothes - two died and more were dying.

Stationary Hospitals, General Hospitals & Base Area

Under the RAMC were two categories of base hospital serving the wounded from the Western Front.

There were two Stationary Hospitals to every Division and despite their name they were moved at times, each one designed to hold 400 casualties, and sometimes specialising in for instance the sick, gas victims, neurasthenia cases & epidemics. They normally occupied civilian hospitals in large cities and towns, but were equipped for field work if necessary.

The General Hospitals were located near railway lines to facilitate movement of casualties from the CCS's on to the coastal ports. Large numbers were concentrated at Boulogne and Étaples. Grand hotels and other large buildings such as casinos were requisitioned but other hospitals were collections of huts, hastily constructed on open ground, with tents added as required, expanding capacity from 700 to 1,200 beds. At first there was a lack of basic facilities – no hot water, no taps, no sinks, no gas stoves and limited wash bowls. The staff establishment was normally thirty four medical officers of the RAMC, seventy two nurses and 200 auxiliary RAMC troops.

Some general hospitals were Voluntary Hospitals supplied by voluntary organisations, notably the Red Cross and St John's Combined Organisation who ran one at Étaples. In the base areas such as Étaples, Boulogne, Rouen, Havre and Paris, the general hospitals operated as normal civilian hospitals with X-ray units, bacteriological laboratories etc. The holding capacity was such that a patient could remain until fit to be returned to his unit or sent across the channel in Hospital Ships for specialist treatment or discharge from the forces. Some of the general hospitals were handling the treatment of patients until well into 1919; in March 1920 there were still four active medical units in France – one General Hospital, one Stationary and two CCS's.

Within months of the Americans entering the war in 1917 the medical assistance they had promised the BEF [British Expeditionary Force] began to arrive in France and the first units took over 6 British General Hospitals.

Although for most of the WW1 Kate Luard served on the Ambulance Trains, in Casualty Clearing Stations and a Field Ambulance - intermittently she worked in various Stationary and General Hospitals in the base area.

Hospital Ships and Military & War Hospitals at home

Most hospital ships were requisitioned and converted passenger liners. Despite the excellent nursing and medical care many patients died aboard because of their extreme wounds. The risk of torpedoes and mines as they crossed the channel was very real.

On arrival at a British port the wounded were transferred to a home service ambulance train and on to Military and War Hospitals which were divided into nine Command areas.

Note

Not included are numerous people and organisations who were also involved in the evacuation chain. The nursing staff were supplemented by trained BRCS (British Red Cross Society) nurses and by volunteers of the Voluntary Aid Detachment (VAD's). The VAD's worked in the general hospitals and in the last two years of the war in stationary hospitals. In the early days of the war there was a Red Cross train and No.16 Ambulance Train was staffed by the Friends Ambulance Unit. The VAD's with trained Red Cross nurses were also employed right through the war on many railway stations and provided food, drinks, comforts and some first aid facilities.

