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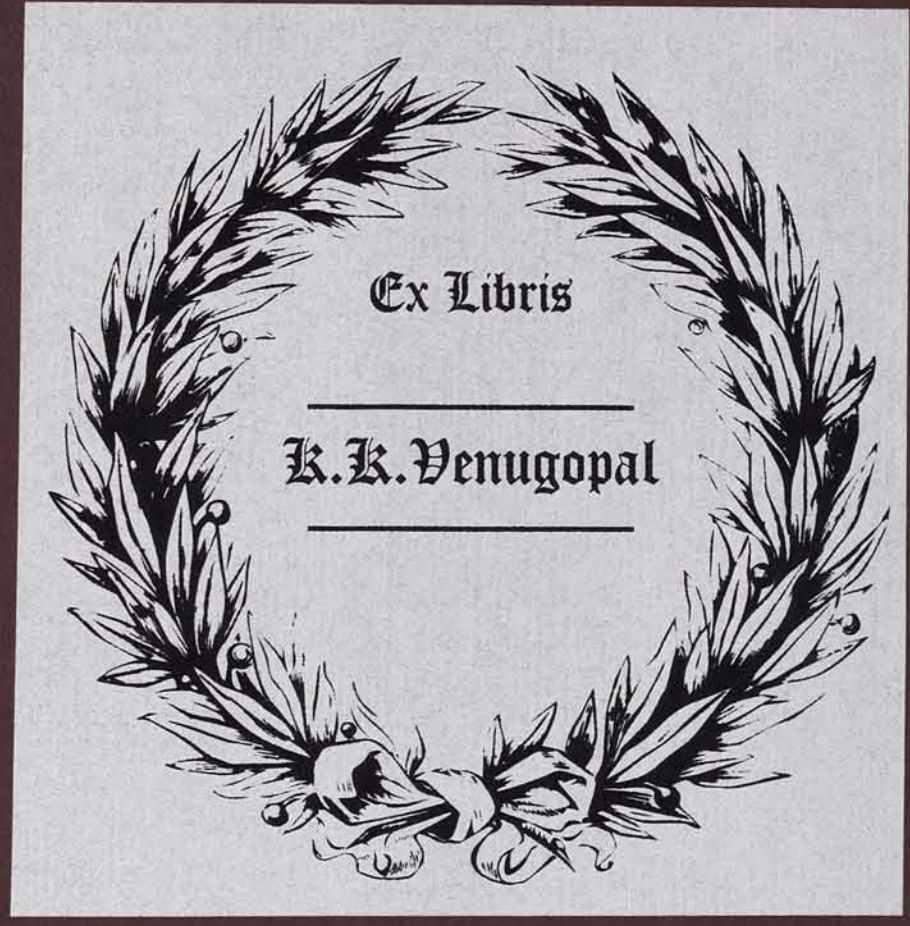
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EXPLANATORY INDEX

Sections:

For the Index to the Coloured and other Plates see the Reverse of the Title Page.

EXPLANATION OF THE PORTRAITS OF NOTABLE PERSONALITIES OF THE PRESENT REIGN APPEARING IN THE BORDERS.

Pages 1, 2, and 4. Close relatives of Their Majesties now living.

Page 1. H.R.H. THE DUCHESS OF YORK (wife of their Majesties' second son). H.R.H. THE DUCHESS OF KENT (wife of their Majesties' youngest son). T.R.H. PRINCESS ELIZABETH and PRINCESS MARGARET ROSE (grand-daughters of their Majesties and daughters of the Duke and Duchess of York).

Page 2. H.R.H. THE DUKE OF CONNAUGHT, uncle of his Majesty. H.R.H. PRINCESS BEATRICE, aunt of his Majesty. H.R.H. PRINCESS VICTORIA, sister of his Majesty. H.M. QUEEN MAUD OF NORWAY, sister of his Majesty. H.R.H. PRINCESS LOUISE, aunt of his Majesty. H.M. QUEEN VICTORIA OF SPAIN, cousin of his Majesty.

Page 4. H.R.H. PRINCESS ARTHUR OF CONNAUGHT, niece of his Majesty. H.R.H. PRINCE ARTHUR OF CONNAUGHT, cousin of his Majesty. THE EARL OF MACDUFF, son of Prince and Princess Arthur of Connaught. THE MASTER OF CARNEGIE, son of Lord Carnegie and Lady Maud Carnegie. VISCOUNT LASCELLES and the HON. GERALD LASCELLES, grandsons of their Majesties and sons of the Earl of Harewood and the Princess Royal. LADY MAUD CARNEGIE, niece of his Majesty. THE HON. ALEXANDER RAMSAY, son of Rear-Admiral the Hon. Sir A. R. M. Ramsay and of Lady Patricia Ramsay. LADY PATRICIA RAMSAY, cousin of his Majesty.

N.B.—Portraits of the sons and daughter of their Majesties appear on Colour Plate II., Photogravure Plate II., and on page 14.

Page 6. Viceroys of India and Lords Lieutenant of Ireland.

VICEROYS OF INDIA: The Earl of Minto (1905-1910), d. 1914. Baron Hardinge of Penshurst (1910-1916). Viscount Chelmsford (1916-1921), d. 1933. Marquess of Reading (1921-1926). Viscount Halifax (then Lord Irwin, 1926-1931). The Earl of Willingdon (since 1931).

LORDS LIEUTENANT OF IRELAND: Marquess of Aberdeen and Temair (1905-1915), d. 1934. Viscount Wimborne (1915-1918). Earl of Ypres (then Viscount French, 1918-1921), d. 1925. Viscount FitzAlan of Derwent (1921-1922).

Pages 8 and 12. Governors-General of Australia, Canada, New Zealand, and South Africa.

Page 8. GOVERNORS-GENERAL OF AUSTRALIA: Earl of Dudley (1908-1911), d. 1932. Baron Denman (1911-1914). Viscount Novar (1914-1920), d. 1934. Baron Forster (1920-1925). Baron Stonehaven (1925-1930). Sir Isaac Isaacs (since 1931). GOVERNORS-GENERAL OF CANADA: Earl Grey (1905-1911), d. 1917. Duke of Devonshire (1916-1921). Viscount Byng of Vimy (1921-1926). Earl of Bessborough (since 1931). *N.B.*—The portraits of H.R.H. the Duke of Connaught (Governor-General of Canada, 1911-1916) and of the Earl of Willingdon (Governor-General of Canada, 1926-1930) are on pages 2 and 6 respectively.

Page 12. GOVERNORS-GENERAL OF NEW ZEALAND: Earl of Liverpool (1917-1920). Earl Jellicoe (1920-1924). General Sir Charles Fergusson (1924-1930). Baron Bledisloe (1930-1935). *N.B.*—Until 1917, the King was represented in New Zealand by a Governor, not a Governor-General. GOVERNORS-GENERAL OF SOUTH AFRICA: Viscount Gladstone (1910-1914), d. 1930. Earl Buxton (1914-1920), d. 1934. Earl of Athlone (1923-1931). Earl of Clarendon (since 1931).

Pages 14 and 16. Lords Chancellor, Lords Chief Justice of England, Masters of the Rolls, and Presidents of the Probate, Divorce and Admiralty Division.

Page 14. LORDS CHANCELLOR: Earl Loreburn (1905-1912), d. 1923. Viscount Haldane (1912-1915 and 1924), d. 1928. Viscount Buckmaster (1915-1916), d. 1935. Viscount Finlay (1916-1919), d. 1929. Earl of Birkenhead (1919-1922), d. 1930. Viscount Cave (1923 and 1925-1928), d. 1928. Viscount Hailsham (1928-1929). Viscount Sankey (since 1929). LORDS CHIEF JUSTICE: Viscount Alverstone (1909-1913), d. 1915. Baron Trevethin (1921-1922).

Page 16. Baron Hewart (since 1922).

N.B.—A portrait of Lord Reading (Lord Chief Justice, 1913-1921) appears on page 6. MASTERS OF THE ROLLS: Baron Cozens-Hardy (1907-1918), d. 1920. Baron Swinfen (1918-1919), d. 1919. Baron Sterndale (1919-1923), d. 1923. Baron Hanworth (since 1923). PRESIDENTS OF THE PROBATE, DIVORCE AND ADMIRALTY DIVISION: Viscount Mersey (1909-1910), d. 1929. Sir Samuel T. Evans (1910-1918), d. 1918. Baron Merrivale (1919-1933). Sir F. Boyd Merriman (since 1933). *N.B.*—Lord Sterndale, whose portrait appears on this page, was President of the P.D. and A. Div. from 1918 to 1919. Sir Edward Marshall-Hall, the famous advocate whose portrait is also given here, died in 1927.

Page 18. Lords Chamberlain of the Household, Lords Steward and Masters of the Horse.

LORDS CHAMBERLAIN: Earl Spencer (1905-1912), d. 1933. Viscount Sandhurst (1912-1921), d. 1921. Duke of Atholl (1921-1922). Earl of Cromer (since 1922). LORDS STEWARD: Earl of Chesterfield (1910-1915), d. 1933. Earl Farquhar (1915-1922), d. 1923. Earl of Shaftesbury (since 1922). MASTERS OF THE HORSE: Earl of Granard (1910-1915 and since 1924). Marquess of Bath (1922-1924). *N.B.*—The Earl of Chesterfield was Master of the Horse from 1915 to 1922.

Page 20. Leaders of Religion.

The Most Revd. Randall T. Davidson (Archbishop of Canterbury, 1903-1928), d. 1930. The Most Revd. Cosmo Gordon Lang (Archbishop of York, 1908-1928; Archbishop of Canterbury since 1928). The Most Revd. William Temple (Archbishop of York since 1929). The Most Revd. A. G. Edwards (Archbishop of Wales, 1920-1934). The Most Revd. J. B. Crozier (Archbishop of Armagh, 1911-1920), d. 1920. The Most Revd. C. F. D'Arcy (Archbishop of Armagh since 1920). H.E. Cardinal F. Bourne (Archbishop of Westminster, 1903-1935), d. 1935. The Rev. William Booth (General of Salvation Army, 1878-1912), d. 1912. The Rev. W. Bramwell Booth (General of Salvation Army, 1912-1929), d. 1929. The Rev. E. J. Higgins (General of Salvation Army, 1929-1934). Miss Evangeline Booth (General of Salvation Army since 1934).

Page 21. Prime Ministers and Speakers of the House of Commons.

PRIME MINISTERS: Earl of Oxford and Asquith (then Mr. Asquith, 1908-1916), d. 1928. David Lloyd George (1916-1922). Andrew Bonar Law (1922-1923), d. 1923. Stanley Baldwin (1923-1924 and 1924-1929). Ramsay MacDonald (1924 and since 1929). SPEAKERS OF THE HOUSE OF COMMONS: Viscount Ullswater (then J. W. Lowther, 1905-1921). J. H. Whitley (1921-1928), d. 1935. Captain E. A. Fitzroy (since 1928).

Page 22. Prime Ministers of Australia, Canada, New Zealand, and South Africa.

PRIME MINISTERS OF AUSTRALIA: Sir Joseph Cook (1913-1914). W. M. Hughes (1915-1923). S. M. Bruce (1923-1929). J. H. Scullin (1929-1931). J. A. Lyons (since 1932). PRIME MINISTERS OF CANADA: Sir Robert Borden (1911-1920). Arthur Meighen (1920-1921 and 1926). W. L. Mackenzie King (1921-1926 and 1926-1930). R. B. Bennett (since 1930). PRIME MINISTERS OF NEW ZEALAND: Thomas Mackenzie (1912). W. F. Massey (1912-1925), d. 1925. Sir F. H. Dillon Bell (1925). J. G. Coates (1925-1928). G. W. Forbes (since 1930). PRIME MINISTERS OF SOUTH AFRICA: General J. C. Smuts (1919-1924). General J. B. M. Hertzog (since 1924).

N.B.—Andrew Fisher, Prime Minister of Australia (1910-1913 and 1914-1915; d. 1928); Sir Wilfrid Laurier, Prime Minister of Canada (1896-1911; d. 1919); Sir J. G. Ward, Prime Minister of New Zealand (1906-1912 and 1928-1930; d. 1930); and General Louis Botha, Prime Minister of South Africa (1910-1919; d. 1919), appear in an illustration on page 29; and General Botha's portrait is also in the border of page 50.

Pages 24 and 28. Prominent Personalities in Politics.

Page 24. Viscount Grey of Fallodon, Foreign Minister at the outbreak of the Great War (d. 1933). Earl of Rosebery, former Prime Minister (d. 1929). Marquess Curzon, Foreign Minister (d. 1925). Marquess of Lansdowne, Liberal statesman (d. 1927). Earl of Balfour, former Prime Minister (d. 1930). Viscount Rhondda, Food Controller 1917-1918 (d. 1918). Viscount Milner, Colonial Administrator (d. 1925). Viscount Northcliffe, Director of Propaganda, 1918, and newspaper proprietor (d. 1922). Viscount Long, Conservative politician (d. 1924). Viscount Snowden, Labour Chancellor of the Exchequer. Lord Carson, Unionist leader. Sir Robert Horne, Chancellor of the Exchequer. Viscount Brentford (formerly Mr. Joynson-Hicks), Conservative politician (d. 1932). Viscount Craigavon, first Prime Minister of Northern Ireland. Viscount Cecil of Chelwood, President, League of Nations Union. Duchess of Atholl, Parliamentary Secretary to the Board of Education, 1924-1929. Earl of Derby, Secretary of State for War, 1916-1918.

Page 28. W. T. Cosgrave, first President of the Executive Council of the Irish Free State. Neville Chamberlain, Chancellor of the Exchequer in the National Government. J. H. Thomas, Dominions Minister in the National Government. Sir Austen Chamberlain, Chancellor of the Exchequer, 1919-1921. Sir John Simon, Foreign Minister in the National Government. George Lansbury, Leader of the Labour Party. John Redmond, Irish Nationalist (d. 1918). Arthur Henderson, Labour statesman. Sir Herbert Samuel, Leader of the Liberal Parliamentary Party. Sir Eric Geddes, member of the Imperial War Cabinet, 1918. Eamon De Valera, second and present President of the Executive Council of the Irish Free State. Walter Runciman, President of the Board of Trade in the National Government. Mrs. Pankhurst, Suffragette leader (d. 1928). J. Keir Hardie, pioneer of the Labour Party (d. 1915). E. S. Montagu, joint author of the Montagu-Chelmsford report on India (d. 1924). Margaret Bondfield, first woman Cabinet Minister (Labour). J. R. Clynes, Labour leader. Anthony Eden, Lord Privy Seal since 1934.

Pages 37, 38, and 42. Scientists of the present Reign.

Page 37. Lord Rutherford, great physicist. Sir Archibald Geikie, geologist (d. 1924). Sir William Crookes, great chemist (d. 1919). Sir Charles Parsons, inventor of the Parsons steam turbine (d. 1931). Lord Rayleigh, discoverer of argon (d. 1919). Lord Lister, inventor of antiseptic surgery (d. 1912). Sir E. Ray Lankester, biologist (d. 1929). Lord Avebury, naturalist (d. 1913). Sir Ronald Ross, great bacteriologist (d. 1932). Sir J. J. Thomson, physicist.

Page 38. Dr. A. Russel Wallace, great naturalist (d. 1913). Sir Oliver Lodge, physicist. Sir William Bragg, physicist. Sir William Ramsay, chemist (d. 1916). Sir James Dewar, chemist and physicist (d. 1923). Sir James Jeans, astronomer. H. S. Jones, Astronomer Royal since 1933. Sir A. S. Eddington, astronomer and mathematician. Sir F. Gowland Hopkins, bio-chemist. Professor E. N. da C. Andrade, physicist. Sir F. G. Banting, joint discoverer of insulin. Sir C. S. Sherrington, physiologist.

Page 42. Professor P. M. S. Blackett, physicist. Dr. G. P. S. Occhialini, physicist. Dr. F. Soddy, physicist. Professor W. L. Bragg, physicist. Professor G. P. Thomson, physicist. Professor E. V. Appleton, physicist. Professor C. G. Darwin, physicist. Dr. J. D. Cockcroft, physicist. Professor A. Fowler, astronomer. Dr. J. Chadwick, physicist. Professor R. H. Fowler, mathematician. Dr. F. W. Aston, physicist. Professor J. J. R. MacLeod, joint discoverer of insulin (d. 1935). Dr. A. J. Walton, surgeon. Professor C. T. R. Wilson, physicist. Professor E. D. Adrian, physiologist.

Pages 44, 46, and 49. Great Naval Figures of the Reign.

Page 44. ADMIRALS OF THE GREAT WAR: Admiral of the Fleet Earl Beatty, Heligoland, Dogger Bank and Jutland. Admiral of the Fleet Sir Doveton Sturdee, victor at the Falkland Islands (d. 1925). Admiral of the Fleet Sir R. Y. Tyrwhitt, Heligoland and Dogger Bank. Admiral of the Fleet Sir John De Robeck, Dardanelles (d. 1928). Admiral of the Fleet Sir Roger Keyes, Zeebrugge and Ostend. Admiral Sir Hugh Evan-Thomas, Jutland (d. 1928). Rear-Admiral Sir Christopher Cradock, went down with his flagship, *Good Hope*, at Coronel, 1914. Rear-Admiral Hon. H. L. Hood, commanded the third battle-cruiser squadron at Jutland, 1916, and went down with his flagship, *Invincible*.

