

THE DAILY STAR

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MARKING GRAVES OF DEAD HEROES

SYSTEM SOLVES PROBLEM AND RELIEVES BEREAVED

Last Resting Places of British Soldiers Who Have Fallen on the Battlefield.

In keeping with all other phases of the war, one has come at last in the care of the dead. Where all was topy-turly two years ago in the first pell-mell rush to battle, and where there was little time to bury men even where they fell, the British now have evolved an organization and a system of dealing with this ever-growing problem which will at least relieve the bereaved at home of the added torment and anxiety of the unknown grave.

At the beginning of the war men were buried near the trenches only by the graves blown away by exploding shells the very next day. But many remained, and some have been identified as the allies have fought their way slowly back over part of the ground once occupied by the Germans.

Many Low Crosses. Where there was hard fighting in France and Belgium, the eye of the traveller along the roads to-day is struck by many low crosses sticking out of the ground and in the fields, in cottage gardens, in corners of farmyards and orchards, even on the roadside strips of grass. Where the ground has changed hands a good deal in the course of the war one can see, within a few hundred yards of each other, the gabled and eaved crosses of the Germans, the "Hinter Gott" and a name painted white on a dark background; the beaded cross of the French with its Requiescat or "Dort pour la France," and the plain lined cross of the English, white or light brown, or just unpainted wood, "In loving memory," of one or more officers and men.

Buried in "No Man's Land." The very position of some of these isolated memorials is eloquent. Near Fricourt, on what used to be "No Man's Land," until the English won it the past summer, a number of English crosses stand to the memory of unknown French soldiers. This was part of the line turned over to the English by the French. "We leave your trenches and our dead," they said. When the English offensive began last July and the first line German trenches were carried by storm, it was one of the first cares of the British Tommies to bury the bodies of their French comrades, some having lain in the fire-swept zone since late in the winter.

To some officers the idea of being buried where they fall, and have there erected over the modest little memorial of a roughly hewn cross, is an honor greater than the shelter of a grave. A few crosses are set up before they could be anchored firmly enough to ensure their permanency; bursting shells likewise carried away span after span, sometimes just at the moment of completion, sometimes while the work was still progressing, and sometimes long after and was in use. Yet never for an instant did the French engineers relinquish their work. The bridges promise to remain for a long time as a lasting tribute and monument to the genius and perseverance of the French army engineers.

Capture Dye Trade. British Dye Makers Reap Harvest From War. Many a struggling company has been set on its legs by the war, but there is perhaps no more remarkable instance than that of Levinstein, Limited, the dye and color manufacturers of Blackley, Manchester, says the London Chronicle. This company was formed in 1895, with a capital of £90,000.

Graves Identified. When an officer or man is killed at the front or dies of wounds, his burial is now at once reported to the registration unit. If killed in action he may still be buried in the old way somewhere near the trench. If not, the chaplain or officer who buries him, reports the position of the grave, which, as soon as possible, is marked with a durable cross and an identification plate stamped in aluminum. But this mode is becoming much less common. The army has been quick to realize the desirability of burying its dead in the nearest of the 300 or more recognized cemeteries behind the line. The bodies are carried back by road or light railway to one of the little wooden, iron or canvas mortuaries which the registration units have set up in the cemeteries. There is nothing perfunctory about the funerals. Everything is done as tenderly and reverently as if the dead were in an English churchyard.

Some of the cemeteries are great extensions of little village graveyards. Some were begun by special corps or divisions, which wished to bury their dead all together. In one is found separate plots, each with its special entrance, for Gurkhas, Sikhs and Punjabs. Under the great trees of another, where many of those who fell at Festubert lie, some Indian soldiers have followed the custom of their country and built brick tombs of extraordinary massiveness.

Died at Vimy Ridge. At Villers aux Bois the French buried 2,500 of those who were killed in winning the Vimy Ridge. On each

grave, at the foot of its wooden cross, there is still stuck in the earth, neck downward, the bottle in which the first hasty record of the interment was placed. A few days ago a woman in deep mourning visited one of the French cemeteries with a handful of white flowers. She was arranging these on one of the French graves when one of the usual little bearded processions, passed by. On the stretcher was a body sewn up in a brown army blanket, a big Union Jack lying over it. The woman rose and shyly, with some of the flowers still in her hand, fell in at the rear of the procession. As the chaplain was reading "dust to dust," and "ashes to ashes," the little French woman was kneeling on the ground. The service over, and the rest turning away, she came close to the grave, dropped the white flowers, and returned to the other graves empty handed.

THE RIVER OF THE BRIDGES. Some of the Miracles Performed to Save Verdun. The United Press correspondent at the headquarters of the French armies uncovers another interesting view of the death struggle before Verdun in the following: As a result of the Crown Prince's protracted and costly assault on Verdun, the Meuse in the immediate vicinity could no longer consistently change its name into that of "The River of the Bridges." The construction of these bridges is another of the veritable miracles of genius and courage which the French army performed to save Verdun. Several of the French rivers, and notably the Meuse and the Somme, consist of an endless chain of marshes, connected by a number of small streams extending over the entire valley for a width of never less than a mile and from this to a mile and a half and two miles. Each one of the Verdun bridges, therefore, instead of being a flimsy structure of a few hundred feet in length, is obliged to span the entire width of the Meuse.

Half of the miracle of these bridges is found in the almost incredible circumstances and conditions in which their construction took place. The object aimed at by the Crown Prince in attacking on both sides of the Meuse was to cut the French army in two by a wide marshy river that the two or three bridges then in existence. This was one of the defects in the defence of Verdun which the French at once set themselves to remedy. The first bridge was built in reasonable tranquility with the result that the army of French engineers employed on it completed their task in just 15 days. The sudden appearance of this structure, however, revealed to the Germans what the French were doing, and from that moment every foot of the Meuse, north and south of Verdun was kept under a terrific bombardment. Coupled with this unending hail of shells came also the frequent inundations to which the Meuse is subject, especially in the spring. Day after day spans of the bridge would be washed out before they could be anchored firmly enough to ensure their permanency; bursting shells likewise carried away span after span, sometimes just at the moment of completion, sometimes while the work was still progressing, and sometimes long after and was in use.