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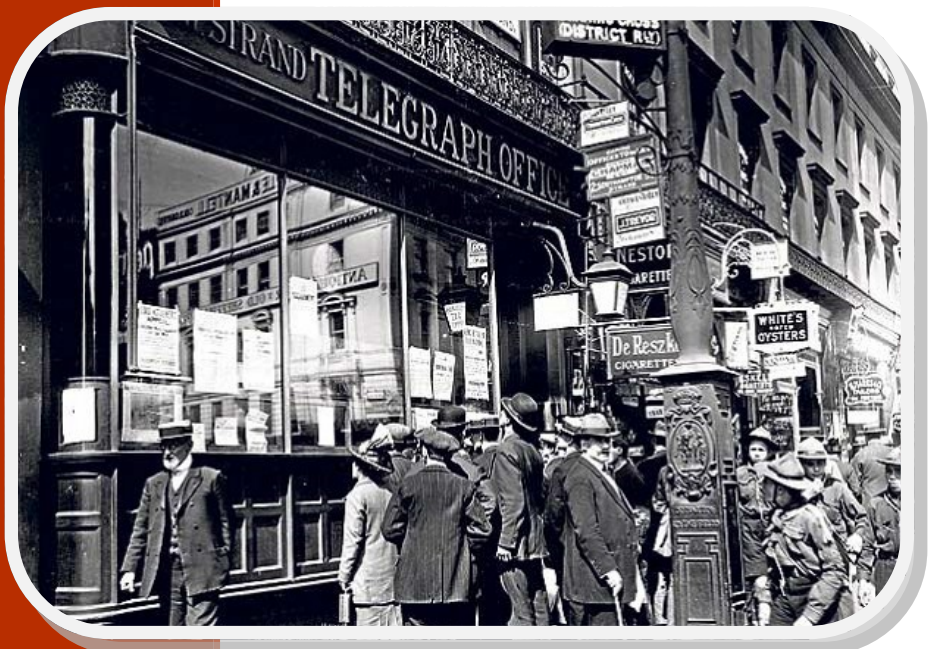
Caroline Stevens

Reporting the First World War: stumbling through the fog of war

Strict military censorship covered up much of what was really happening in the trenches - Winston Churchill then at the Admiralty coined the phrase 'the fog of war'

War correspondents fight on many fronts. Censorship is the most persistent and pernicious. From William Russell reporting the war in the Crimea to the wars of today, the correspondent struggles to tell it how it is. The censor comes in many guises but usually in uniform, and his veto is final. A state of war exists between the reporter and the establishment – and the reporter invariably loses. It was never more thoroughly and tragically so than in the First World War. The conspiracy to hide the scale of casualties condemns the principal conspirators, prime minister David Lloyd George and Lord Kitchener, minister for war and munitions. Kitchener had been vehemently hostile to journalists ever since the Sudan. He had seen no reason for them to be there and was outraged by the slightest criticism in reports of his war against the Dervishes, the Mahdi's army. "Get out of my way, you drunken swabs!" he shouted at them on his arrival in Khartoum.

Within months of the declaration of war, he introduced blanket press censorship, the most severe by any British commander yet. In the first year of the war, all press accreditation was refused. The public, anxious to understand the reason for British involvement in a Continental conflict, had to be satisfied with clumsy propaganda from the government's newly formed Press Bureau that censored even military communiqués before passing them on for publication. Its mantra was simple: "Do nothing. Say nothing. Keep off the front pages."



The Telegraph's office on the Strand displaying some of the first war bulletins urging men to join the Armed Forces

David Lloyd George, who was soon to become prime minister, told C P Scott, editor of the Manchester Guardian, that if people knew what was going on in the trenches, the war would be stopped immediately. At the time, the government even denied trenches existed.

Kitchener was adamant. There would be no press anywhere near the action. Instead, he appointed the loyal and subservient Colonel Ernest Swinton as the official war correspondent, later joined by a conscripted journalist, Henry Tomlinson. Only untrained, army cameramen were allowed anywhere near the Front. Their filming was amateur, under-exposed, grainy – and more often than not faked.

British journalists, as well as those from other countries based in London, were obliged to write stories of a war that was just across the English Channel, relying entirely on the barely believable and infantile releases from the Press Bureau. It prompted Winston Churchill, then at the Admiralty, to complain about "the fog of war", a phrase that has echoed down the corridors of every news organisation ever since.

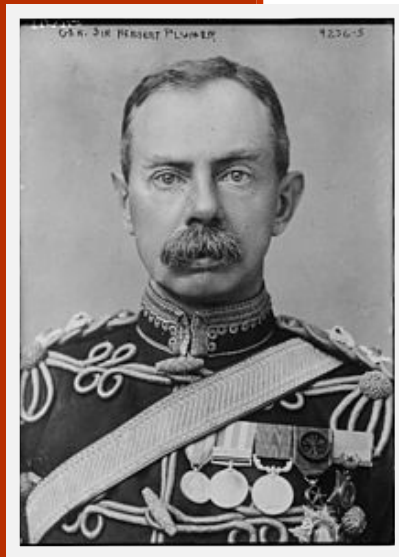
Michael Nicholson

UNVEILING OF THE MENIN GATE - SUNDAY JULY 27th 1927

Relatives of those missing in action visiting Ypres at the inauguration of the Menin Gate Memorial in July 1927