Page 46. ADMIRALS OF THE GREAT WAR AND FIRST SEA LORDS; ADMIRALS OF THE GREAT WAR (*continued*): Admiral Sir Sackville Carden, Dardanelles, 1915 (d. 1930). Admiral Sir Reginald H. S. Bacon, Dover Patrols, 1915-1918. FIRST SEA LORDS: Admiral of the Fleet Sir Arthur K. Wilson, 1910-1911 (d. 1921). Admiral Sir Francis C. B. Bridgeman, 1911-1912 (d. 1929). Admiral of the Fleet the Marquess of Milford Haven (Prince Louis of Battenberg), 1912-1914 (d. 1921). Admiral Sir Henry B. Jackson, 1915-1916 (d. 1929). Admiral Lord Wester Wemyss, 1918-1919 (d. 1933). Admiral of the Fleet Sir Charles E. Madden, 1927-1930. Admiral Sir Frederick L. Field, 1930-1933. Admiral Sir A. Ernle M. Chatfield, since 1933.

N.B.—A portrait of Admiral of the Fleet Lord Fisher, First Sea Lord 1914-1915, appears in the centre of page 46, and a portrait of Admiral of the Fleet Earl Jellicoe, First Sea Lord 1916-1918, appears on page 12 as Governor-General of New Zealand.

Page 49. FIRST LORDS OF THE ADMIRALTY, SHIP DESIGNERS, and OTHER NAVAL PERSONALITIES. FIRST LORDS OF THE ADMIRALTY: Reginald McKenna, 1908-1911. Viscount Lee of Fareham, 1921-1922. L. S. Amery, 1922-1924. Viscount Bridgeman, 1924-1929. A. V. Alexander, 1929-1931. Commander Sir Bolton Eyres-Monsell, since 1931. (*N.B.*—Portraits of the other holders of this office appear elsewhere: Winston Churchill (1911-1915) in the centre of page 46; the Earl of Balfour (1915-1916) on page 24; Baron Carson (1917), page 24; Sir Eric Geddes (1917-1918), page 28; Viscount Long (1919-1921), page 24; Viscount Chelmsford (1924), page 6; and Sir Austen Chamberlain (1931), page 28. NAVAL CONSTRUCTORS: Sir William White (d. 1913). Sir Eustace Tennyson-D'Eyncourt. OTHER NAVAL PERSONALITIES: Admiral Sir William E. Goodenough, Heligoland, Dogger Bank, and Jutland. Dame Katharine Furse, Director Women's Royal Naval Service (Wrens), 1917-1919.

Page 47. The Royal Navy in the Great War.

The German cruiser *Königsberg* took refuge in the Rufiji River, East Africa, in October 1914. She was found there by the *Chatham*, and was destroyed in July 1915.—— Off Coronel, Chile, on November 1, 1914, a British squadron was worsted by a much superior German force. Our illustration shows Admiral Sir C. Cradock's flagship, the *Good Hope*, sinking. This defeat was avenged by Admiral Sir Doveton Sturdee at the Falkland Islands, on December 8, 1914.——The Australian cruiser *Sydney* sank the *Emden*, which had been doing much damage in the Indian Ocean, on November 9, 1914. ——We show the German cruiser *Blücher* sinking in the engagement of the Dogger Bank on January 24, 1915. ——The greatest naval engagement of the war, the Battle of Jutland, was fought on May 31, 1916.——We show the battered *Vindictive* after her return from Zeebrugge, the famous exploit of April 22, 1918.——The German Fleet surrendered on November 21, 1918.

Pages 50, 52, and 54. Great Military Personalities of the Reign.

Page 50. GENERALS IN THE GREAT WAR: Field-Marshal Earl Haig, Commander-in-Chief of the British Expeditionary Forces in France and in Flanders, 1915-1919 (d. 1928). Field-Marshal Viscount Allenby, Commander in Palestine, 1917-1918. Field-Marshal Earl Kitchener, Minister for War, 1914-1916 (drowned, 1916). General Louis Botha, Commander of the Union Forces, 1914-1915 (d. 1919). General Baron Horne, Commander of the 1st Army in France, 1916-1918 (d. 1929). General Sir John Monash, commanded the Australian Corps at the Battle of Amiens, 1918. General Sir Ian Hamilton, commanded Dardanelles Expeditionary Force in 1915. Field-Marshal Baron Plumer, commanded 2nd Army in France (d. 1932). Field-Marshal Sir Henry Wilson, liaison officer with the French (murdered, 1922). Field-Marshal Sir William R. Robertson, Chief of General Staff, 1915-1918 (d. 1933).

Page 52. GENERALS OF THE GREAT WAR (*continued*): Field-Marshal the Earl of Cavan, victor of Piave, 1918. Brig.-General J. Charteris, General Staff Officer to Earl Haig. Major-General Sir Edward Northey, victor in East Africa, 1916-1918. General Sir H. Smith-Dorrien, commanded 2nd Army, 1915 (d. 1930). Lieut.-General Sir Frederick S. Maude, Commander-in-Chief in Mesopotamia, 1916 (d. 1917). General Sir Nevil Macready, Adjutant-General to the B.E.F., 1914-1916, Adjutant-General to the Forces, 1916-1918, and G.O.C.-in-C. Forces in Ireland, 1920-1922. General Sir John E. Nixon, Commander of the Expeditionary Force in Mesopotamia, 1915-1916 (d. 1921). General Sir Hubert Gough, Commander of 5th Army 1916-1918. Major-General Sir Charles V. F. Townshend, Defender of Kut, 1916 (d. 1924). Lieut.-General Sir W. Edmund Ironside, Commander-in-Chief of British Forces in Russia, 1918-1919. Field-Marshal Baron Milne, Commander of British Salonica Force and Army of Black Sea. General Sir John S. Cowans, Quartermaster-General of the Forces, War Office, 1912-1919 (d. 1921).

Page 54. COMMANDERS-IN-CHIEF IN INDIA: General Sir O'Moore Creagh, 1909-1914 (d. 1923). General Sir Beauchamp Duff, 1914-1916 (d. 1918). General Sir Charles C. Monro, 1916-1920 (d. 1929). General Baron Rawlinson, 1920-1925 (d. 1925). Field-Marshal Sir Claud W. Jacob, 1925. Field-Marshal Sir William R. Birdwood, 1925-1930. Field-Marshal Sir Philip W. Chetwode, since 1930. OTHER MILITARY PERSONALITIES: Field-Marshal Earl Roberts, great soldier (d. 1929). Lieut.-General Sir Robert Baden-Powell, founder of the organisation of Boy Scouts and Girl Guides. Colonel Sir Maurice P. S. Hankey, Secretary to the War Cabinet, 1916, and to the Imperial War Cabinet, 1917. Lieut.-General Sir James Wolfe Murray, General Officer Commanding-in-Chief Eastern Command, 1916-1917 (d. 1919). Dame Helen C. I. Gwynne-Vaughan, Chief Controller Queen Mary's Army Auxiliary Corps British Armies in France (Waacs), 1917-1918.

Pages 55 and 58. Prominent Personalities in Archæology and Anthropology.

PAGE 55. Sir Arthur Keith, anthropologist. Sir George F. Hill, Director of the British Museum. Sir Frederic G. Kenyon, Director of the British Museum, 1909-1930. Sir G. Elliot Smith, anthropologist. Sir Arthur Evans, archæologist (in Crete). Sir John Marshall, archæologist (in India). Sir Aurel Stein, archæologist (in Central Asia, etc.). Sir W. M. Flinders Petrie, archæologist (in Egypt, Palestine, etc.). Professor C. Leonard Woolley, archæologist (at Ur in Mesopotamia, etc.). Professor John Garstang, archæologist (at Jericho, etc.).

Page 58. Professor V. Gordon Childe, archæologist (in North Britain, etc.). Professor Stephen H. Langdon, archæologist (at Kish in Mesopotamia, etc.). Professor M. C. Burkitt, anthropologist. Sir Cyril Fox, archæologist (in Britain). Miss Dorothy Garrod, anthropologist (in Palestine). Miss Gertrude Bell, archæologist, founder of the Baghdad Museum (d. 1926). Bishop William C. White, archæologist (in China, etc.), now Professor of Chinese Archæology in the University of Toronto. Professor A. H. Sayce, assyriologist (d. 1932). Sir Arthur Smith Woodward, palæontologist and joint discoverer of the Piltdown skull, 1912-1914. Charles Dawson, joint discoverer of the Piltdown skull. Dr. David G. Hogarth, archæologist (in the Near East; d. 1927).

N.B.—Portraits of the late Earl of Carnarvon and Dr. Howard Carter joint discoverers of Tutankhamen's tomb) appear on page 55.

Pages 59, 60, and 61. Novelists, Poets, Historians, and Littérateurs.

Page 59. Augustine Birrell, littérateur and statesman (d. 1933). Viscount Morley, statesman and man of letters (d. 1923). Professor George Saintsbury, literary historian (d. 1933). Lytton Strachey, biographer and historian (d. 1932). Sir William Watson, poet. Andrew Lang, poet and miscellaneous writer (d. 1912). Dr. Robert Bridges, Poet Laureate 1913-1930 (d. 1930). Sir Julian Corbett, naval historian (d. 1932). Israel Zangwill, novelist and playwright (d. 1926). Alice Meynell, poetess (d. 1922).

Page 60. E. F. Benson, novelist. Sir Arthur T. Quiller-Couch (better known as "Q"), novelist and Professor of English Literature, Cambridge University, since 1912. W. J. Locke, novelist (d. 1930). Stephen Phillips, poet and dramatist (d. 1915). Mrs. Humphry Ward, novelist (d. 1920). Katherine Mansfield, short-story writer (d. 1923). T. Anstey Guthrie (better known as "F. Anstey"), novelist (d. 1934). Robert Hichens, novelist. A. E. W. Mason, novelist. Hilaire Belloc, historian and poet. W. B. Yeats, poet. Mrs. Mary Webb, novelist (d. 1927).

N.B.—Portraits of Sir James Barrie (novelist) and W. Somerset Maugham (novelist and short-story writer) are given in the centre of page 80, and portraits of Eden Phillpotts (novelist) and J. B. Priestley (novelist) are in the borders of that page. All four are also prominent as dramatists.

Pages 62 and 64. Great Explorers and Mountaineers.

Page 62. H. St. John Philby, Arabia. Colonel P. H. Fawcett, Central Brazil (death presumed). Colonel L. V. Stewart Blacker, flight over Everest. Marquess of Douglas and Clydesdale, flight over Everest. Brig.-General the Hon. C. G. Bruce, Everest. Sir Douglas Mawson, Antarctic.

Page 64. G. L. Mallory, Everest (d. 1924). A. C. Irvine, Everest (d. 1924). Brigadier E. F. Norton, Everest. F. S. Smythe, Kamet. Hugh Ruttledge, Everest. Captain F. Kingdon-Ward, Brahmaputra.

Pages 65, 66, and 70. Leading Personalities in British Aviation.

Page 65. Lt.-Colonel J. T. C. Moore-Brabazon, first Englishman to fly in England. Colonel S. F. Cody, pioneer aviator (killed 1913). Sir Alliott Verdon-Roe, pioneer aviator and constructor. H. G. Hawker, great pre-war pilot. Claude Grahame-White, pioneer aviator. Gustav Hamel, pioneer aviator (killed 1914). T. O. M. Sopwith, pioneer pilot and founder of Sopwith Aviation Company. Captain Sir J. W. Alcock, first transatlantic flight, 1919 (killed 1919). Captain B. C. Hucks, great pre-war pilot. Sir Arthur Whitten Brown, first transatlantic flight, 1919.

Page 66. Sir Ross Smith, first England to Australia flight, 1919 (d. 1922). Sir Keith Smith, first England to Australia flight, 1919. Captain F. L. Barnard, first King's Cup winner, 1922. Sir Alan Cobham, African and Australian flights, 1925 and 1926. Fl.-Lieut. S. N. Webster, Schneider Trophy winner, 1927. Squadron-Leader A. G. Jones-Williams, first England to India non-stop flight, 1929. Fl.-Lieut. N. H. Jenkins, first England to India non-stop flight, 1929. Flying Officer H. R. D. Waghorn, Schneider Trophy winner 1929 (killed 1931). Mrs. Mollison (then Miss Amy Johnson), solo flight to Australia, 1930. Fl.-Lieut. J. N. Boothman, Schneider Trophy winner, 1931. Fl.-Lieut. G. H. Stainforth, world's speed record, 1931. Miss Winifred Brown, King's Cup winner, 1930.

Page 70. Squadron-Leader Bert Hinkler, Australian and Atlantic flights (killed 1933). J. A. Mollison, Australian and Atlantic flights. A. C. Butler, England to Australia flight in 9 days, 1931. Air Commodore Sir Charles Kingsford-Smith, Australian and Pacific flights. Miss Jean Batten, England to Australia flight, 1934. G. E. Collins, British gliding record, 1934. C. W. A. Scott, Melbourne Air Race winner, 1934. T. Campbell Black, Melbourne Air Race winner, 1934, with C. W. A. Scott. Baron Trenchard, first Marshal of the R.A.F., 1927. Baron Thomson, Air Minister (killed in *R.*101, 1930). Air Vice-Marshal Sir Sefton Brancker, Director of Civil Aviation (killed in *R.*101, 1930). C. J. Melrose, Australia to England flight in 8 days, 1934.

Pages 71 and 74. Presidents of the Royal Academy, Presidents of the Royal Scottish Academy and other distinguished Painters, Architects, and Sculptors.

Page 71. Augustus John, R.A., painter. Sir David Young Cameron, R.A., painter. Sir John Lavery, R.A., painter. Walter Richard Sickert, R.A., painter. Jacob Epstein, sculptor. Sir William Llewellyn, painter; P.R.A. since 1928. Sir Edwin Lutyens, R.A., architect. Sir Eric Maclagan, Director of the Victoria and Albert Museum since 1924. George Pirie, painter; P.R.S.A. since 1933. Sir Giles Gilbert Scott, R.A., architect.

Page 74. Frank Brangwyn, R.A., painter. Sir J. Guthrie, past P.R.S.A. (d. 1930). Charles Sims, R.A., painter (d. 1928). Walter Westley Russell, R.A., painter. Sir Herbert Baker, R.A., architect. Charles Sargeant Jagger, A.R.A., sculptor (d. 1934). W. Russell Flint, R.A., painter. Maurice Greiffenhagen, R.A., painter (d. 1931). Sir Reginald Blomfield, R.A., architect. Sir G. Washington Browne, P.R.S.A. 1924-1933, architect. Charles Ricketts, R.A., painter (d. 1931). Sir Bertram Mackennal, R.A., sculptor (d. 1931). Glyn Philpot, R.A., painter. Sir J. L. Wingate, past P.R.S.A. (d. 1924). P. Wilson Steer, painter. Frank Dobson, sculptor.

N.B.—A self-portrait of John S. Sargent, R.A. (painter; d. 1925), is given on page 73.

Pages 75, 76, and 80. Actors, Playwrights, Musical Composers, Musical Conductors, and Producers.

Page 57. Sir Johnston Forbes-Robertson, actor. Sir Frank Benson, actor-manager. Cyril Maude, actor. Charles Laughton, actor. Sir Harry Lauder, comedian. George Robey, comedian. Sir Cedric Hardwicke, actor. Dame Sybil Thorndike, actress. Mrs. Patrick Campbell, actress. Miss Marie Tempest, actress.

Page 76. Sir Landon Ronald, musical conductor and composer. Sir Henry Wood, musical conductor. Sir Frederic Cowen, musical conductor and composer. Sir Edward German, musical composer and conductor. Albert Coates, musical conductor. Sir H. Walford Davies, composer and Master of Music to the King. Sir Hamilton Harty, musical composer and conductor. Arnold Bax, musical composer. Dr. Adrian Boult, musical conductor. Cyril Scott, musical composer. Dame Ethel Smyth, musical composer. Charles B. Cochran, producer.

Page 80. Eden Phillpotts, novelist and playwright. John Drinkwater, poet, dramatist and biographer. Edward Knoblock, playwright. St. John Ervine, playwright, critic and novelist. J. B. Priestley, playwright and novelist. H. G. Granville Barker, playwright. Sir Philip Ben Greet, manager-actor, the Ben Greet Players. Sir Barry Jackson, Director of the Birmingham Repertory Theatre. Sean O'Casey, Irish playwright. Frederick Lonsdale, playwright. Clemence Dane, playwright and novelist. Lilian Baylis, C.H., Manageress Old Vic and Sadler's Wells Theatres.

ERRATA.—*Owing to errors in transcription, in "Earl Loreburn, Lord Chancellor* 1909-1912," *on page* 14, "1909" *should read* "1905"; *in "Sir Samuel T. Evans, President P.D. and A. Div.* 1910-1919," *on page* 16, "1919" *should read* "1918"; "*Baron Horne*," *on page* 24, *should read "Sir Robert Horne"; and in "Admiral Sir H. B. Jackson, First Sea Lord* 1915-1917," *on page* 46, "1917" *should read* "1916."

We desire to acknowledge the courtesy of Mr. Rudyard Kipling, by whose permission we reproduce quotations from his works on pages 6 *and* 22.

The drawings on page 43 *are by Bryan de Grineau.*

Their Majesties at the Beginning of the Reign.

. THE . .

Illustrated London News

SILVER JUBILEE RECORD NUMBER

King George V. *and* Queen Mary

1910-1935

With many Coloured and other Plates

TOGETHER WITH

Illustrated Sections by the following Authors:

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PROF. E. N. da C. ANDRADE
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COLOUR PLATES

THE COVER—The design of the Outer Cover of this Number is based on a book binding made for King Charles I. It also carries a reproduction of the obverse of King George V.'s Silver Jubilee Medal, with its design by Sir Goscombe John.