BRITAIN IN THE SOUDAN. Population Have Proved More Loyal Than Ever. In spite of frequent reports that the native population of Egypt and the Sudan are on the point of rising against their British rulers, they have proved themselves more loyal than ever, says Herbert Adams Gibbons, author of "The New Map of Europe," who recently spent some time in the various North African countries gathering material for his new book. In this opinion, a visit which he paid to Omdurman on the occasion of the prophet's birthday. His host was Sir Reginald Wingate, Kitchener's successor as Sirdar of the Sudan. "When Sir Reginald explained to the sheiks who I was and what I had come for," writes Mr. Gibbons, "they nodded their heads with satisfaction and laughed.

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CANADIAN CAMPS GROWING

Spreading All Over England—Wonderful Organization. The Canadian army is gradually spreading itself over the face of England. The comparatively small force which made history at Salisbury has grown into a tremendous army. On every street of every city in the United Kingdom, and along the highways throughout all parts of the country soldiers of the Dominion are to be seen.

There are now three great training camps in England; the training division at Shorncliffe, which is well known to the people of Canada; the training area at Bramshot, which we have occupied for over a year; and a new command at Brighton, which has just recently been established. Concomitant with the latter, although it is probably one of the largest, is the Brighton command camp, the people in Canada know very little. Brighton command consists of four main camps, located at Crowborough, Hastings, Shoreham and Seaford.

Major Morait, Military Expert, Busy Changing Viewpoints. Major Morait, the military expert of the Berliner Tageblatt, has not been much in evidence lately, says the London Chronicle. About three months ago he declared that the possession of Verdun was a life and death affair for the German armies in the west. Nearly two years ago he said the same thing about Calais. A fortnight since the Somme offensive began he declares that the British and French advance has fizzled out. He has prophesied about Egypt, about the Caucasus, about Salonika, and none of his prophecies have been fulfilled. Merely as a prophet he is not worth his wages.

Aviator Dead, But Plane Sailed On As Usual. Replete with dramatic incidents are the reports just published of the late Captain Boelke, the famous German aviator, who brought down forty enemy planes during his service ended by his death on October 29.

INDUSTRIES IN TRENCHES. Making of Amateur Jewelry a Passion With Soldiers. The monotony of life in the French lines in the British trenches is varied by a number of small industries, according to account bits of stone or wood or enemy cartridge cases and spent bullets in ingenious trifles for use or for mementoes, says the Manchester Guardian.

TRANSPORTATION ROMANCE. How Great Engineering Problems Are Mastered. The transportation romance of the 450-mile mountain front of the Italian army, set down in cold, hard figures, reads thus: 2,248 miles of railroads built or repaired, 590 miles of new railroad built, 150 miles of air line cables stretched for the telegraphic system, 30,000 miles of telephone wire, 10,000 new troop, hospital, and freight buildings erected; 200 miles of narrow-gauge railroad laid in or behind the trenches, 110 new bridges thrown across rivers and precipices to accommodate 2,040 miles of operating road.

FOOD SHORT IN HOLLAND. Flour and Necessaries Scarce—None for Germany. The Holland-American Line announces that about 75 per cent. of the cargo holds of their steamers have been requisitioned by the Netherlands Government to carry foodstuffs. Unless goods offered for shipment on these steamers are accompanied by a cable permit from the Dutch Government they cannot be received.

POPULATION INCREASE. Russia is over forty times the size of Germany. The population of Russia is over forty times the size of Germany, according to a report from the London Chronicle.

ITEMS OF INTEREST

Switzerland has 296,000 cows. Oaxaca is pronounced Wash-ha-ca. Balise wood is the lightest of all lumber. Switzerland imposes a tariff on auto imports. Turkey has put bakeries under Government rule.

Bottles of Deadly Germs Found Buried in Yard in Bucharest. Henry Barby, Le Journal's (Paris) special correspondent in Rumania, has written the most detailed account received here of the discovery of deadly microbes sent by Germany to Bucharest to spread disease among cattle, if not among the population.

The United States in 1916 produced 50,055 tons of lead. The United States coast guard in 1915 saved 1,507 lives. Argentina has 528 waterworks systems, costing \$123,000,000.

The United States annually spends \$100,000,000 in building public buildings. English colonies total 13,002,321 square miles in area, with a population of 330,005,035.

Salonica contains a large number of Spanish-speaking inhabitants, not very surprising, perhaps, in a mongrel city of the Near East, but explained by the fact that large numbers of Spanish Jews, exiled some centuries ago, took refuge there, and carried their language. Another part of the world in which the Spanish Jew is outstanding is the high plateau of Columbia. Its inhabitants are a vigorous people, noticeably of Semitic stamp, and successful commercially.

At last he turned down a narrow lane. He caught the heavy scent of the honeysuckle and the sweet freshness of the newly-mown hay. And then the old house flashed into view. Another hundred yards and he saw the creepers that twisted and climbed up the frontage, and used, he remembered, to burst into his window. His eyes fastened on the smoke that curled so contentedly about the quaint-looking chimney-pot.

He looked through the window over the broad fields, and thought how good it would be to work there once again. But not yet. To-morrow these things would be a memory. And should he be fortunate to come back—to come home— "Good-by, mother!" he says. "I shall come back again!"

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MICROBE PLOTTING LAID TO GERMANS

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