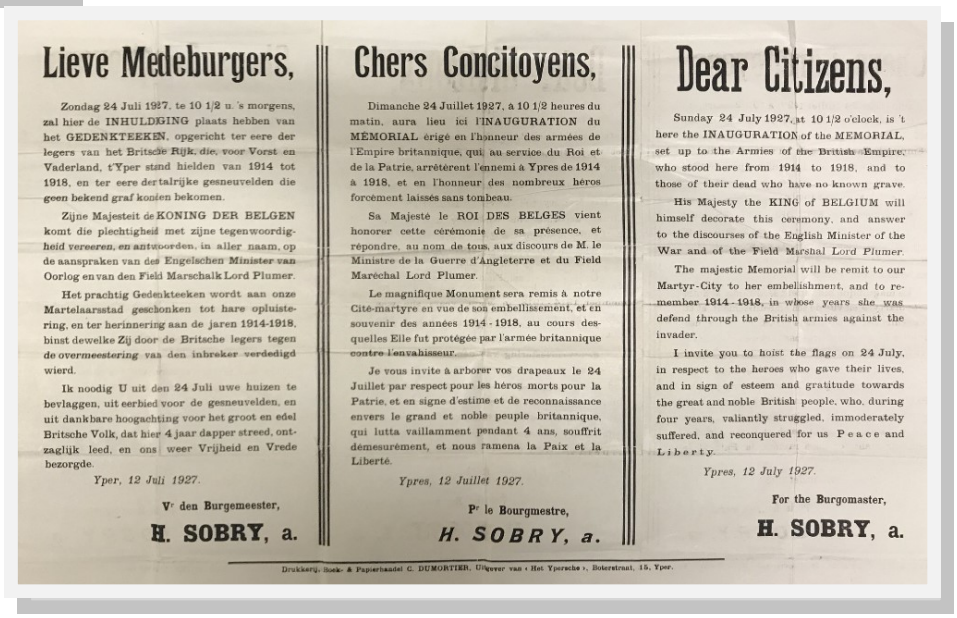
The Menin Gate Memorial to the Missing was inaugurated on Sunday 24 July, 1927 by **Field Marshal Lord Plumer**.

General Charles Harington, a colleague and close friend of **Field Marshal Plumer**, wrote about the occasion in his book entitled "'Plumer of Messines". He described a long procession of relatives winding their way through the Grande Place (the Market Square, now called the Grote Markt in Flemish). They were making their way to the newly built Menin Gate Memorial to take their places on the eastern side of the Gate. Flagpoles on the rebuilt buildings around the famous square were hung with black flags.



Following on from the Town Hall the official dignitories included **Albert, King of the Belgians**, Field Marshal Lord Plumer and **General Foch** of France. Hundreds of local inhabitants, veterans of 1914-1918 and relatives of the fallen British and Commonwealth troops were gathered in the Grand Place and along the route to the Menin Gate.

On the roadway which crosses the moat at the eastern entrance of the memorial there was seating facing the memorial for about 160 official guests and military representatives. On both sides of the seating area contingents from the Belgian and British Armies were on parade, together with British and Belgian military bands. A wooden platform for those giving the speeches was positioned just in front of the eastern arch of the memorial. Veterans of the Great War wearing civilian clothes and carrying wreaths were gathered on the pavement under the memorial's central arch.



Lieve Medeburgers,

Zondag 24 Juli 1927, te 10 1/2 u. 's morgens, zal hier de INHULDIGING plaats hebben van het GEDENKTEEKEN, opgericht ter eere der legers van het Britsche Rijk, die, voor Vorst en Vaderland, t'Yper stand hielden van 1914 tot 1918, en ter eere der talrijke gesneuvelden die geen bekend graf konden bekomen.