EDITORIAL NOTE.—*The period from* 1910 *to* 1935*—the theme of this Silver Jubilee Record Number—has been one of immense significance and of profound change in the history of the British Empire and of the world. It would have been impossible to recapitulate with thoroughness the exceedingly complex history of King George's reign. It has therefore been our attempt, in the limited space at our disposal, to illustrate what is representative in the manifold events and personalities of the time rather than to aim in any sense at completeness. Let this be our excuse for omitting mention of so many distinguished men and women and of so many notable occurrences. Our readers will observe that even within this framework we have touched only very lightly, in description and in illustration, on the Great War—a catastrophe of infinite significance not only in itself, but also for the changes that it has brought about. It is partly because memories of the war are still so fresh in the minds of all that we have dealt with it so summarily. Also, we have perforce limited our scope by recording only Britain's part in the various spheres of activity reviewed, although fully recognising the debt we owe to other nations.*

THEIR MAJESTIES

BY ARTHUR BRYANT

Author of "King Charles II.," "The Life of Samuel Pepys," etc.


DUCHESS OF YORK


DUCHESS OF KENT

I REMEMBER it all so well. It was very early on a May morning, and I, gloriously and suddenly despatched home from my preparatory school, had been led by my father through long underground passages from the back entrance of Buckingham Palace to his room overlooking the western garden, whence I had been conducted even more gloriously across the Palace courtyard and down the Mall, between lines of crimson-clad soldiers with wonderful accoutrements, to the Pall Mall wall of Marlborough House, whence, privileged urchin, I was to watch the funeral procession of his late Majesty King Edward VII. As we came into the courtyard of Marlborough House, a bearded rider in military uniform was about to emerge with an imposing escort about him. I was struck by the grave dignity of face and figure ; even to my child's eyes there was something about them that was both sad and kingly. A moment later the horseman emerged, and the waiting crowds broke into a suppressed cheer. The horse carrying that austere figure shied, and seemed for a moment to slip : then the hand of the rider was raised in gentle rebuke, and the cheering died reverently away. It was my first sight of King George, and must have been so to many another watcher on that stupendous day.

Later I saw him riding down the Mall behind his father's coffin, with the rulers of this world riding behind him, and the mournful roll of Chopin's tremendous music going before. By his side, a shining figure in the brilliant sunshine, rode the Kaiser, with the Duke of Connaught, a quiet English contrast, on the other side. In that procession there were no less than forty-eight Kings and Princes, but, to one child at least who watched, that which stood out most clearly was the superb military pageant, the lovely horse of the dead Sovereign that followed after the Union-Jack-covered gun-carriage, and the quiet dignity of the figure who now bore on his shoulders the tremendous weight of English monarchy. It was after the procession that day, in the quiet of Windsor, that the Kaiser drew the French Ambassador aside to whisper his fears of an Anglo-German war, and his hope that in that war France would range herself against the perfidious islanders. It was a significant omen.

Such was my own brief introduction to a reign across which to-day, a quarter of a century later, the eye gazes back with wonder that so much change, bewildering and revolutionary, could have taken place under forms so traditional and unchanging. Over all that has followed in the wake of that far May day—the surrender of the Lords, the gathering of the armies in Ireland, the Great War, the revolutions in Ireland, Egypt and India, the General Strike, the crisis of 1931, and the coming of the National Government—the same quiet figure has presided, representing in his person the traditions of a throne that goes back in majestic, if checkered, succession, into the mists of antiquity, and standing, in an uncertain and shaken world, for dignity and faith in those enduring values which human society in its long history in these islands has learnt to honour. We are celebrating not merely a successful twenty-five years in national history, or the longevity of an individual, in this year of Jubilee, but rather the dual triumph of a noble conception of the continuity of human society and of a human being who, conquering the ordinary frailties of mankind, has adequately fulfilled that conception.

All this belonged to the far future when, on May 6, 1910, King Edward VII. passed away after a brief illness. The new King was comparatively unknown. To most people he seemed young, and by implication inexperienced ; he was not yet forty-five, and two generations had passed since England had known a Sovereign under fifty. His early life had been without any great or stirring incident. He was born on June 2, 1865, the year of Palmerston's death, at Marlborough House, the second son of Edward, Prince of Wales, and his young Danish bride, Alexandra. A strict but happy childhood was crowned at the age of twelve (the age at which Nelson, a century before, had first gone to sea) by the rough-and-tumble life of a Naval Cadet on the old *Britannia*, and, two years later, by an ocean voyage round the world as a midshipman on the strength of a British man-o'-war. Before he was sixteen, Prince George had helped to sail a ship across the Atlantic and Pacific Oceans, had seen Trafalgar, Gibraltar and Teneriffe—a glorious trio for any British seaman—and the West Indies (his boyish Christmas greeting, painted on the barrack wall, is still proudly shown to visitors to English Harbour, Antigua) ; South America and the Falklands ; Table Mountain, Australia, Japan, China, Hongkong, Ceylon, Aden, the Suez Canal, and Malta. "The sight of England's oaken and iron walls tearing through the black water," wrote the young mariner, who kept a log of his trip, "fills one with a strength and joy such as nothing else can give." It was his recognition of his profession,


PRINCESS ELIZABETH


PRINCESS MARGARET ROSE


DUKE OF CONNAUGHT


PRINCESS BEATRICE

and that the noblest open to an Englishman. For a time the future King of England was lost in the honourable calling and designation of an English naval officer.

In 1892 the Prince's active naval career—he was by now, after thirteen years' service, a Commander—was brought to an end by the death of his elder brother, the Duke of Clarence, and his own elevation to the direct succession to the Throne. In the same year he was created Duke of York. A year later he had married his kinswoman, Princess Mary, the daughter of the Duke of Teck.

On his father's accession to the throne, as King Edward VII., in 1901, the Prince had once more toured the world, this time as an Imperial ambassador rather than as a seaman, and for the especial purpose of opening the new Commonwealth Parliament. He and his future Queen visited Singapore, Melbourne (where at one levée alone he had to shake 4000 vigorous colonial hands), Brisbane and Sydney, Auckland, Hobart, Adelaide and Perth, Maritzburg, Ladysmith, and Cape Town (where, with the South African War still raging, he deliberately received a presentation from the Boer prisoners at Simon's Town); thence across the Atlantic to Quebec, Winnipeg, Vancouver, Toronto, Halifax, and St. Johns. It was at the end of this world tour in October 1901 that, speaking at the Guildhall, he made his first appeal to the imagination of his countrymen and future subjects—

"To the distinguished representatives of the commercial interests of the Empire whom I have the pleasure of meeting here today I venture to allude to the impression which seemed generally to prevail among their brethren across the seas, that the Old Country must wake up if she intends to maintain her old position of pre-eminence in her Colonial trade against foreign competitors. No one who had the privilege of enjoying the experiences which we had during our tour could fail to be struck with one all-prevailing and pressing demand—the want of population. Even in the oldest of our Colonies there were abundant signs of that need: boundless tracts of country yet unexplored, hidden mineral wealth calling for development, vast expanses of virgin soil ready to yield profitable crops to the settlers. And all this can be enjoyed under conditions of healthy living, liberal laws, and free institutions, in exchange for the over-crowded cities and the almost hopeless struggle for existence which, alas! too often is the lot of many in the Old Country. But one condition, and one only, is made by our Colonial brethren, and that is, Send us suitable emigrants. I would go further and appeal to my fellow-countrymen at home to prove the strength of the attachment of the Motherland to her children by sending them only of her best."

1910: KING GEORGE'S FIRST OFFICIAL ACT—A MEETING OF THE PRIVY COUNCIL AT ST. JAMES'S PALACE ON MAY 7, THE MORNING AFTER KING EDWARD'S DEATH.

Eight more years, curiously uneventful compared with the crowded years to come, followed as Prince of Wales. A round of Continental visits—Vienna, Madrid, Paris—and a tour in India and Burma had completed the education of the future Sovereign of the greatest Power in the world, when, in the late spring of 1910, King Edward sickened of bronchitis, and, a few days later, died. There were some who said that King Edward had been hurried into his grave by the proposal of the Liberal Ministry to create 500 new Peers—though actually only half that number was necessary—to carry its destructive and revolutionary measures; there is no doubt that, for some time before his death, he had been profoundly depressed. But other factors besides politics may cause the death of a man of sixty-eight who has lived his life to the full, and the surmise seems improbable. "Public affairs," said Dr. Johnson sagely, "vex no man." Yet in this, Kings may well differ from other men.

With public affairs, the new King, at any rate, was quickly vexed. Before his father's death, the Lords' famous decision to "damn the consequences," and the rejection early in 1910 of the People's Budget, had brought about a General Election, which had still left the reforming Liberals, with the help of their Labour and Irish Nationalist allies, in possession of the political field. There had followed the Prime Minister's carefully designed threat—

"If the Lords fail to accept our policy . . . we shall feel it our duty immediately to tender advice to the Crown as to the steps which will have to be taken if that policy is to have statutory effect in this Parliament. . . . If we do not find ourselves in a position to ensure that statutory effect, we shall then either resign our offices or recommend a dissolution of Parliament. Let me add this, that in no case should we recommend a dissolution except under such conditions as will secure that in the new Parliament the judgment of the people, as expressed at the election, will be carried into law."

The consequences of this no man could see, but Mr. Asquith, who appeared confident, had replied to all enquiries, "Wait and see!" And now what all the world had seen was the death of one King and the accession of another. On his decision the result of an unavoidable constitutional struggle, fraught with momentous issues, must depend. The *Times* crystallised the position in a leading article a few days after his accession—

"We may be sure that the lessons in constitutional monarchy which he received from his august father will be kept by him as a valued tradition, and that he will carry on the kingly office on the same lines as those which were followed by his two predecessors. King George comes to the throne at a moment so critical in the history of the Empire that it is almost out of place, almost contrary to good taste, to insist upon the difficulties by which he will find himself surrounded. Of one thing we may be sure. Those difficulties will be faced with courage, with loyalty, and with a deep sense of the importance of the moment, and also with a clear personal knowledge, the fruit of much travel, of the dignity and greatness of this mighty Empire."

The first political act of the new King was an attempt to make peace. He was faced with a struggle between the Parties which threatened the constitutional fabric which it was his most sacred duty to uphold. The dilemma was in reality this: that if the Tories persisted in their stupidity and the Liberals in their doctrinaire insistence on reform, an essential part of the Constitution, the Second Chamber, would be irreparably weakened: on the other hand, if he took sides with the Tories to save the Peers from the disaster which their own tactless folly had precipitated,


PRINCESS VICTORIA


MAUD, Q. OF NORWAY


PRINCESS LOUISE


VICTORIA, Q. OF SPAIN

1910: THE CONFIRMATION OF THE PRINCE OF WALES IN WINDSOR CASTLE—THE LAYING-ON OF HANDS BY THE ARCHBISHOP OF CANTERBURY.

On June 24, 1910, the day following his sixteenth birthday, the Prince of Wales, in the presence of the King and Queen, Queen Alexandra, and other members of the Royal Family, was confirmed by the Archbishop of Canterbury in the private chapel of Windsor Castle. The Dean of Windsor, Canon Dalton, and the Rev. H. Dixon Wright were the other officiating clergy.

1910: THE FUNERAL OF KING EDWARD—KING GEORGE PLACING ON HIS FATHER'S COFFIN A MINIATURE COLOUR CONTAINED IN A BOX.

At the funeral of King Edward, on May 20, 1910, King George placed on the coffin a small box containing a miniature reproduction of the King's Company Colour, or Regimental Standard, of the 1st Grenadier Guards. Immediately afterwards, the coffin descended on its lift into the subterranean passage leading from St. George's Chapel to the royal vaults beneath the Albert Memorial Chapel.

1911: THE DELHI DURBAR—HIS MAJESTY'S VISIT TO INDIA AS KING-EMPEROR.

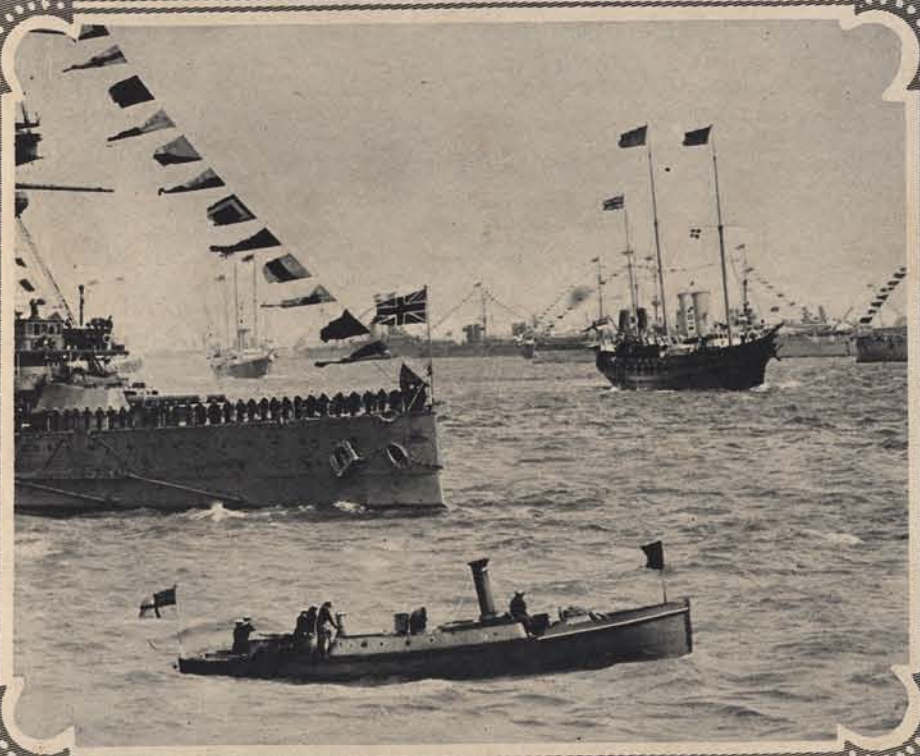
On December 13, 1911, was held the Durbar garden-party at Shah Jehan's Palace in the fort at Delhi. It was their Majesties' second visit to India together; their first as King-Emperor and Queen-Empress.

1911: THE INVESTITURE OF THE PRINCE OF WALES—THE KING PLACING THE MANTLE UPON HIM.

On July 13, 1911, with splendid pageantry, the Prince of Wales was invested in Carnarvon Castle by King George with Mantle, Sword, Chaplet, Ring, and Golden Rod, and was handed the letters patent. This drawing shows the King placing the Mantle on the Prince—the first of the insignia with which he was invested.

1911: THE KING-EMPEROR AND THE QUEEN-EMPRESS AT DELHI.

During the Durbar garden-party on December 13, 1911, their Imperial Majesties, in their Coronation robes and the King crowned, sat on the marble balcony of Shah Jehan's Palace in Delhi fort, showing themselves to the people.



1911: THE ROYAL REVIEW OF THE FLEET AT SPITHEAD—THE "VICTORIA AND ALBERT" PASSING THROUGH THE LINES OF WARSHIPS.

On June 24, 1911, the King, accompanied by the Queen, the Prince of Wales, and Princess Mary, inspected the Fleet off Portsmouth from the Royal Yacht. There were thirty-two British battleships, twenty-five armoured cruisers, nine protected cruisers, twelve depot-ships, eighty-nine torpedo craft and submarines, and eighteen foreign men-of-war, ranged in a parallelogram some six miles long by two miles broad.

1911: THE CORONATION OF KING GEORGE—THE ARCHBISHOP OF CANTERBURY PLACING UPON THE KING'S HEAD THE HISTORIC CROWN OF ST. EDWARD.

The Coronation of King George and Queen Mary was held in Westminster Abbey on June 22, 1911. The Archbishop, having placed St. Edward's Crown upon the King's head, said the prayer, "God crown you with a crown of glory and righteousness." A moment after the King had received St. Edward's Crown, this was taken off, and his Majesty himself placed upon his head the Imperial Crown.

a far more essential part of the Constitution, the Throne, would be brought into peril. With no pretence to the vision of a seer or the omniscience of a great and experienced statesman, the King acted at the outset of his reign with a simple fidelity to his plain duty that accomplished all that the highest statesmanship could have achieved. Where the slightest deviation from that duty might have caused an irreparable calamity, this was no small service to his country.

The King's suggestion of a conference between the leaders of the two parties was followed by a faint and seemly lull such as in England often follows the death of eminent persons. It was the summer of the funeral, and of some resounding oratory by Lord Rosebery ; there was a good deal of talk about King Edward the " Peacemaker," and a general, but rather vague, desire that his memory should be enshrined in an aftermath of peace. But nothing came of it: if King Edward had been a peacemaker, little peace, then or later, was to attend the reign of his son, that modest English gentleman, himself so much the antithesis of the kind of monarch in whose name wars are usually waged. For King George, whatever his wishes might be, was to know no more peace in his reign than his namesake St. George who slew the Dragon.

For all the fine-sounding phrases, the Liberals demanded blood, and the Tory Peers were resolved to shed it. When Parliament met again in November, Lord Crewe introduced the Parliament Bill, depriving the Lords of their ultimate veto, with the harsh truth that " there could be no settlement by agreement now." The twenty-one meetings of the Conference had been in vain. The Tory Lords replied by declaring their readiness to die in the last ditch.

The King had tried to save the Constitution by conference ; through no fault of his, it had failed. He now agreed to a dissolution, and gave his word to his Prime Minister that, if the country showed unmistakably that it was prepared to support the Parliament Bill, he would regard it as his duty to end the *impasse* between the Liberal majority in the Commons and the Tory majority in the Lords by the creation of a sufficient number of new Peers—several hundreds—to carry the Bill. In this he followed the precedent of King William IV. in 1832. On Nov. 28, the Government went to the country, and by Christmas it was known that the position was unchanged. The Liberals, with their Labour and Irish allies, still commanded a majority of 126 in the Commons, and the passage of the Parliament Bill was a certainty.