Zijne Majesteit de KONING DER BELGEN komt die plechtigheid met zijne tegenwoordigheid vereeren, en antwoorden, in aller naam, op de aanspraken van den Engelschen Minister van Oorlog en van den Field Marschalk Lord Plumer.

Het prachtig Gedenkteeken wordt aan onze Martelaarsstad geschonken tot hare opluistering, en ter herinnering aan de jaren 1914-1918, binst dewelke Zij door de Britsche legers tegen de overmeestering van den inbreker verdedigd wierd.

Ik noodig U uit den 24 Juli uwe huizen te bevlaggen, uit eerbied voor de gesneuvelden, en uit dankbare hoogachting voor het groot en edel Britsche Volk, dat hier 4 jaar dapper streed, ontzaglijk leed, en ons weer Vrijheid en Vrede bezorgde.

Yper, 12 Juli 1927.

V^r den Burgemeester,

H. SOBRY, a.

Chers Concitoyens,

Dimanche 24 Juillet 1927, à 10 1/2 heures du matin, aura lieu ici l'INAUGURATION du MEMORIAL érigé en l'honneur des armées de l'Empire britannique, qui, au service du Roi et de la Patrie, arrêtèrent l'ennemi à Ypres de 1914 à 1918, et en l'honneur des nombreux héros forcément laissés sans tombeau.

Sa Majesté le ROI DES BELGES vient honorer cette cérémonie de sa présence, et répondre, au nom de tous, aux discours de M. le Ministre de la Guerre d'Angleterre et du Field Maréchal Lord Plumer.

Le magnifique Monument sera remis à notre Cité-martyre en vue de son embellissement, et en souvenir des années 1914-1918, au cours desquelles Elle fut protégée par l'armée britannique contre l'envahisseur.

Je vous invite à arborer vos drapeaux le 24 Juillet par respect pour les héros morts pour la Patrie, et en signe d'estime et de reconnaissance envers le grand et noble peuple britannique, qui lutta vaillamment pendant 4 ans, souffrit démesurément, et nous ramena la Paix et la Liberté.

Ypres, 12 Juillet 1927.

P^r le Bourgmestre,

H. SOBRY, a.

Dear Citizens,

Sunday 24 July 1927, at 10 1/2 o'clock, is to here the INAUGURATION of the MEMORIAL, set up to the Armies of the British Empire, who stood here from 1914 to 1918, and to those of their dead who have no known grave.

His Majesty the KING of BELGIUM will himself decorate this ceremony, and answer to the discourses of the English Minister of the War and of the Field Marshal Lord Plumer.

The majestic Memorial will be remit to our Martyr-City to her embellishment, and to remember 1914-1918, in whose years she was defend through the British armies against the invader.

I invite you to hoist the flags on 24 July, in respect to the heroes who gave their lives, and in sign of esteem and gratitude towards the great and noble British people, who, during four years, valiantly struggled, immoderately suffered, and reconquered for us Peace and Liberty.

Ypres, 12 July 1927.

For the Burgomaster,

H. SOBRY, a.

Drukkerij, Boek- & Papierhandel C. DUMORTIER, Uitgever van « Het Ypersche », Boterstraat, 15, Yper.

Crowds were standing on the ramparts either side of the memorial and along the road opposite the memorial on the eastern side of the moat. Several hundred veterans and relatives were crowded into the street leading to the memorial from the Menin Road. Individuals were in every open window of the newly built houses overlooking the memorial. Press photographers stood on walls or ladders to get a good vantage point. Loudspeakers were set up to enable everyone to hear the ceremony even in the Grande Place. Millions were also listening to the ceremony which was broadcast on the wireless in Britain.

MENIN GATE,
YPRES.

Unveiling Ceremony

BY

Field-Marshal Lord Plumer,

G.C.B., G.C.M.G., G.B.E., G.C.V.O.,

On Sunday, July 24th, 1927.

Reduced Rate Tickets from Provincial Stations.

Return tickets to London at reduced rates from Provincial Scottish and some Irish stations are issued by us in connection with the Tours shown in this leaflet. Particulars on application at any of our Offices.

PARTICULARS OF TRAVEL ARRANGEMENTS UNDER THE MANAGEMENT OF

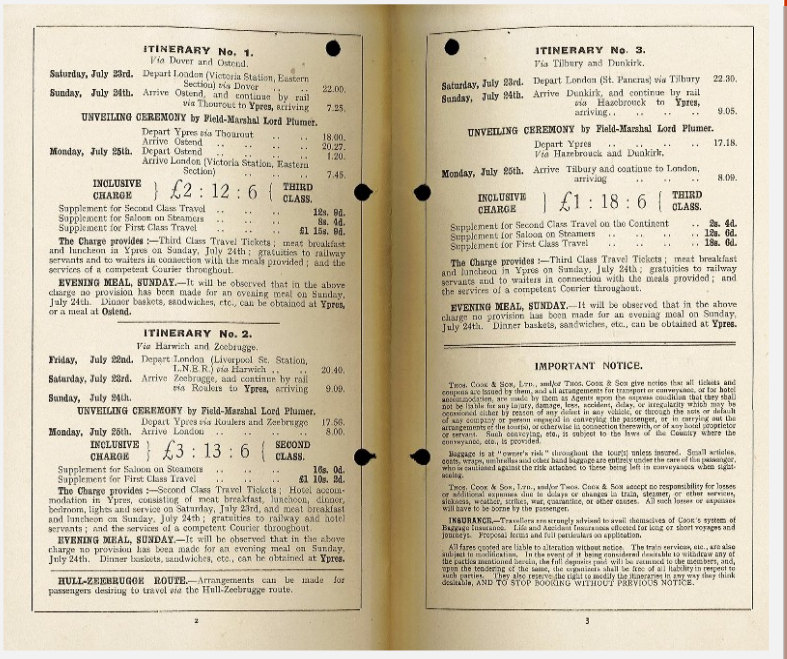
THOS. COOK & SON, LTD.,

General Foreign Passenger Agents, Pennsylvania Railroad.

Head Office: BERKELEY STREET, Piccadilly, LONDON, W. 1.

(For list of British Offices, see back page.)

Pr. 140/27. 9.



ITINERARY No. 1.

Via Dover and Ostend.

Saturday, July 23rd. Depart London (Victoria Station, Eastern Section) *via* Dover .. .. 22.00.
Sunday, July 24th. Arrive Ostend, and continue by rail *via* Thourout to **Ypres,** arriving 7.25.

UNVEILING CEREMONY by Field-Marshal Lord Plumer.

Depart Ypres *via* Thourout .. .. .. 18.00.
Arrive Ostend .. .. 20.27.
Monday, July 25th. Depart Ostend .. .. 1.20.
Arrive London (Victoria Station, Eastern Section) .. .. .. 7.45.

INCLUSIVE CHARGE £2 : 12 : 6 THIRD CLASS.

Supplement for Second Class Travel .. .. .. 12s. 9d.
Supplement for Saloon on Steamers .. .. .. 8s. 4d.
Supplement for First Class Travel .. .. .. £1 15s. 9d.

The Charge provides :—Third Class Travel Tickets; meat breakfast and luncheon in Ypres on Sunday, July 24th; gratuities to railway servants and to waiters in connection with the meals provided; and the services of a competent Courier throughout.

EVENING MEAL, SUNDAY.—It will be observed that in the above charge no provision has been made for an evening meal on Sunday, July 24th. Dinner baskets, sandwiches, etc., can be obtained at **Ypres,** or a meal at **Ostend.**

ITINERARY No. 2.

Via Harwich and Zeebrugge.