On Feb. 7, 1911, King George, with Queen Mary by his side, drove in the slow gilded coach behind the eight famous cream ponies to open his first Parliament. As they entered the Victoria Tower, the guns in St. James's Park sounded in salute : to a historian standing among the crowd in the Mall that cannonry might well have seemed the fall of a constitutional edifice that had stood for six centuries of unbroken national life. " Proposals," the King was saying, as he stood in his traditional robes before the brilliant throng in the Lords' Chamber, " will be submitted to you without delay for settling the relations between the two Houses of Parliament with the object of securing the more effective working of the Constitution." Some listening may have wondered what would be the next limb of the body politic of England to be severed by the Radical axemen. Had they been able to foresee that a quarter of a century later the monarchy would be immeasurably stronger and more loved, they might well have gazed more intently at the slender figure on the throne.

The rest of the chapter came rather as an anti-climax. All that hot and pageant-like summer of 1911, while the eyes of the nation were focussed elsewhere, the Lords continued to debate the Bill, and the various alternative measures which now, too late, they were proposing. At the end of the Session they sent it back to the Commons with drastic amendments. The King, it is said, in the best Hanoverian tradition of custodian of the constitutional peace of British democracy, urged Mr. Asquith to delay no longer but to end the suspense by announcing his immediate use of the royal powers promised him. On July 21, Mr. Asquith's letter to Mr. Balfour, the Tory leader, appeared. " Dear Mr. Balfour," it ran, " I think it courteous and right, before any public decisions are announced, to let you know how we regard the political situation. . . . Should the necessity arise, the Government will advise the King to exercise his Prerogative to secure the passing into law of the Bill in substantially the same form in which it left the House of Commons, and his Majesty has been pleased to signify that he will consider it his duty to accept and act on that advice." Three weeks later, the Parliament Bill passed the Lords by a majority of seventeen. A major operation had been performed, but it had been conducted with decency, and under the protection of the Throne.

Meanwhile, the Coronation had taken place, as the crowning jewel of the most brilliant season that London could remember. That June the streets were full of decorations, the sun seemed to shine almost continuously, and trade returns soared. On June 23, the King was crowned. They " recognised " him with the traditional " acclamation " of the 8000 fortunate ones, the most privileged men and women in the Empire, who had been admitted to a place in the Abbey; they placed the *pallium* upon him; they presented him with the Orb, the Ring, and the Sceptres; they anointed him with the sacred oil. The Queen, who at his side was crowned and anointed also, was too great a lover of England's history to miss the significance of one iota of that time-honoured ceremony. Nine years before, after the Coronation of Edward VII., a friend, who had noticed the intentness of her expression during the service, had asked her what she had been thinking about during it, and she had replied solemnly : " What it all meant—of the past."

In London they crowned him King of England, Scotland and Ireland, of Britain's many Colonies, and of the great new self-governing Dominions that acknowledged his supremacy. Less than six months later he was acclaimed again under the Eastern sun as Emperor of India and of its three hundred and twenty million inhabitants, at the Delhi Durbar. On Nov. 11, 1911, the King sailed from Portsmouth, taking the first salute of the Indian Empire as the guns of Aden thundered their greeting a fortnight later. On Dec. 2, he landed at Bombay, the first reigning Sovereign of Britain ever to do so. Ten days later, at Delhi, in a vast amphitheatre, three miles from the Imperial camp, the Emperor and Empress, raised high above the multitude and visible to all, received the homage of the proudest Princes of India. It was noticed by one present that, as the King-Emperor rode through that tremendous array to his place, beset by the scarlet of his bodyguard and the blue and silver of the troop of young Indian Princes who followed after, his face was very pale. An epitome of three centuries of packed and almost unbelievable history, the great Durbar was the most significant pageant that even the coloured annals of the East can ever have known.

Though many had doubted the wisdom of his Eastern Odyssey, and prophesied that he would never return alive, the King was giving thanks for his happy homecoming in St. Paul's Cathedral in the first week of February 1912. Yet it was to an England, though outwardly peaceful and prosperous, beset with grave and many perils that he returned. It was, in a sense, a realm curiously contrasted. To a foreign traveller, viewing its more fortunate aspects,

AS THEY APPEARED AT THE BEGINNING OF THE REIGN: THE ROYAL FAMILY.

H.R.H. PRINCESS MARY ⟨now the Princess Royal⟩.

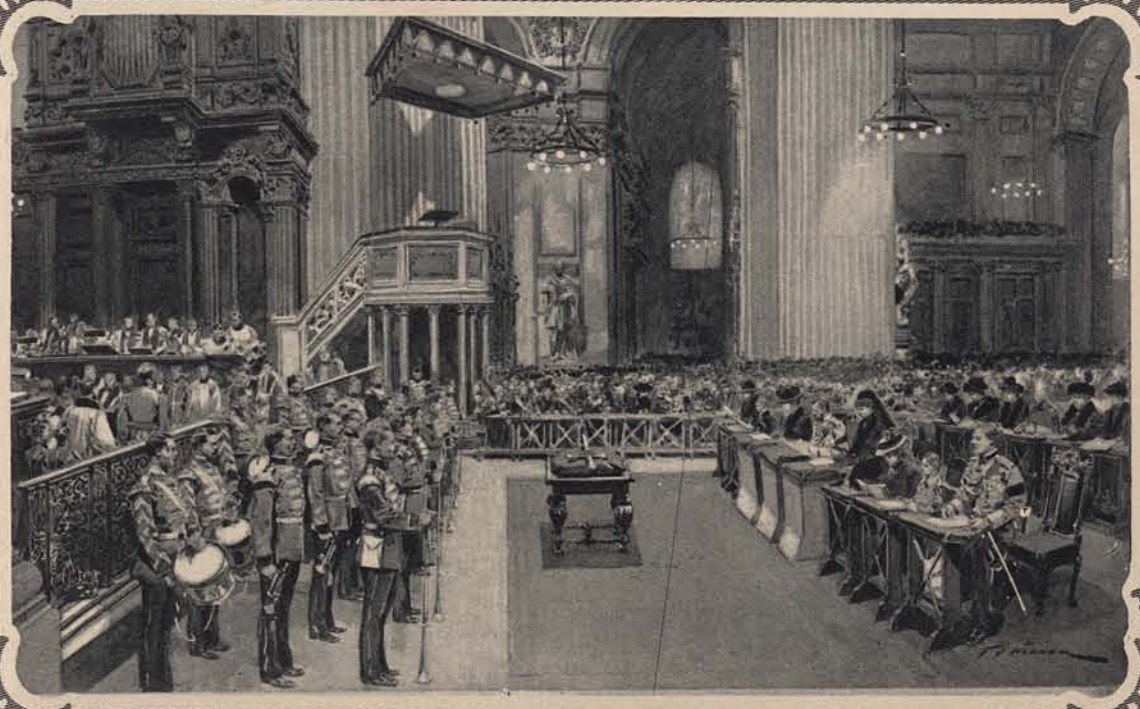
H.R.H. THE PRINCE OF WALES.

THEIR MAJESTIES THE KING AND QUEEN.

H.R.H. PRINCE ALBERT
⟨now the Duke of York⟩.

H.R.H. PRINCE HENRY
⟨now the Duke of Gloucester⟩.

H.R.H. PRINCE GEORGE
⟨now the Duke of Kent⟩.



1912: THE SOLEMN THANKSGIVING IN ST. PAUL'S CATHEDRAL FOR THE SAFE RETURN OF THE KING AND QUEEN FROM INDIA, WHICH THEY HAD VISITED FOR THE DURBAR.

As we noted at the time: "Following a precedent set in 1906, when, as Prince and Princess of Wales, their Majesties went to Westminster Abbey to give thanks on their return from their Indian tour, the King and Queen attended a special service at St. Paul's on February 6 in thanksgiving for their safe return from their memorable journey to India for the Durbar." The drawing shows them with Queen Alexandra.

1913: THE OPENING OF THE NEW GLADSTONE DOCK AT LIVERPOOL — THE KING ON BOARD THE "GALATEA."

In the course of a visit to Lancashire by the King and Queen in July 1913, his Majesty opened the new Gladstone Dock at Liverpool on July 11. The "Galatea," the vessel conveying the royal party, is seen steaming into the dock and cutting with her bows three ribbons stretched across its entrance.

1913: THE KING WELCOMING M. POINCARÉ, PRESIDENT OF THE FRENCH REPUBLIC, AT VICTORIA STATION.

On the occasion of his State visit to England in 1913, President Poincare was greeted personally by the King on his arrival from Portsmouth at Victoria Station on June 24. M. Poincaré was accompanied from Portsmouth by the Prince of Wales. He had received a great naval welcome at Spithead.

1913: THE WEDDING OF H.R.H. PRINCE ARTHUR OF CONNAUGHT, COUSIN OF THE KING AND QUEEN, AND H.H. PRINCESS ALEXANDRA, DUCHESS OF FIFE, NIECE OF THEIR MAJESTIES.

H.R.H. Prince Arthur of Connaught, son of the Duke and Duchess of Connaught, was married to H.H. Princess Alexandra, Duchess of Fife, on October 15, 1913. This drawing shows the ceremony being performed by the Archbishop of Canterbury in the Chapel Royal, St. James's Palace. The King and the Princess Royal, mother of the bride, stand, as supporters of the bride, behind the bride and bridegroom.

1913: THE KING RIDING WITH THE KAISER IN BERLIN—A ROYAL WEDDING VISIT.

The King and Queen visited Berlin in May 1913, to attend the wedding of the German Emperor's only daughter. "A feature of the wedding week," we noted at the time, "was the manœuvres of the Zeppelin dirigible 'Hansa,' which formed part of the royal escort."

1913: THE KING AND THE CZAR OF RUSSIA IN A TORCH DANCE IN BERLIN.

The King and Queen visited Berlin in 1913 for the wedding of Princess Victoria Louise, the Kaiser's daughter, to Prince Ernest Augustus, on May 24. Here is seen the bride, with the Czar of Russia and King George as partners, in a traditional dance.

1914: A DANISH ROYAL VISIT — THEIR MAJESTIES AT A GALA OPERA PERFORMANCE.

On May 11, 1914, a Gala Performance was given at Covent Garden in honour of the State visit to London of the King and Queen of Denmark. This drawing shows King George and Queen Mary, their guests, and other royalties, in the special Royal Box.

it must have seemed an almost unbelievable sanctuary of peace and hallowed tradition—the England of grey Norman churches and quiet green lanes and old, kindly ways of life ; of the youth of Rupert Brooke and Julian Grenfell, of Kipling's "Sunday at Home" and Sassoon's early "Memoirs of a Fox-Hunting Man." Yet across that mellow sunlight long and sinister shadows were stealing.

Foreign levy and domestic malice—the mailed fist in Germany and wild Slavonic ambitions in the Balkans ; industrial, political, and sex strife at home : these were the portents that troubled that peaceful and (as we see her now across the gilded mists of time) hallowed pre-war England. During the debates on the Parliament Bill in the hot summer of 1911, a German warship had startled the Chancelleries of Europe by appearing off Agadir with orders to protect imaginary German nationals against imaginary troubles in Morocco. A more obvious reason for her unwanted presence was ostensibly to insist that French ambitions in North Africa should be paid for by a *quid pro quo* for Germany elsewhere ; but a deeper intention was also apparent. For Europe, under the disturbing impulse of triumphant Prussianism, was an armed camp, and the Central European Powers were trying to test the extent to which the *rapprochement* between France and England, engineered, as they believed, by the late King Edward and M. Cambon for their express encirclement, was a reality. The upshot, after much heart-burning, and even more burning of naval coal, showed that the *Entente Cordiale*, though still something of a mystery, might very easily prove a reality. For the moment Germany was content to leave it at that. But the whole affair was extremely disturbing, like a premonitory nightmare of some evil, foreboding, but hitherto not conceived as a reality. Behind it all lay the logical implication—like all logic, unwelcome to the English, and most of all so to their politicians—that if the Entente between the Western democracies did not stand the strain, France would be compelled to accept the domination of Germany, and the struggle of the future would lie between a solitary Britain and a Prussianised Continent.

For Germany in those years was a real power : she did not only boast the Nordic right to dominate mankind, but she bore a bright sword which might at any moment make that right a fact. Her army was the greatest in the world, with a legend of almost inhuman efficiency and invincibility behind it. Behind it lay a vast and rapidly growing population of energetic, industrious, and disciplined patriots, craving expansion, carrying trade into every corner of the world, and into every British market, and filled with enthusiasm to see the black and white flag of Germany follow that trade. Controlling that mighty force was a half-frightened, half-hysterical Court bureaucracy, presided over by an absolute monarch with a touch of genius and more than a touch of madness, which knew that, unless it could canalise the bursting energies and ambitions of the nation in a victorious war, its own dominion would be challenged by the spreading menace of Socialism, the growth which is the inevitable price of commercial and industrial power. And ever within reach of that nervous, crazed hand was the lever that could in a few days mobilise the Imperial Army, a mighty machine which, once set in motion, would bring the edifice of the old civilised world crashing to the ground.

The relation of Great Britain and its Overseas Empire to that ever-present menace it was hard to estimate ; nor was it pleasant to do so. So far as they were able, the British people preferred to ignore the restless voices of their prophets—the old soldier, Lord Roberts, who, in season and out of season, demanded the security of national service against a peril he believed there was no escaping ; or the popular poet, Kipling, who staked all his popularity by bitter and deeply resented repetition of his theme—

> Now we can only wait till the day, wait and apportion our shame ;
> These are the dykes our fathers left, but we would not look to the same.
> Time and again were we warned of the dykes, time and again we delayed :
> Now it may fall we have slain our sons as our fathers we have betrayed. . . .

It was pleasanter to contemplate other things : sport and the new forms of dancing, the competition for the Blue Riband of the Atlantic, and the changing vagaries of the fashionable female skirt. But there was one direction in which it was becoming increasingly difficult for the English to ignore their German neighbours. Six days' food out of every seven came to them across the seas, and freedom for their ships to come unmolested was no question of empire or prestige, but of actual existence. And ever since the beginning of the century Germany had been building great battleships—a blue-water fleet that could only have one purpose. It was all very well for the Kaiser to write to an English First Lord of the Admiralty of his pacific intentions : "It is absolutely *nonsensical* and *untrue* that the German Naval Bill is to provide a navy meant as a challenge to British naval supremacy. The German fleet is built *against* nobody at all." But what, then, was it for ? Uneasily, grumbling at the cost, but united in the necessity, the English had begun to increase their naval building programme, and, Liberal and pacific principles notwithstanding, the shipyards resounded with the hammering of mighty Dreadnoughts, called into being at the dictates of a Liberal Government. For her Navy and its supremacy was England's very life : her soul too. It was emblematic that her Sovereign had begun his career as a serving naval officer, and proudly wore on all the greatest occasions the uniform of an English Admiral. In the week after his Coronation, he had reviewed the Fleet at Spithead. "Never," wrote the *Times* proudly, "since history began has so

1914 : PATRIOTIC ENTHUSIASM ON THE NIGHT OF THE DECLARATION OF WAR—CROWDS OUTSIDE BUCKINGHAM PALACE CHEERING THE ROYAL FAMILY ON AUGUST 4.

1918: AN OPEN-AIR INVESTITURE BY THE KING AT BUCKINGHAM PALACE—THE SCENE IN THE QUADRANGLE DURING THE CEREMONY.

This photograph shows one of a series of war-time investitures held by the King at Buckingham Palace. On this occasion—June 29, 1918—two V.C.'s headed the recipients of decorations; and the final recipient was Mrs. Flowerdew, mother of Lieut. Gordon Flowerdew, Canadian Cavalry, who received the Victoria Cross on behalf of her dead son.

1916: THE KING PRESENTING THE VICTORIA CROSS TO MRS. WARNER, THE MOTHER OF A FALLEN HERO.

On November 16, 1916, the King presented Victoria Crosses to parents and next-of-kin of heroes who had won the decoration but had not lived to wear it. Among the recipients was Mrs. Warner, of St. Albans, to whose son, Private Edward Warner, Bedfordshire Regiment, the V.C. was awarded for most conspicuous bravery.

1917: THE KING, WEARING FIELD-MARSHAL'S SERVICE UNIFORM AND A STEEL HELMET, AT THE FRONT, ON WYTSCHAETE RIDGE.

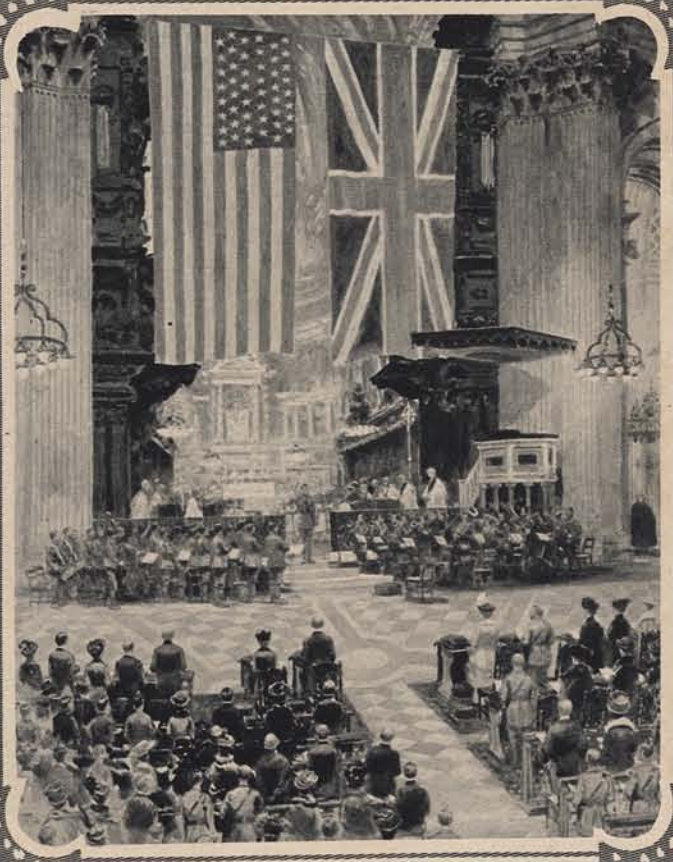
Concerning this photograph, we wrote at the time: "Their Majesties landed in France on July 3, and the King spent the following day with General Sir Herbert Plumer's Army on the scene of its great victory at Messines Ridge and Wytschaete Ridge. He walked over the battlefield for more than a mile."

1916: THE KING AT THE FRONT, WITH GENERAL SIR DOUGLAS HAIG, PASSING THROUGH A LANCER GUARD OF HONOUR TO GREET PRESIDENT POINCARÉ.

On August 12, 1916, during a visit to Northern France, accompanied by the Prince of Wales and General Sir Douglas Haig, the King went to "a certain famous chateau" to meet President Poincaré, General Joffre, General Foch, and other distinguished French officers at lunch. The path down the avenue was lined by a guard of honour of the 17th Lancers, Sir Douglas Haig's regiment.

1915: THE KING, LYING IN BED IN A HOSPITAL TRAIN AFTER HIS ACCIDENT AT THE FRONT, PINNING THE VICTORIA CROSS ON THE TUNIC OF LANCE-SERGEANT OLIVER BROOKS.

When on a visit to the front the King met with an unfortunate accident on October 28, 1915. His charger reared twice, falling the second time and bringing him down, so that he was very severely bruised. His Majesty, however, insisted on decorating a Coldstreamer with the Victoria Cross, while lying in the hospital train to which he had been taken. This drawing shows the scene. Sir Charles Cust is on the left, holding an account of the act for which the V.C. was given.



1917: THE "STAR-SPANGLED BANNER" IN ST. PAUL'S—A SERVICE WHEN THE U.S.A. ENTERED THE WAR.

On April 20, 1917, the King and Queen attended at St. Paul's "a solemn service to Almighty God on the occasion of the entry of the United States of America into the Great War for freedom." The "Star-spangled Banner" hung beside the Union Jack in the Cathedral.

terrible an array of ships lain together. Other nations have great ships too, and are fast building more. It was the evidence of perfect preparation which satisfied spectators. So far as can be judged, the ships and the men stand ready for all emergencies. Here, at least, England has acted as her sailor King, while Prince of Wales, bade her to act when he called upon her to 'wake up.'" But across the grey waters of the North Sea the officers of the young and eager High Seas Fleet openly toasted "*Der Tag*"—the day when the verdict of Trafalgar would be reversed by the descendants of the men who had manned the ships of the Hanseatic League and the fleets of the great Dutch admirals of the seventeenth century.

But on the whole the English preferred to think of the menace of Armageddon as an unbelievable nightmare—something that the kind Fates must spare them. There were other threats to that King's Peace which is the innermost and sacred flame of the English historical tradition and which King and Government, they liked to think, were there to preserve. For instance, there was Mr. Lloyd George. This volatile and alarmingly energetic Welsh politician had recently caused a great furore among the comfortable classes, who were still the chief repositories of the English tradition, by his wild Limehouse and similar speeches about Dives and Lazarus, pheasants and mangel-wurzels, such as made the tall top-hats shake on ducal heads, and brought into the decorous convention of English party politics an uneasy suggestion of tumbrils. In reality he was the founder of a new and probably inevitable Liberalism, standing for a redistribution of wealth that followed naturally in the wake of the transference of ultimate political power to the masses. There is nothing novel in the same statesman's plea, a quarter of a century later, for a New Deal : the man who, at the beginning of the reign, was championing National Industrial Insurance, Old Age Pensions, and the taxation of Land Values, was then, as now, demanding a New Deal for everyone. But, however reasonable or commonplace Mr. Lloyd George's early crusades may seem to us now, twenty-five years ago they appeared to many people as mere vulgar bribery—ninepence for fourpence; money promises to the greedy multitude to catch ignorant votes ; the calamitous and destructive war of the Have-Nots against the Haves, which Macaulay had prophesied sixty years before. At the time, indeed, Mr. Lloyd George seemed a very disturbing portent.

But there were two at least in great place who showed themselves quietly and insistently aware of the cleavage between their people, and of their own plain duty to do whatever lay within their power to bridge it—the King and Queen. In addition to their ordinary social functions—that continuous round of public duty called for without cessation from a modern Sovereign, such as the laying the foundation-stone of the new County Hall of London in 1912, or their appearance in the midst of 20,000 of their youthful male subjects of all classes, who acclaimed them with lifted staves and the strange cries of Baden-Powell's novel cult of Young Citizenship—the King and Queen began to be seen in places and situations where the interposition of royalty had never before been looked for. It was a move entirely spontaneous. It was received at first with dismay by some and suspicion by others, and wonder by all. Yet after a little while both its wisdom and the unmistakable sincerity which inspired it began to be apparent to the whole nation. It was a quiet but steadily growing influence for unity in a sadly disunited nation, whose effect future historians will perceive more clearly than we.

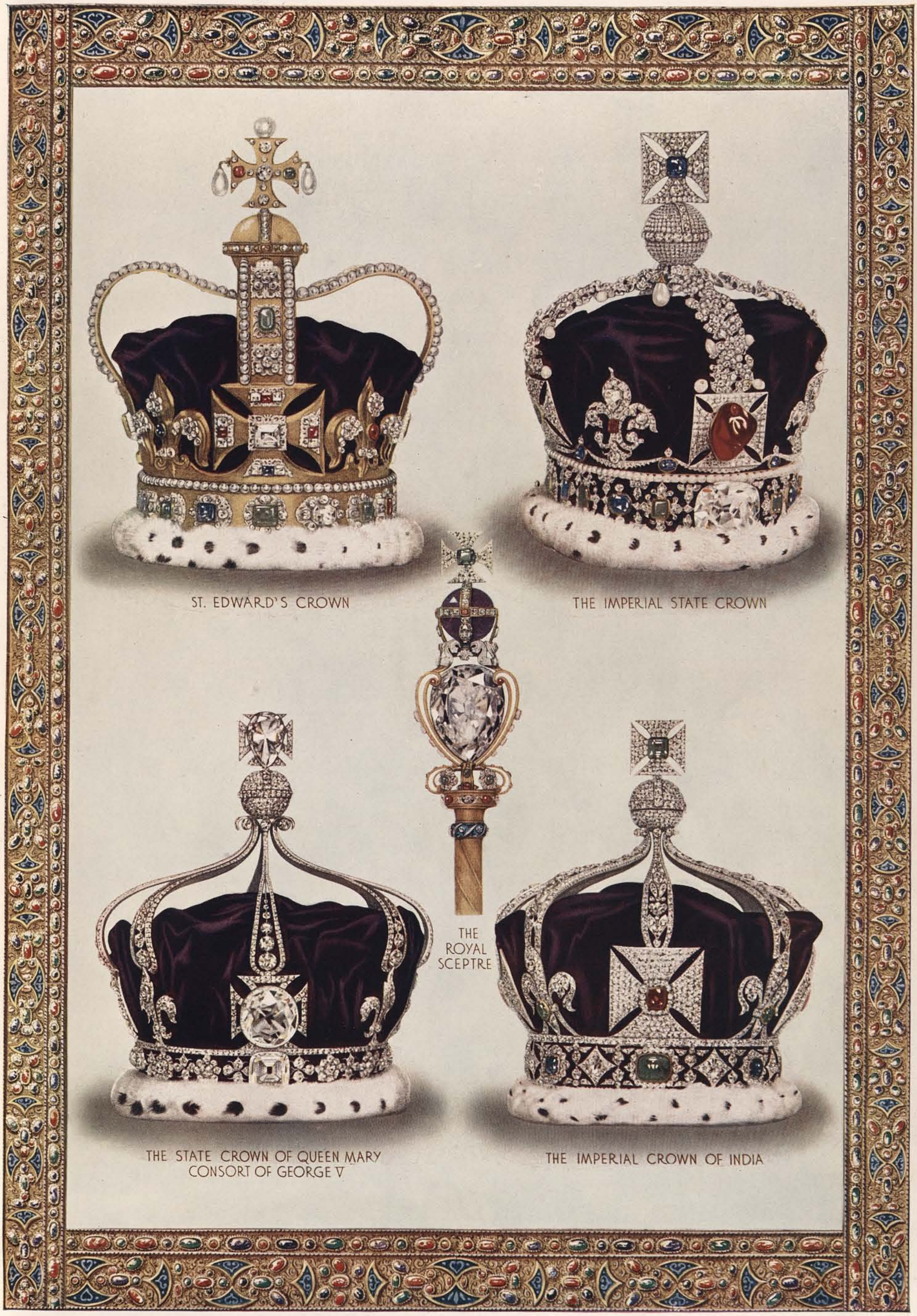
As one turns over the crowded pages of the national journals that record from day to day the doings, conflicts, interests, and hopes of the British people in the uneasy years between the accession and the outbreak of war, one is struck by that unobtrusive but persistent undertone of royal endeavour—an endeavour directed not towards power or political influence, but solely towards an understanding of the needs of the people over whom that royal couple, for all the limitations of constitutional monarchy, were called upon to preside. One sees them crossing the bridges of the Thames into that other London, so little known at that time to the rich and powerful, and of which Alec Paterson so feelingly wrote, watching with the closest and most practical attention the pioneer rehousing scheme that was being initiated in one of the most notorious slum areas of Southwark (the Queen, by that unflagging interest, maintained ever since, may well be termed the fairy godmother of the working-man's flat, the most important social innovation of our age), taking tea with a miner's wife in a South Welsh colliery town, standing at the pithead at Cadeby after a great disaster, and learning with deep sympathy of a thousand humble hopes, tragedies, and fears. At Stanfoot, where they inspected a glass-works, the glass-blowers sang as was their custom at their work, and the Queen heard from every side the refrain of the old, traditional song—

> "Kind, kind, and gentle is she,
> Kind is my Mary"—

a compliment as delicate as it was deserved. They visited the Potteries, the Yorkshire mines, the railway works at Crewe, and in the summer of 1913 made a State pilgrimage through industrial Lancashire, to extend their acquaintance, as the King himself put it, "with the men and women on whose devotion and energy, under Providence, these industries depend." In thirty-five miles between Colne and Rochdale, their Majesties were scarcely ever out of range of their subjects' cheering.

For his subjects, and particularly the humbler ones, were learning to realise that they had got a big asset in their King. He might not be a showy man, but he was a good man and an honest one. He came among them and revealed himself at once as what he was—a plain Englishman who had learnt a working craft when he was young, and learnt, too, the first, and among those in great place one of the rarest-conned of human lessons—never to let the sun go down on a task that the day should have seen fulfilled. And his training as a workaday seaman, before he became Heir to the Throne, had given him an instinctive and practical sympathy with the man who has to do hard work with his hands—that is, with the majority of his subjects. "He is not," wrote Mr. A. G. Gardiner, before the outbreak of the war, "the first English King to belong to the working classes by the bond of a common experience. He moves among them not as a stranger from some starry social sphere, but as one to the manner born. *He has reefed the sail and swabbed the deck and fed the fire.* He has stood at the helm through the tempest and the night. He knows what it is to be grimy and perspiring, to have blistered hands and tired feet. In short, he knows what it is to be a working man." In fact, here was a King with the conscience and practical interests of an artificer. It was just what his subjects, three-quarters of whom were industrial workers, needed.

And his Queen, with whom it was so obvious that his home life was just as it should be, was every inch worthy of him and her great place. Someone, laughing at her direct ways and undisguised sincerity, once said that she was the only woman in society who was not a society woman. It was because society to her was such a much bigger thing than that which usually passes by the name. The familiar toque and pale-blue dress, unassertive and yet perfect in quality and detail, as a Queen's should be, became known in the last places which, in times past, royalties and



SYMBOLS OF IMPERIAL MAJESTY: THE ROYAL CROWNS AND SCEPTRE.

REPRODUCED BY COURTESY OF MAJOR-GENERAL SIR GEORGE YOUNGHUSBAND, K.C.M.G., K.C.I.E., C.B., JOINT AUTHOR OF "THE CROWN JEWELS OF ENGLAND"; AND OF CASSELL AND CO., LTD., ITS PUBLISHERS.

1918: THE TWENTY-FIFTH ANNIVERSARY OF THE WEDDING OF KING GEORGE AND QUEEN MARY—SINGING THE NATIONAL ANTHEM AT THE CLOSE OF THE SILVER WEDDING SERVICE.

On July 6, 1918, the twenty-fifth anniversary of the marriage of King George and Queen Mary in 1893 (then Duke and Duchess of York), their Majesties drove from Buckingham Palace to attend a special Silver Wedding Day service in St. Paul's Cathedral. This was timed to coincide with the hour of the wedding ceremony at the Chapel Royal, St. James's, on July 6, 1893. Queen Alexandra and other members of the Royal Family were present, as well as Mr. Lloyd George and the Dominion Premiers.

1921: THE KING INSPECTING FRENCH CLERICAL WAR-VETERANS ON THE QUAY-SIDE AT ST. HELIER, JERSEY.

During the visit of the King and Queen and Princess Mary to Jersey and Guernsey in July 1921, the King inspected French clerical veterans of the war at St. Helier. It was as the Duke of Normandy, "le roi nôtre duc," that the King was welcomed by the loyal inhabitants of the Channel Islands.

1918: THE KING KNIGHTING GENERAL MONASH, THE AUSTRALIAN COMMANDER.

In 1918, the King knighted General John Monash, whose brilliant war record included the Gallipoli campaign, where he gave his name to Monash Gully, at Anzac, and the battle of Amiens, in August 1918, when he was in command of the Australian Corps.

1918: THE KING WITH MR. WOODROW WILSON, PRESIDENT OF THE U.S.A., ON HIS ARRIVAL IN LONDON.

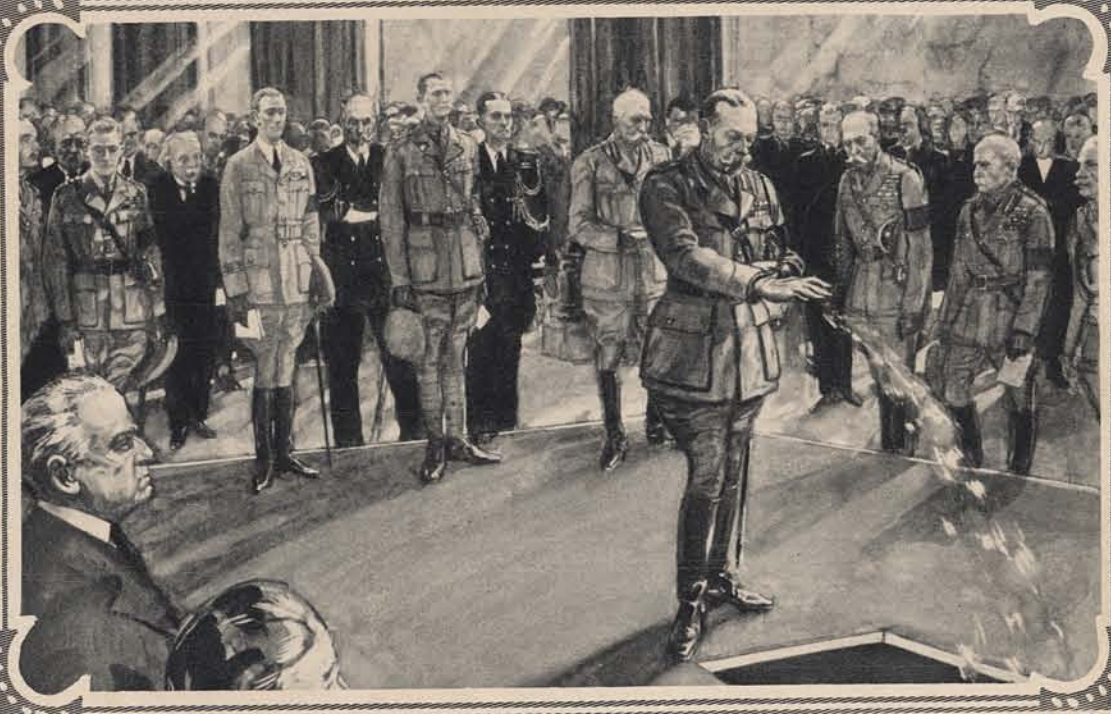
In December 1918, Mr. Woodrow Wilson visited England — the only occasion on which a President of the U.S.A. has left his country during his term of office. President Wilson was greeted by the King and Queen at Charing Cross Station on December 26. He also visited Manchester and Carlisle.

1918: ARMISTICE DAY IN LONDON—THE CROWD CHEERING OUTSIDE BUCKINGHAM PALACE.

This photograph shows the historic scene outside Buckingham Palace on November 11, 1918, when, news of the Armistice having arrived, a vast crowd gathered spontaneously to cheer their King and Queen. Their Majesties appeared on the balcony, and the King spoke.

1920: THE FUNERAL OF THE UNKNOWN WARRIOR—HIS MAJESTY IN THE PROCESSION.

The body of Britain's Unknown Warrior was brought back to London from its grave in Flanders, and the funeral procession, from Victoria to Westminster Abbey, was held on November 11, 1920. With this ceremony was combined the unveiling by the King of the Cenotaph in Whitehall.



1920: THE KING SPRINKLING FRENCH SOIL FROM A SILVER SHELL ON TO THE COFFIN OF BRITAIN'S UNKNOWN WARRIOR IN THE GRAVE IN WESTMINSTER ABBEY.