Friday, July 22nd. Depart London (Liverpool St. Station, L.N.E.R.) *via* Harwich .. .. 20.40.
Saturday, July 23rd. Arrive Zeebrugge, and continue by rail *via* Roulers to **Ypres,** arriving 9.09.
Sunday, July 24th.

UNVEILING CEREMONY by Field-Marshal Lord Plumer.

Depart Ypres *via* Roulers and Zeebrugge 17.56.
Monday, July 25th. Arrive London .. .. 8.00.

INCLUSIVE CHARGE £3 : 13 : 6 SECOND CLASS.

Supplement for Saloon on Steamers .. .. 16s. 0d.
Supplement for First Class Travel .. .. .. £1 10s. 2d.

The Charge provides :—Second Class Travel Tickets; Hotel accommodation in Ypres, consisting of meat breakfast, luncheon, dinner, bedroom, lights and service on Saturday, July 23rd, and meat breakfast and luncheon on Sunday, July 24th; gratuities to railway and hotel servants; and the services of a competent Courier throughout.

EVENING MEAL, SUNDAY.—It will be observed that in the above charge no provision has been made for an evening meal on Sunday, July 24th. Dinner baskets, sandwiches, etc., can be obtained at **Ypres.**

HULL-ZEEBRUGGE ROUTE.—Arrangements can be made for passengers desiring to travel *via* the Hull-Zeebrugge route.

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ITINERARY No. 3.

Via Tilbury and Dunkirk.

Saturday, July 23rd. Depart London (St. Pancras) *via* Tilbury 22.30.
Sunday, July 24th. Arrive Dunkirk, and continue by rail *via* Hazebrouck to **Ypres,** arriving .. .. 9.05.

UNVEILING CEREMONY by Field-Marshal Lord Plumer.

Depart Ypres .. .. 17.18.
Via Hazebrouck and Dunkirk.
Monday, July 25th. Arrive Tilbury and continue to London, arriving .. .. 8.09.

INCLUSIVE CHARGE £1 : 18 : 6 THIRD CLASS.

Supplement for Second Class Travel on the Continent .. **2s. 4d.**
Supplement for Saloon on Steamers .. .. **12s. 6d.**
Supplement for First Class Travel .. .. **18s. 6d.**

The Charge provides :—Third Class Travel Tickets; meat breakfast and luncheon in Ypres on Sunday, July 24th; gratuities to railway servants and to waiters in connection with the meals provided; and the services of a competent Courier throughout.

EVENING MEAL, SUNDAY.—It will be observed that in the above charge no provision has been made for an evening meal on Sunday, July 24th. Dinner baskets, sandwiches, etc., can be obtained at **Ypres.**

IMPORTANT NOTICE.

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Baggage is at "owner's risk" throughout the tour(s) unless insured. Small articles, coats, wraps, umbrellas and other hand baggage are entirely under the care of the passenger, who is cautioned against the risk attached to these being left in conveyances when sight-seeing.

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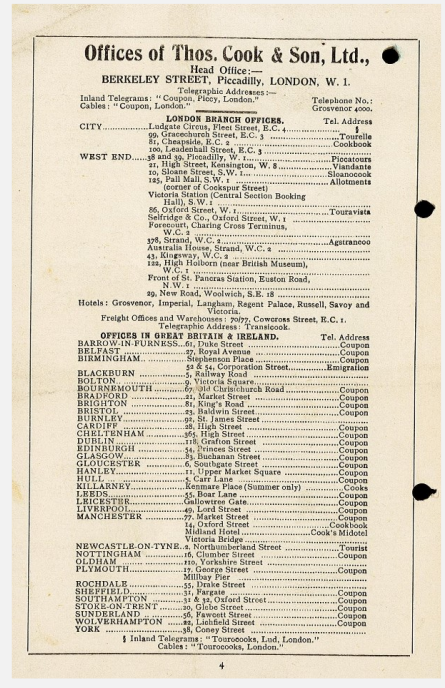

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Inland Telegrams: "Coupon, Fleet, London." Telephone No.: Grosvenor 4000.
Cables: "Coupon, London."