The soil of France, made sacred to this country by the shedding of so much British blood upon it, provided the earth for filling in the grave of Britain's Unknown Warrior. It was French earth, too, which the King, in the ceremony of November 11, 1920, sprinkled on the coffin after it had been lowered into the grave. This earth was contained in a silver shell, which was handed by the Clerk of the Works of Westminster Abbey to Sir Douglas Dawson, who, in turn, handed it to his Majesty.

1924: THE KING WITH KING FERDINAND OF RUMANIA WHEN HE VISITED LONDON.

King Ferdinand and Queen Marie of Rumania paid a State visit to the King and Queen in 1924, crossing from Calais to Dover on May 12. This photograph shows their Majesties chatting during the drive to Buckingham Palace.

1922: THE KING WITH THE KING OF THE BELGIANS, EARL BEATTY, AND THE DUKE OF BRABANT (NOW KING) ON THE OCCASION OF THEIR MAJESTIES' VISIT TO BRUSSELS ON MAY 8.

1924: THE KING WITH THE KING OF ITALY WHEN HE VISITED LONDON.

King Victor Emanuel and Queen Elena of Italy, with the Prince of Piedmont and their second daughter, Princess Mafalda, arrived in London on May 26, 1924, on a State visit to the King and Queen, who greeted them at Victoria.

1923: THE KING GREETING SIGNOR MUSSOLINI, ON WHOM HE CONFERRED THE G.C.B.

The King and Queen paid a State visit to King Victor Emanuel and Queen Elena in 1923, arriving in Rome on May 7. Signor Mussolini was created a Knight Grand Cross of the Order of the Bath. Their Majesties also visited his Holiness the Pope.

1921: THE FIRST PARLIAMENT OF NORTHERN IRELAND OPENED BY THE KING IN BELFAST.

On June 22, 1921, the King opened in Belfast the first Parliament of Northern Ireland. In so doing, he made a historic appeal to Irishmen "to stretch out the hand of forbearance and conciliation, to forgive and to forget." Their Majesties are seen driving through Belfast.

1922: THE KING WITH EARL HAIG AND MARSHAL FOCH, WHO ARE SHAKING HANDS.

In May 1922 the King and Queen made a pilgrimage to the war graves in France and Belgium, as an expression of personal and national feeling towards our Allies. On May 12 his Majesty visited the great French cemetery at Nôtre Dame de Lorette, where he met Marshal Foch.

1924: THE KING AND QUEEN, WITH OTHER MEMBERS OF THE ROYAL FAMILY, IN THE ROYAL BOX AT THE WEMBLEY STADIUM FOR AN "EMPIRE WEEK" THANKSGIVING SERVICE ON MAY 25—"THE LARGEST RELIGIOUS SERVICE . . . THE WORLD HAS EVER SEEN."

1922: THE MARRIAGE OF PRINCESS MARY AND VISCOUNT LASCELLES—THE KING, THE QUEEN, AND QUEEN ALEXANDRA, WITH THE BRIDE AND BRIDEGROOM, ON THE BALCONY OF BUCKINGHAM PALACE AFTER THE WEDDING IN WESTMINSTER ABBEY ON FEBRUARY 28.

1923: THE MARRIAGE OF THE DUKE OF YORK AND LADY ELIZABETH BOWES-LYON IN WESTMINSTER ABBEY.

The wedding of the Duke of York and Lady Elizabeth Bowes-Lyon took place in Westminster Abbey on April 26, 1923. In this drawing are seen the Archbishop of Canterbury performing the ceremony, the King and Queen standing behind him, and, to the right of the Archbishop, Prince Henry (now Duke of Gloucester) and the Prince of Wales, the bridegroom's supporters.

1928: THE KING WITH KING AMANULLAH OF AFGHANISTAN.

King Amanullah and Queen Suryia of Afghanistan arrived in London on March 13, 1928, on their State visit to the King and Queen. They were greeted at Victoria Station by their Majesties.

1927: THE KING WITH PRESIDENT DOUMERGUE WHEN HE AND M. BRIAND PAID A VISIT TO LONDON.

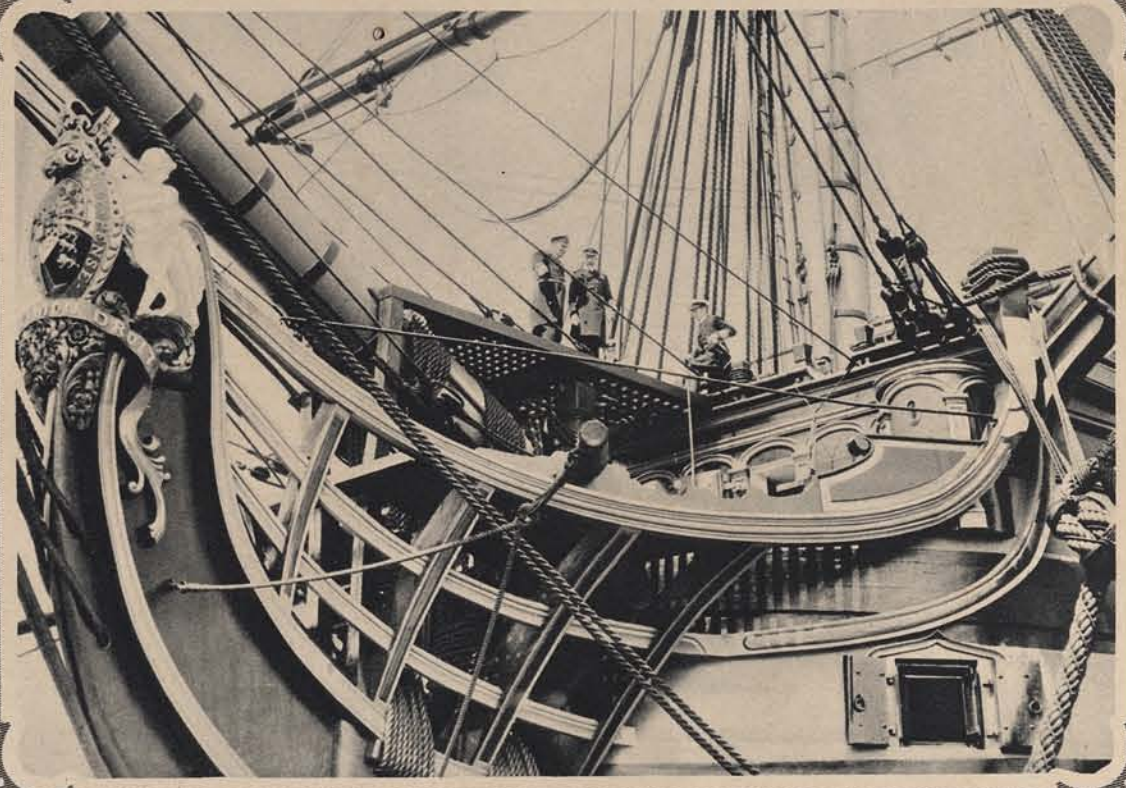
M. Gaston Doumergue, President of the French Republic, arrived in England on May 16, 1927, on a State visit. He was accompanied by M. Briand, the French Minister for Foreign Affairs, for, as we mentioned at the time, "it is a rule in France that no President ever goes abroad without his Foreign Minister."

1927: THE KING WITH KING FUAD OF EGYPT WHEN HE VISITED LONDON.

King Fuad of Egypt arrived in England on July 4, 1927, for his State visit. At Dover he was met by the Prince of Wales, and at Victoria Station King George himself greeted him. Here is seen the drive to the Palace.

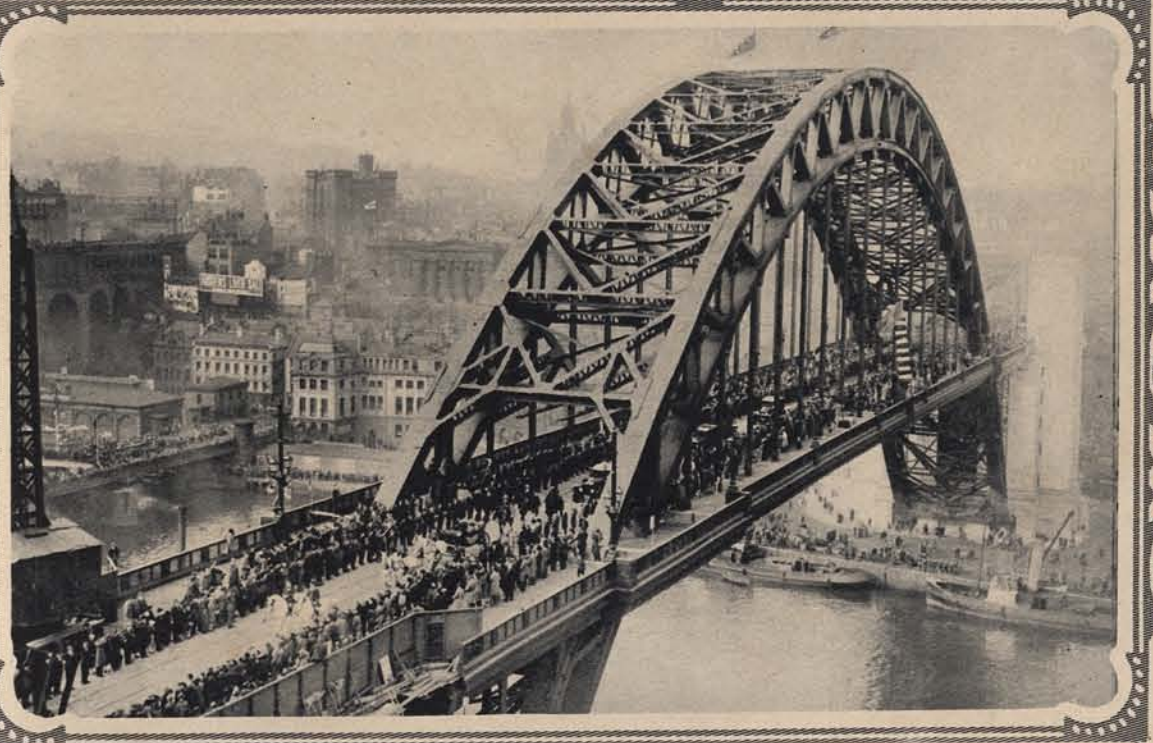
1927: THE SCOTTISH NATIONAL WAR MEMORIAL—THEIR MAJESTIES AT SCOTLAND'S "CENTRAL SHRINE."

The Scottish National War Memorial at Edinburgh was opened by the Prince of Wales on July 14, 1927. The King and Queen visited the Memorial on that day.



1928: THE "VICTORY" AT PORTSMOUTH AFTER HER RESTORATION TO HER CONDITION AS AT TRAFALGAR—HIS MAJESTY INSPECTING NELSON'S FAMOUS FLAGSHIP.

On July 17, 1928, the King visited Portsmouth privately, there to inspect the new Australian cruisers "Australia" and "Canberra," and to unveil on board the "Victory" a tablet commemorating her recent restoration to the condition in which she was at Trafalgar. The inscription on the tablet includes the words: "H.M.S. 'Victory,' laid down 1759, launched 1765, was after 157 years of service brought into her present berth. . . ."



1928: THE NEW BRIDGE AT NEWCASTLE-ON-TYNE OPENED BY THE KING—WHAT WAS THEN THE LARGEST SINGLE-SPAN BRIDGE IN EUROPE, SPANNING THE RIVER TYNE.

The King and Queen visited Newcastle-on-Tyne on October 10, 1928, where his Majesty opened the magnificent new bridge over the river. In giving an account of the ceremony at the time, we said: "The Lord Mayor of Newcastle mentioned that it is the largest single-span bridge in Europe. His Majesty was presented with a gold key by Sir Arthur Dorman, head of the contracting firm." The bridge, built to allow for tramways and for four lines of traffic, was constructed at a cost of over £1,000,000.

1925: THE FUNERAL OF QUEEN ALEXANDRA—THE KING AND QUEEN LEAVING SANDRINGHAM CHURCH.

Queen Alexandra, the widow of King Edward and mother of King George, died at Sandringham on November 20, 1925. The King and Queen, with Queen Maud of Norway and Princess Victoria, are seen leaving Sandringham Church after the private service on November 26.

Courts were wont to be seen—in the wards of hospitals, and factory rooms, and the tenement dwellings of busy working women. There was never any conscious striving after popularity or effect, but a great sense, quickly communicated to others, of practical work, never-ending and undeniable, waiting to be done. It was just what was needed from a woman on the throne of Great Britain in the early twentieth century : an example of strenuous cleaning and healing, sorely desired in an untidy, harassed, and muddled industrial community. It was the service of a Martha in great place to the work-worn sons and daughters—but principally to the daughters—of Martha. An intense passion for order and work, and a sense of the importance of mastering detail, were the pillars of her practicality. "Of all the practical women in this world," observed a great national organiser, "my own wife included, there is not a more practical, a more understanding, a more helpful woman than Queen Mary." It was praise richly and thoroughly earned. The Queen's practical quality was beyond price in a community threatened by a class war, whose roots lay not in sentimental principles, but in grave material evils.

It was not only between the classes of King George's subjects that there was war, but between the sexes also. Democracy, it proved, could not be confined to men ; if there was saving grace in the vote, women must be given it too. At first, the demand of women—and it was a demand that came both from educated women and from the East End, where the sex found a chivalrous and ardent ally in the ever warm-hearted George Lansbury—was regarded with some amusement by the community at large ; it belonged to the category of music-hall jests, and many women themselves for a time regarded it as such. "Votes for the Ladies, O !" wrote one upper middle-class mother for some burlesque her children were acting—

> "Votes for the Ladies, O !
> The men can mind the Babies, O !
> It 's about the only thing they 're suited for :
> A cheer for the Majority,
> A fig for the Minority,
> The Ladies won't be slaveys any more !"

But the extreme enthusiasm, and even ferocity, of the small part of the sex who, as yet, wanted the vote more than made up for the apathy of the rest. The Liberal Government, which was proposing to honour Radical principles by crowding into its already overburdened programme a Franchise and Registration Bill, had morally committed itself, through its leader, Mr. Asquith, to a modest instalment of Women's Suffrage. When, for some technical reasons of procedure, this clause was not proceeded with, the more ardent Suffragettes resolved that the time for trifling was past. Under the leadership of Christabel Pankhurst, they showed that they were prepared to stop at nothing to gain their ends. They appeared, like the frogs in the Plague of Egypt, in all places and at all times—and wherever they appeared they were a pest, particularly to Mr. Asquith and his Government. With an utter disregard of their private convenience, or even safety, they chained themselves to the railings of Downing Street ; they hid themselves under Parliamentary benches ; they placed bombs in churches and in pillar-boxes ; they slashed famous pictures with hatchets, and burnt down town halls ; and when arrested for these activities they endeavoured to shame their jailers by starving themselves to death. One at least won a martyr's crown by getting herself trampled under foot by the leading horse on Derby Day. Nor was such extravagant behaviour without its reward. For it forced the whole question of the equality of the sexes into the open : for obstinate man to resist any longer woman's demand for political equality without logical justification for his attitude—and there was none—was to insult all women in general and every woman in particular. This is not a position which many men care to maintain for long. For the moment, however, the Militant Suffragette movement tended to make public life very unpleasant and often exceedingly undignified. Once again the quiet serenity of the King and Queen—the only people in their Dominions, it appeared, who would not soon be exercising the vote—stood out in seemly contrast.

But the most serious threat to England's internal peace came from Ireland. The price the Liberal Government had to pay for the support of the Irish Nationalist Members who had enabled it to carry the Parliament Act was a measure giving Home Rule to Ireland. Early in 1912, Mr. Asquith had introduced his Home Rule Bill, with the prospect of a three years' struggle with the Tory majority in the Lords that must end, under the procedure set up by the Parliament Bill, in an ultimate victory for the Government in the autumn of 1914. Religion, as has so often happened with Liberal programmes, proved the stumbling-block. The majority of Irishmen were Catholics, but the rich minority in the North-East were aggressively Protestant, and declared their intention of fighting rather than of submitting to a Papist majority in a Dublin Parliament. To the people of Ulster, the Union Jack was suddenly seen to possess almost sacred properties. Led by an advocate of genius, they formed themselves into regiments, smuggled German arms by night across their borders, and spoke of civil war. Once more it was seen that England was a Protestant country. Monster processions of working men marched through the streets of Liverpool and other great cities, announcing their determination to overthrow a Government of Pope-ridden politicians ; British officers serving in Ireland resigned rather than run the risk of being called upon to fire on their co-religionists, and the Tories talked jubilantly about traitors. Meanwhile, the Liberal Press returned the compliment and spoke of "The Army versus the People," while the Southern Irish also took arms and drilled. Neither side showed the slightest inclination to swallow its words, and by the summer of 1914 it was becoming obvious even to the compromise-loving, logic-hating English, that civil war was inevitable unless one or other party was prepared to do so. The new American Ambassador, who loved England, was startled on landing to discover how near things were drifting to actual bloodshed. "Somehow," he wrote to a friend, "it reminds me of the tense days of the slavery controversy before the Civil War."

On the eve of almost certain conflict, in the middle of the July of 1914, the King took a grave constitutional step and summoned the leaders of both Parties to a Conference at Buckingham Palace. For a moment the nation breathed again ; deliverance had come from the quarter where, after two centuries of "constitutional" government, Englishmen had almost ceased to look for deliverance. Politicians spoke darkly of a "royal *coup d'état*," but the plain man felt as though a pestilence had been stayed. But a week later it was learnt that the Conference had failed, the rival Irish representatives proving too logical in their quarrel to allow of any agreement or compromise. Two days later British troops opened fire on an Irish crowd during a gun-running incident at Howth.

The god duly descended from the machine, but it was from a chariot of fire. On June 28 the Archduke Francis Ferdinand of Austria had been murdered by a Serbian assassin at Sarajevo, and thereafter the foreign columns of the Press were filled with unintelligible details of the complexities of the Eastern situation. But few saw any connection between the peace of England and these obscure and remote bickerings. As late as July 17, Mr. Lloyd George, dining with his old

THEIR MAJESTIES THE KING AND QUEEN IN THE HISTORIC STATE COACH.

1930: THE FIVE-POWER NAVAL CONFERENCE IN LONDON—THE KING WELCOMING THE DELEGATES.

On January 21, 1930, the King inaugurated the Five-Power Naval Conference in the Great Gallery of the House of Lords. In the afternoon of the same day he received the Chief Delegates, representatives of the United States of America, France, Italy, Japan, and Great Britain, assembled to "eliminate the evil results of wasteful competition."

1931: THE CRISIS WHICH LED, AT THE KING'S INSTANCE, TO THE FORMATION OF A NATIONAL GOVERNMENT.

As the political crisis of August 1931 developed, the King, who was on holiday in Scotland, decided to return to London on August 22. This photograph shows the crowd outside the Palace after the King's return. His Majesty asked Mr. Ramsay MacDonald to form a new National Government to meet the financial emergency.

1934: THE QUEEN LAUNCHES THE GIANT CUNARDER "QUEEN MARY"—THEIR MAJESTIES GREETED BY THE SPECTATORS.

On September 26, 1934, the King and Queen visited Clydebank for the launching of the great Cunard White Star liner, previously known as "No. 534." Her Majesty performed the ceremony, naming the ship "Queen Mary." The King is seen acknowledging the crowd's cheers.

1934: THE KING OPENING THE MERSEY TUNNEL AT LIVERPOOL—THE LARGEST UNDER-WATER TUNNEL IN THE WORLD.

On July 18, 1934, the King, accompanied by the Queen, visited Liverpool to open the new Mersey Tunnel between Liverpool and Birkenhead. His Majesty, in declaring the tunnel open, named it "Queensway." The tunnel is the largest under-water tunnel in the world, and was constructed at a cost of £8,000,000. It carries a two-mile road for vehicular traffic.

1934: THE MARRIAGE OF THE DUKE OF KENT AND PRINCESS MARINA OF GREECE—THEIR MAJESTIES AND THE BRIDE'S PARENTS IN A WEDDING GROUP.

The Duke of Kent, their Majesties' youngest son, was married to Princess Marina of Greece in Westminster Abbey on November 29, 1934. In this photograph, taken at Buckingham Palace after the ceremony, the King and Queen are seen standing on either side of the bride and bridegroom, in a group which includes Prince and Princess Nicholas of Greece, the parents of the bride.

friends the bankers, after deploring the dangers of Irish civil war and a monster strike by the Triple Alliance of miners, railwaymen, and engineers, spoke of the foreign situation as the one bright spot on a lowering horizon. "In the matter of external affairs," he observed, "the sky has never been more perfectly blue." Pitt's famous oration, prophesying peace on the eve of the Revolutionary Wars, received no more absurd a commentary from an ironic Fate!

There is no need to tell the story of those ten crowded and terrible days that followed the presentation of the Austrian Ultimatum to Serbia on July 23. The week-end before, the King had spent, according to a long pre-arranged plan, with his Fleet at Spithead—always to him a welcome relief from political anxiety and the long office routine of his daily London round: here, on the quarterdeck of a man-of-war, he could remember that he had once been a working naval officer—"no carpet seaman," as one old sea-dog bluntly put it, "but one who has served like the rest of us." Nor were the men of the Fleet forgetful of the fact that their King, when he came among them, was of their own guild; there were many who could remember how, in the stormy Naval Manœuvres of 1889, a young officer of twenty-four, then holding his first command, had, by courage and fine seamanship, saved a British warship from destruction. On Monday, July 20, the King led the Grand Fleet to sea in the Royal Yacht—a wonderful spectacle on a rain-blurred, grey sea that was gradually lit by sunshine. It was the last time that the old pre-war world was to see the Fleet of Great Britain. Five days later, the First Lord of the Admiralty, Mr. Winston Churchill, judging the events on the Continent too threatening to trifle with, issued orders on his own responsibility for the Fleet to remain together as a unit, instead of dispersing to its respective stations. A few more days, and, at the same bold command, it was in its pre-ordained place, between the heart of the Empire and its foes. "If war should now come," Mr. Churchill has since written in proud self-justification, "no one would know where to look for the British Fleet. Somewhere in that enormous waste of waters to the north of our islands, cruising now this way, now that, shrouded in storms and mists, dwelt this mighty organisation. Yet, from the Admiralty buildings we could speak to them at any moment if need arose. The King's ships were at sea." Few men have ever done a more timely service to their country.

But it was no politician to whom the country turned in that moment of testing. On the afternoon of Aug. 3, Sir Edward Grey rose in a packed House to tell the story of his generous attempt and failure, and at midnight our ultimatum to Germany expired. Long before midnight, an ever-growing crowd was pouring from every quarter towards the Palace. Instinctively, a great nation turned, as its hour struck, to the man who, by all its history and tradition, was its true representative, and who, by his own worth and action, all men felt to be worthy of that trust. It was not hysteria that moved those dark, shouting crowds that stood before the Palace as the King and Queen, with the young Prince of Wales, faced them from the balcony, but something far deeper.

H.R.H. PRINCE JOHN: THEIR MAJESTIES' YOUNGEST CHILD, WHO DIED ON JANUARY 18, 1919, AT THE AGE OF THIRTEEN.

In that inspired moment—insane though it may seem to many of the present generation—the nation had no doubts. There were, indeed, none that any honourable man could reasonably have. The whole principle of collective responsibility between nations, on which the peace of Europe and the assurance of continued civilisation depended, had been challenged. Both Germany and Britain had pledged themselves to maintain the neutrality of Belgium, and when Germany invaded Belgium and Belgium appealed to Britain to honour her word, the only alternative to doing so was a shameful denial of our very existence as a nation. As the King himself remarked to the American Ambassador, "My God, Mr. Page, what else could we do?" And beyond that the issue went deeper: so long as Prussian militarism could ride roughshod over the legitimate activities and aspirations of the rest of mankind, civilisation was doomed. Even if every vestige of our ancient wealth and culture were to be lost in the struggle, the alternative was worse. No legerdemain on the part of Sir Edward Grey or any other Englishman could have done more than postpone for a few years that awful dilemma. "No, no, no!" was the comment of the American Ambassador; "no power on earth could have prevented it. The German militarism, which is the crime of the last fifty years, has been working for this for twenty-five years. It had to come. . . . We've got to see that this system doesn't grow again; that's all."

Looking back on the reverse and receding slopes of that titanic mountain range, it is the sordid horror, pain, and wastefulness of the war that we see, or fancy we see, most clearly. But in 1914 the young men of England saw its great cliffs towering above them with something of exultation. There was pain in that mood, foreknowledge of death and suffering and sacrifice, deep regret at leaving things loved and familiar, yet, with it all, gladness at an escape from self, with all its meanness and littleness, into something greater than self. One remembers those days with pride that man could be so fine; even though we now see that that fineness was to reap little but death and destruction—the blue-coated volunteers, in the glory of their new-found comradeship, making light of the rough ardours of improvised camps as they marched singing along the wintry roads of England; the refreshing kindliness of British folks of all classes and tenets to each other; and, across the Channel, that little professional army, flawless in spirit and proud obedience, that literally perished while the rest of England was making ready. It matters not that that mood lasted only a short while; it is enough that it ever existed.

It was not within the King's power to serve with his troops in France, or, where his heart must so constantly have been, on the quarterdeck of one of the great ships which, in their island-locked harbour in the misty North, lay between Germany and the dominion of the world. All that he could do was to place himself—his time, his work, his leisure, and his whole life—unreservedly at the disposal of his country. None but those who saw his daily work at the Palace during those four years can form any idea of that long round of duty ceaselessly borne—unfailing punctuality, industry that never flagged, and simple cheerfulness

The King and Queen among the People

THE QUEEN AMONG THE PEOPLE: HER MAJESTY WITH CHILDREN OF A NURSERY SCHOOL.

Nothing could better illustrate the Queen's gracious sympathy and her love of children than this photograph of her Majesty, taken on May 8, 1930, when she visited a nursery school adjoining the Rachel McMillan College at Deptford. She is seen in the playground of the school.

THEIR MAJESTIES AMONG THE PEOPLE: SHAKING HANDS WITH A CRIPPLE BOY.

In a visit to Rotherham on July 9, 1912, their Majesties met and shook hands with a cripple boy who, two years before, having lost both his legs, had written to the King for help. The King himself paid for his artificial limbs.

THE KING CHATTING WITH A YOUNG WORKER IN A SUNDERLAND YARD: A VERY HAPPY PHOTOGRAPH.

This charming snapshot, taken during a five-day tour of the shipyards and munition workshops of the north-east coast in June 1917, shows the King's delight in mingling with his people. It is clear from the lad's expression that the pleasure of this meeting was shared by both parties!

THE KING AMONG HIS PEOPLE: HIS MAJESTY CHATTING WITH CHILDREN AT PLEASANCE.

On the occasion of the royal visit to Scotland in July 1927, their Majesties went to Pleasance, then an overcrowded area of Edinburgh, but since bettered by housing schemes. This photograph shows the King in happy intimacy with some of the children there.

THE QUEEN'S CHARITY: HER MAJESTY AT THE ROYAL FREE HOSPITAL.

When first publishing this photograph (on December 8, 1928), we said: "Her Majesty has always shown so much sympathy with the troubles of others, and has devoted her life to works of charity and social welfare."

THE KING AND QUEEN SURROUNDED BY A HAPPY CROWD: THEIR MAJESTIES ENTHUSIASTICALLY GREETED IN YORKSHIRE.

The interest and sympathy which the King and Queen bear towards the people, and their readiness to mingle with affection among humble folk, are illustrated by the photographs published on this page. Here are seen their Majesties on a visit to Yorkshire in July 1912. It was on this occasion that the King descended a coal-mine and visited the scene of the Cadeby Colliery disaster.

THE KING AND QUEEN ON THE MINIATURE RAILWAY AT THE WEMBLEY EXHIBITION: THEIR MAJESTIES AMONG HAPPY CHILDREN.

In the course of a private visit to the Wembley Exhibition in 1924, their Majesties took a trip on the scenic railway. The King had opened the Exhibition on April 23, saying: "The Exhibition may be said to reveal to us the whole Empire in little, containing within its 220 acres of ground a vivid model of the architecture, art, and industry of all the races which come under the British flag."


BARON HEWART
LORD CHIEF JUSTICE, 1922


BARON SWINFEN
MASTER OF THE ROLLS, 1918-1919


BARON HANWORTH
MASTER OF THE ROLLS, 1923


SIR SAMUEL T. EVANS
PRESIDENT P.D. & A. DIV. 1910-1919


SIR F. BOYD MERRIMAN
PRESIDENT P.D. & A. DIV. 1933

maintained as a public duty in his contact with a never-ending succession of his subjects, every one of whom expected to leave his Sovereign with new strength and courage. That was the King's service, and if any man ever proved to the full the noble meaning of Milton's famous line, it was he.

And the Queen was his equal. From the first moment of the war, there was never any doubt of her place as the first woman in England. All that superb energy and queenly force she poured, one feels with complete gladness, into the service of the hour. Four days after the outbreak of the war, she was at Tidworth, bidding farewell to her regiment, the 18th Royal Hussars, then on the eve of sailing for France with the Expeditionary Force—a spontaneous action which is still remembered with gratitude by some who were present. But even before that she had already planned the great work of national service which, after nursing, was the most direct contribution made by the women of Britain to the war. Lady Bertha Dawkins has recalled to her Majesty's biographer, Kathleen Woodward, the Queen's horror on the day of the outbreak of war, and then, as the first shock wore off, the note of resolution that came into her voice: "All that we women can do for them, our soldiers will need. We must have everything ready. I do not want to have that state of things which prevailed during the Boer War, with everybody just sending what they liked, without relation to the real needs of our soldiers, without organisation. It entails too much waste and too great a loss of time. Let us strive for central organisations from which to control and direct. Soon, too soon, there will be thousands of women wanting to do something to help and not knowing what to do. Let us be ready for them."

Immediately after the outbreak of war, the Queen placed her Needlework Guild at the disposal of the nation, and at once transformed it into a clearing-house for the voluntary gifts of the Empire. Within the first ten months of the war alone, over a million presents were received and utilised. It was the time when "Sister Susie was sewing shirts for soldiers"—of women all over the world anxiously and feverishly employing their fingers in sewing and knitting for the menfolk they so longed to help—a vast flood of almost passionate and intensely pathetic effort that might so easily have been dissipated and wasted. The Queen saw to it that it was not. By the end of the war, the voluntary workers of her Guild numbered over a million.

As great a service was the Queen's formation at the outset of the war of the Central Committee to defeat the ill-effects produced by the outbreak of war and the flood of voluntary labour on the employment of working women. On Aug. 13, Miss Mary Macarthur, the Socialist Secretary of the National Federation of Women Workers, and the members of the Workers' War Emergency Committee, decided to appeal to the Queen to safeguard working women from unemployment. The appeal was answered almost before it was made. The result was a small, but intensely powerful and efficient committee, representing both voluntary workers and working women, and financed by the Queen's Fund. She herself voiced its aims: "Not Charity, but Work. . . . We are, or ought to be, now more than ever members of one body; and one of our first tasks is to help this, the weakest and least organised section of the working class, to 'carry on.'" Not only did the Committee prove completely successful in its purpose, but it first brought the Queen into daily and friendly touch with the leaders of organised Labour. It is not the least of her achievements that many of them, hitherto theoretical republicans, became henceforward her friends and staunchest supporters. Miss Margaret Bondfield, most loyal of Socialists, paid her the highest possible tribute: "What Queen Mary did through the Central Committee was to save the self-respect of countless women workers."

As the war continued, the human hopes and fears, self-sacrifices and patriotism, of millions of simple men and women all over the Empire became increasingly centred on the King and Queen, whom they felt to be, as no politicians could ever be, their true and enduring representatives. No Sovereign has held quite such a position in the hearts of his countrymen since that day when Charles II. rode into London at his Restoration. In the hour of peril and suffering, the monarchy was seen to be the strongest as well as the oldest of national institutions. If Westminster Abbey was the Parish Church of the Empire, Buckingham Palace in those war years had become its Manor House. Its plain and homely front took on a new aspect; and across its courtyard there passed a long procession of khaki- and blue-clad men, many of them maimed and wounded, to receive the praise and friendly reward of their Sovereign. Within its walls went on that seemly life of work and ordered domesticity that the nation in those shattered days loved to contemplate, and turned to as the epitome of all it held dearest. One foggy evening, around the third Christmas of the war, the wife of one of the Household officials was caught with her child in the Green Park during an air raid. She sought shelter in the Palace, and remained there in her husband's room for some two hours. All the time the guns were roaring just outside, while above, the noise of the 'planes could perpetually be heard. But inside, the ordered routine and peace of the Palace continued exactly as though nothing was happening—the lady secretaries at their work (the royal office hours in those overburdened days were from five in the morning till eight at night), the stately functionaries going about their duties, and their Majesties at the accustomed hour dining together—not an iota of change or flurry or fuss. All this was exactly what England in crisis needed of her King and Queen. Nor was it displeased to hear the story of how, when one Cabinet Minister, enthusiastically aware of the place the Palace was coming to have in the popular heart, suggested that if it were to be bombed by enemy aircraft it would have a very stimulating effect on the people, his Majesty had replied, in his clear, cheerful bass: "Yes, but rather a depressing effect on me!"

To his troops in France and to the Grand Fleet, as to the hospitals and munition factories at home, the King paid repeated visits. Three stand out—the occasion in October 1915, when his horse had fallen on him and for some days he was feared to be in danger; the visit to the Fleet in 1917, when with David Beatty's sword he knighted his old shipmate and friend, Hugh Evan Thomas, on the deck of the *Queen Elizabeth*; and his stay in France during Holy Week, 1918, at the time of the last great German assault. During that visit he stayed at a château close to the field of Agincourt, and spent, as his biographer, Sir George Arthur, has described, three days and evenings free from the trammels of an overwrought G.H.Q., "going hither and thither, speaking to, congratulating, and sympathising with worn, weary, and battered men whom he met on the roads, and to whose warm hearts his simple, kindly words went home."

Every report and item of news from every front passed through the Palace, and the King made it his business to read them all, and acquaint himself with every detail of the affairs of the great Armies and Fleets that were serving in his name. The fortunes of the war he followed with an almost passionate intensity; once, Walter Page records, and once only, was he known to break down—in the December of 1916, when President Wilson issued his peace manifesto


BARON COZENS-HARDY
MASTER OF THE ROLLS, 1907-1918


BARON STERNDALE
MASTER OF THE ROLLS, 1919-1923


VISCOUNT MERSEY
PRESIDENT P.D. & A. DIV. 1909-1910


BARON MERRIVALE
PRESIDENT P.D. & A. DIV. 1919-1933


SIR E. MARSHALL-HALL
FAMOUS ADVOCATE

H.M. THE KING AS A YACHTSMAN

THE KING-EMPEROR TIGER-SHOOTING DURING HIS VISIT TO NEPAL: HIS IMPERIAL MAJESTY ON ELEPHANT-BACK IN THE JUNGLE.