LONDON BRANCH OFFICES.	Tel. Address
CITY.....Ludgate Circus, Fleet Street, E.C. 4	§
99, Gracechurch Street, E.C. 3	Tourelle
81, Cheapside, E.C. 2	Cookbook
100, Leadenhall Street, E.C. 3	
WEST END.....8 and 9a, Piccadilly, W. 1	Picaconts
21, High Street, Kensington, W. 8	Viandante
10, Sloane Street, S.W. 1	Sloanecook
125, Pall Mall, S.W. 1 (corner of Cockspur Street)	Allotments
Victoria Station (Central Section Booking Hall), S.W. 1	
86, Oxford Street, W. 1	Touravista
Selfridge & Co., Oxford Street, W. 1	
Forecourt, Charing Cross Terminus, W.C. 2	
378, Strand, W.C. 2	Agsiraneo
Australia House, Strand, W.C. 2	
43, Kingsway, W.C. 2	
122, High Holborn (near British Museum), W.C. 1	
Front of St. Pancras Station, Euston Road, N.W. 1	
29, New Road, Woolwich, S.E. 18	

Hotels: Grosvenor, Imperial, Langham, Regent Palace, Russell, Savoy and Victoria.

Freight Offices and Warehouses: 70/77, Cowcross Street, E.C. 1. Telegraphic Address: Transcook.

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BARROW-IN-FURNESS...61, Duke Street	Coupon
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BIRMINGHAM.....Stephenson Place	Coupon
52 & 54, Corporation Street	Emigration
BLACKBURN.....5, Railway Road	
BOLTON.....9, Victoria Square	
BOURNEMOUTH.....67, Old Christchurch Road	Coupon
BRADFORD.....21, Market Street	Coupon
BRIGHTON.....81, King's Road	Coupon
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EDINBURGH.....54, Princes Street	Coupon
GLASGOW.....83, Buchanan Street	Coupon
GLOUCESTER.....6, Southgate Street	Coupon
HANLEY.....11, Upper Market Square	Coupon
HULL.....5, Carr Lane	Coupon
KILLARNEY.....Kenmare Place (Summer only)	Cooks
LEEDS.....55, Boar Lane	Coupon
LEICESTER.....Gallowtree Gate	Coupon
LIVERPOOL.....49, Lord Street	Coupon
MANCHESTER.....77, Market Street	Coupon
14, Oxford Street	Cookbook
Midland Hotel	Cook's Midotel
Victoria Bridge	
NEWCASTLE-ON-TYNE..9, Northumberland Street	Tourist
NOTTINGHAM.....16, Clumber Street	Coupon
OLDHAM.....110, Yorkshire Street	
PLYMOUTH.....17, George Street	Coupon
Millbay Pier	
ROCHDALE.....55, Drake Street	
SHEFFIELD.....31, Pargate	Coupon
SOUTHAMPTON.....31 & 32, Oxford Street	Coupon
STOKE-ON-TRENT.....20, Glebe Street	Coupon
SUNDERLAND.....56, Fawcett Street	Coupon
WOLVERHAMPTON.....82, Lichfield Street	Coupon
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§ Inland Telegrams: "Tourcocks, Lnd, London." Cables: "Tourcocks, London."

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Recalling the speech given by Lord Plumer as he officially unveiled the memorial, General Harington commented in his book "Plumer of Messines" about Plumer's natural ability for public speaking. Harington considered that Plumer's speech at the Menin Gate was perhaps his greatest effort and that it must have been a supreme moment in his life. Plumer was standing on the spot where countless British soldiers had passed through the gateway from Ypres on their last march to the front line. Both Plumer and Harington had witnessed the town of Ypres being smashed to pieces. Harington wrote:

> *"I am sure he was thinking, as we were, of all those Brigade and Battalion Headquarters which he used to visit living in burrows under those ramparts, of the casualties incurred nightly by the endless stream of transport men, their horses and mules - on their nightmare journeys through that Menin Gate, the star shells, the crackling rifle fire, shell bursts, plunging horses and dogged Infantrymen. Each gateway a bottle-neck, registered to an inch by the enemy guns. Every man and animal had to run the gauntlet both going in and coming out. The Cloth Hall of world fame. The Cathedral. The Convent. The old Water Tower leaning over like Pisa, and every other building all in ruins, the old swans still swimming in the moat..."*

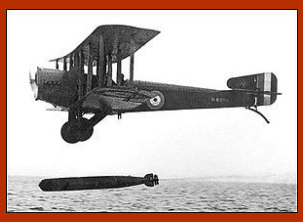
"He is not missing: he is here!"

Were the words of Field Marshal Lord Plumer as he unveiled the memorial on Sunday 24 July 1927

According to Harington the most moving part of Lord Plumer's speech was his attempt to give some comfort to the parents and relatives at the ceremony of the missing soldiers of the Ypres battlefields. Facing the Ypres Salient his words were:

> *"... One of the most tragic features of the Great War was the number of casualties reported as 'Missing, believed killed'. To their relatives there must have been added to their grief a tinge of bitterness and a feeling that everything possible had not been done to recover their loved ones' bodies and give them reverent burial. That feeling no longer exists; it ceased to exist when the conditions under which the fighting was being carried out were realized.*
>
> *But when peace came and the last ray of hope had been extinguished the void seemed deeper and the outlook more forlorn for those who had no grave to visit, no place where they could lay tokens of loving remembrance. ... It was resolved that here at Ypres, where so many of the 'Missing' are known to have fallen, there should be erected a memorial worthy of them which should give expression to the nation's g ratitude for their sacrifice and its sympathy with those who mourned them. A memorial has been erected which, in its simple grandeur, fulfils this object, and now it can be said of each one in whose honour we are assembled here today:*
>
> ***'He is not missing; he is here'."***

At the end of the service buglers of the Somerset Light Infantry sounded the "Last Post" and pipers of the Scots Guards, standing on the ramparts, played a lament.



Great War Quiz

1. The highest daily British casualty rate of the war occurred in the Battle of Arras in April–May 1917. True or false?

2. What was the English title of the novel "Im Westen Nichts Neues"?

3. Who resigned on 15th May 1915 over the Dardanelles Expedition?

4. Name the British aircraft manufacturer that produced cuckoos, dolphins, pups and tabloids.

5. Which country attacked Serbia on 5th October 1915 but did not declare war until one week later?

6. Name the New Zealander whose actions during a four week period from July to August 1918 earned him successively the MM, the DCM and the VC.

7. What was Flt. Commander C.H. Kingsman Edmonds claim to fame?

8. Who did Stefan Zweig describe as "the man with the bull-dog neck and cold, staring eyes"?

9. Which Anglican clergyman was the originator of the idea of the Tomb of the Unknown Warrior?

10. Who said of the 1918 campaign, *"the French were exhausted, the Americans disappointing and the British invincible"*?

(Answers on back cover)

GALLERY CORNER

They shall grow not old, as we that are left grow old:
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning
We will remember them.

LEAVING LETCHWORTH STATION

The boys then ……

The boys now ……..

Very special to find a photograph taken in the exact location……The boys are just the same really!

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The Angel & The Fallen

A Concert Commemorating the Centenary of the First World War

The Band of The Scots Guards

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www.wessexwfa.org.uk

And finally…. (Quiz Answers)

[1] True - 4,076; [2] All Quiet on the Western Front; [3] First Sea Lord Jacky Fisher; [4] Sopwith; [5] Bulgaria; [6] Reginald Stanley Judson; [7] First pilot to sink a ship by aerial torpedo (12/08/1915 in Sea of Marmara); [8] Archduke Franz Ferdinand; [9] Former Army Chaplain David Railton; [10] Ferdinand Foch.

Illustrations courtesy of Tim Fox-Godden