During his visit to India for the Durbar celebrations in 1911, the King went to Nepal for big game shooting. We said at the time: "Scarcely had the King-Emperor begun his big game shooting in Nepal than there came tales of wonderful bags, and out of thirty-nine tigers killed, four-and-twenty fell to his rifle."

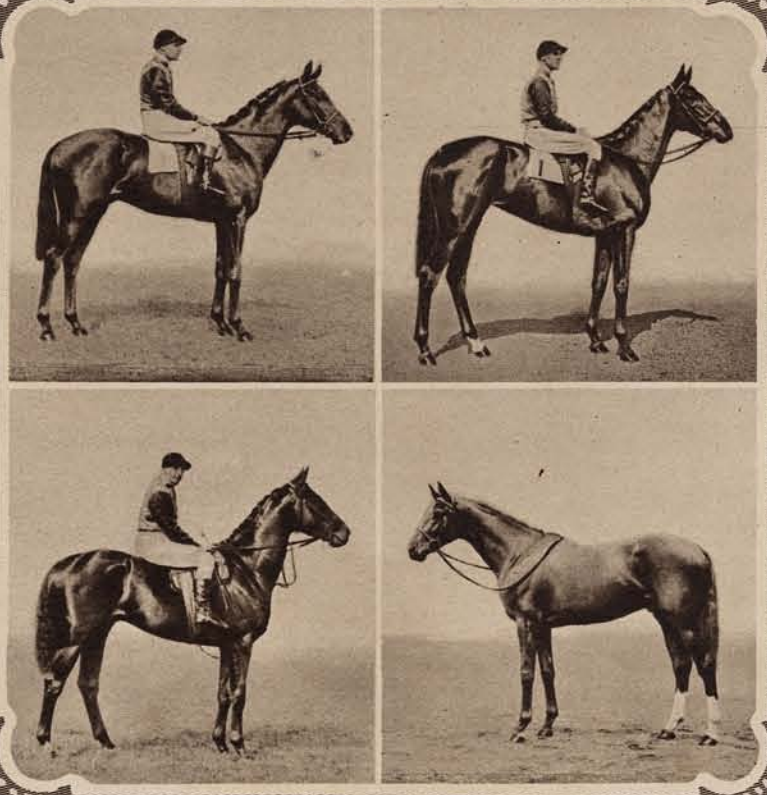
THE KING DEERSTALKING: A DRAWING OF HIS MAJESTY ENJOYING THE FINEST OF SCOTTISH SPORTS AMID THE BEAUTY OF THE HIGHLANDS IN 1911.

In publishing this drawing in 1911, we quoted the "Sunday Times" as saying: "The King is a capital walker and never seems to tire so long as his quarry is ahead of him. His Majesty is indifferent to the weather and makes little of exposure to wind, rain, or cold. He is as good a shot with the rifle as with the gun."

THE KING AS A SPORTSMAN.

THE KING'S LOVE OF RIDING: HIS MAJESTY ON HIS SHOOTING PONY.

The King has made a practice of visiting the Yorkshire moors for the grouse-shooting season. Here he is seen, as the guest of the Duke of Devonshire in 1927, starting for the butts.



SOME OF THE KING'S HORSES: LIMELIGHT (TOP LEFT); SCUTTLE (TOP RIGHT); FRIAR MARCUS (LOWER LEFT); AND THE ABBOTT.

The King has taken, and still takes, much interest in horse-racing, and has himself been a prominent winning owner. These photographs show four of the successful horses he has owned. Limelight had a great season in 1933.

THE KING SHOOTING: THE SPORT AT WHICH HIS MAJESTY MOST EXCELS.

Of the sports in which the King has personally taken part, there is little doubt that shooting is his favourite. His Majesty has long been known as one of the very finest shots in his kingdom.

THE KING'S INTEREST IN ASSOCIATION FOOTBALL: HIS MAJESTY PRESENTING THE F.A. CUP.

King George has taken pleasure in honouring with his presence, whenever possible, the Football Association Cup Final each year. He is seen here at Wembley Stadium, presenting the Cup to Cowan, captain of the winning Manchester City team, in 1934.

THE KING'S INTEREST IN RACING: HIS MAJESTY AT THE UNSADDLING OF LIMELIGHT.

The King has long patronised the sport of horse-racing and has himself owned a number of successful horses. He is seen here, with the Queen, watching the unsaddling of his colt Limelight after it had won the Newbury Spring Cup in 1933.

THEIR MAJESTIES' INTEREST IN LAWN TENNIS: MRS. GODFREE PRESENTED AT WIMBLEDON.

The King and Queen make it a custom to visit the lawn-tennis Championships at Wimbledon each summer, and may be seen watching the matches with the keenest interest. This photograph records their visit of 1926 and shows the King shaking hands with Mrs. Godfree.


EARL SPENCER
LORD CHAMBERLAIN, 1905-1912


VISCOUNT SANDHURST
LORD CHAMBERLAIN, 1912-1921


DUKE OF ATHOLL
LORD CHAMBERLAIN, 1921-1922


EARL OF CROMER
LORD CHAMBERLAIN, 1922


EARL OF CHESTERFIELD
LORD STEWARD, 1910-1915


EARL FARQUHAR
LORD STEWARD, 1915-1922


EARL OF SHAFTESBURY
LORD STEWARD, 1922


EARL OF GRANARD
MASTER OF THE HORSE, 1910-1915 & 1924


MARQUESS OF BATH
MASTER OF THE HORSE, 1922-1924

declaring that the objects of the belligerents on both side were really the same : for once the tired King could not conceal his amazement and dismay. Usually the American Ambassador found him cheerfully serene—"an emphatic and vivacious talker, fond of emphasising his remarks by pounding the table ; he has," he added, "the liveliest sense of humour, and enjoys nothing quite so much as a good story." He had found a very good one a few days after America's entry into the war—an event which came to him, overwrought as he was by the tremendous burdens imposed on his people, as an overwhelming relief. The Ambassador and his wife had gone to stay at Windsor, and soon after his arrival the King sent for Mr. Page to talk with him in his office.

"I've a good story on you," said he. "You Americans have a queer use of the word 'some,' to express mere bigness or emphasis. We are taking that use of the word from you over here. Well, an American and an Englishman were riding in the same railway compartment. The American read his paper diligently—all the details of a big battle. When he got done, he put the paper down and said : "Some fight."

"And some don't," said the Englishman !

And the King roared, "A good one on you !"

"The trouble with that joke, Sir," I ventured to reply, "is that it's out of date." . . .

Earlier than this visit to Windsor, he sent for me to go to B.P. very soon after we declared war. He went over the whole course of events — and asked me many questions. After I had risen and said "Good-bye," and was about to bow myself out of the door, he ran toward me and waving his hand cried out :

"Ah, ah ! — we knew where *you* stood all the time."

The final touch, with its delicate tact, is typical.

The end of the war, like the beginning, brought the nation to its ancient shrine, the throne. The early morning of Nov. 11, 1918, in London, seemed a very ordinary one — the usual trickle of traffic and pedestrians going about their business, and, though it was known that the Treaty was to be signed at eleven o'clock, and that the guns would then sound, no one in the automatic pursuit of the drab daily round seemed to be giving it much thought. And then, suddenly, out of the November mists, the dull reverberations came, and every man and woman felt as if for a moment the world had stood still. One very dear to me found herself at that moment at the window of a London street with tears running down her cheeks ; she could not explain why. "For some seconds," she wrote, "it was still quiet, and then slowly the folks began to crowd out of their houses and shops, though without any shouting and fuss, and the traffic thickened. By now, everyone seemed to be going in *one* direction, more and more of them, till there was a continuous stream of people and cars moving towards the Palace. There was no excitement or cheering : everyone just hurried along. But when I went round some minutes after the guns had sounded, the sight in front of the Palace was unbelievable and indescribable. For half a mile you could have walked on the heads of the people and cars, and they all seemed to have gone quite crazy. Everyone was climbing everywhere they could climb ; the roofs of lorries, taxis, and Rolls-Royces were all equally covered with clinging humanity of every description and class, all happily fraternising and all shouting for the King. It was certainly astonishing to see elegant ladies and work-stained labourers sharing the roof of some shining car, and neither the occupants nor police seeming to be anything but delighted, but it happened—I saw it ! All they wanted and minded about was the King—and he came." All unobtrusively, this quiet, middle-aged gentleman, growing grey in the service of his people, doing his job steadfastly and faithfully as any soldier in the line, had crept into the heart of the nation and won its complete confidence and love.

THE QUEEN IN CAP AND GOWN—THE FIRST WOMAN TO BE MADE A D.C.L. AT OXFORD UNIVERSITY : A CEREMONY OF MARCH 11, 1921.

The tumult and the shouting died. There came the aftermath which we all remember. There came the "Reconstruction" of the Coalition Government, with its packed majority of "hard-faced men who had done well out of the war" ; the demobilisation riots, and the peace celebrations ; the angry strikes of 1919 and 1921 ; the Irish murders and counter-murders, and the revolver-haunted Treaty that made Ireland a nation ; the boom ; the slump ; the breakdown of old social standards and the fall of the squires ; jazz, bright young people, unemployment, disillusionment. Through all this kaleidoscopic change, something remained. And when, after the General Strike of 1926, a new world began to take shape, with its own background, unfamiliar to the old, but to the young the accepted setting of life — of wireless in every home, unemployment benefit, the cheap car, the municipal house, the regular weekly or nightly visit to the pictures — that something familiar was still there : a King and Queen who, in the midst of change, had preserved inviolate the unchanging ideals that are the essentials of the national tradition. It was this subconscious knowledge that, in the December of 1928, when the King's life hung in the balance, brought, night after night, the vast crowds which stood in silent anxiety outside the Palace gates : in an age of uncertain change, with a new world struggling into being, British men and women of all classes felt that there was one man alone whose loss they could not bear. The prayer for the King's life that went up in those strained weeks from literally millions of hearts and from every corner of his vast Empire was not one founded only on gratitude and affection for a life of noble service and self-abnegation, but a deep, inexplicable feeling that on the royal recovery depended the peace of a whole people—

On Thee our hopes we fix,
God save us all.

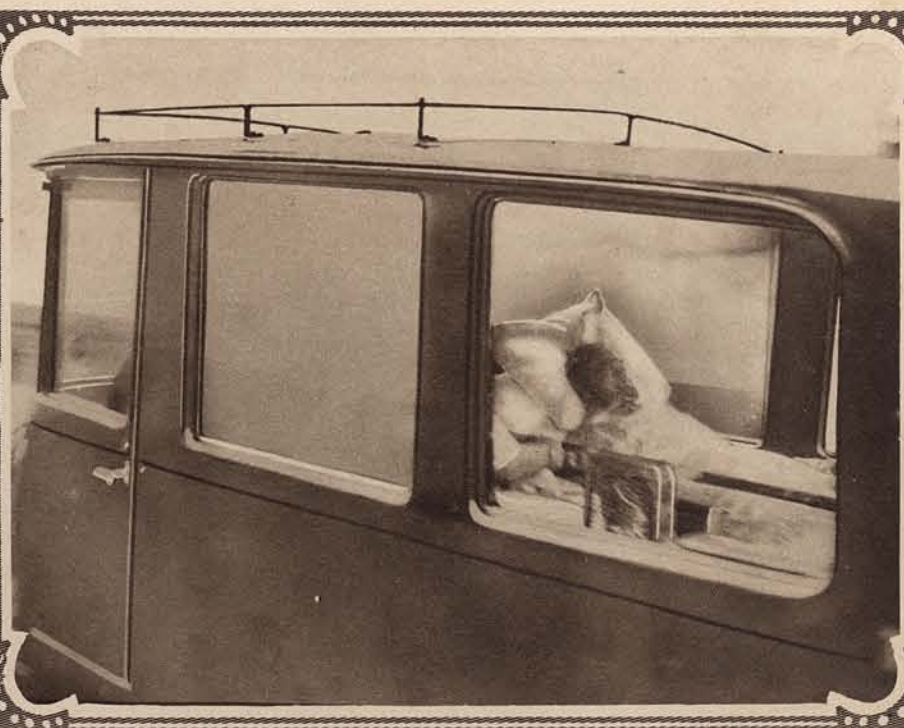
The same sense, overriding the loyalties and prejudices of party strife, moved the nation in the crisis of 1931 : in that dark hour men looked for guidance to the throne, and did not look in vain.

"The wisdom of your forefathers," wrote Disraeli, "placed the prize of supreme power without the sphere of human passions. Whatever the struggle of parties, whatever the strife of factions . . . there has always been something in this country round which all classes and parties could rally." That wisdom has never been more clearly exemplified than in the past twenty-five years ; nor has fate ever placed that supreme power in worthier hands. As one looks back across that flushed quarter of a century, so difficult to judge

The King's Illness

KING GEORGE'S SERIOUS ILLNESS: ANXIOUS CROWDS OF HIS PEOPLE GATHERED AT BUCKINGHAM PALACE GATES TO READ THE LATEST BULLETIN.

It was on November 21, 1928, that the first announcement was made that the King was ill and had had to cancel his engagements. Thereafter, all through December and until his recuperation in the spring of 1929, the minds of all his people turned with anxiety to their Sovereign. This photograph of a gathering of all classes outside the Palace illustrates the general concern.



THE KING'S ILLNESS: HIS MAJESTY INSIDE A MOTOR AMBULANCE ON HIS WAY FROM BUCKINGHAM PALACE TO CRAIGWEIL HOUSE, NEAR BOGNOR.

On February 9, 1929, the King, having passed the most dangerous stage of his illness, safely made the journey in a motor ambulance from Buckingham Palace to Craigweil House, Aldwick, near Bognor, and there spent his convalescence. This photograph shows how he travelled, with his head raised on a pillow to enable him to see the countryside through the windows.

THE KING'S FIRST OUTDOOR PUBLIC APPEARANCE AFTER HIS ILLNESS: THEIR MAJESTIES GREETED BY EASTER CROWDS AT ALDWICK.

The fine weather at Easter 1929 enabled the King to spend many hours in the grounds of Craigweil House, enjoying the sunshine, and by his Majesty's kindness crowds of holiday-makers were given an opportunity to greet him at close quarters and to express their congratulations at his good progress towards recovery. Their Majesties are seen on the terrace, acknowledging the cheers of the crowd.

THE KING LEAVING BOGNOR FOR WINDSOR IN HIS CAR: HIS MAJESTY'S HAPPY RECOVERY FROM HIS VERY SEVERE ILLNESS.

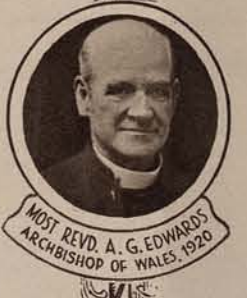
After his convalescence at Craigweil House, near Bognor (thenceforward called Bognor Regis), the King, on May 15, 1929, left for Windsor Castle by car, thus ending a thirteen-and-a-half weeks' stay on the Sussex coast. His Majesty evinced great joy at being once more back among his people. He had a great welcome at Bognor, *en route*, and in his "home" borough of Windsor.

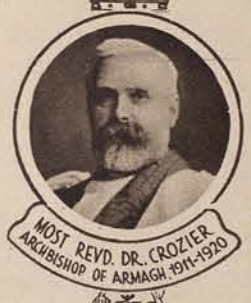
THE KING RETURNS TO LONDON AFTER HIS ILLNESS: THEIR MAJESTIES HEARTILY WELCOMED AS THEY DROVE PAST ST. JAMES'S PALACE.

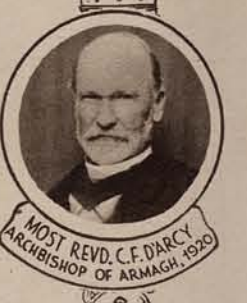
The King returned from Windsor Castle to London on July 1, 1929, and was received with the greatest enthusiasm. Immediately after his arrival, his Majesty issued a message to his people, saying: "I wish to express my heartfelt gratitude for the affectionate and enthusiastic welcome I have received on returning, after long months of illness, to the capital of my Empire."

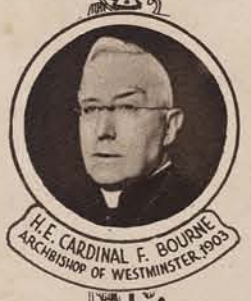
THE SERVICE OF THANKSGIVING FOR THE KING'S RECOVERY: THEIR MAJESTIES IN WESTMINSTER ABBEY ON A SOLEMN AND JOYFUL OCCASION.

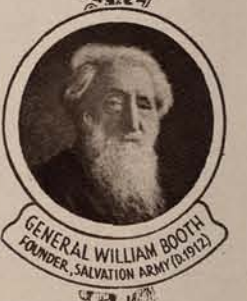
On July 7, 1929, there was held in Westminster Abbey a "Service of Thanksgiving to Almighty God for His good Providence whereby our Most Gracious Sovereign has been delivered from severe illness to the comfort of the whole Realm and for the signal love and loyalty of his people made manifest in the time of trouble." The Abbey Service was broadcast and was heard by millions of people.











aright when we were in the midst of it, one is struck by the quiet constancy of the figure on the British throne. Our extremer passions and more violent fluctuations of feeling have had no place in our Sovereign's calm and disciplined bearing ; during the war, no man was more constant than he in his determination to defeat the military domination of the rulers of Germany—" They are my kinsmen," he said, " but I am ashamed of them "—yet, when he visited the hospitals in France, he spoke with kindness to the German wounded in their own tongue, and urged that they should be well supplied with literature, since their lot was harder than that of the British wounded, as they could not converse with their neighbours. His unobtrusive temperance was seen in his rejection, during the war years, of all intoxicants, and of every comfort beyond the simplest necessities. Punctual, industrious, observant, and unforgetful, these simple but needful virtues have, in him, become examples to a whole people in a fevered and chaotic age. Like his own marksmanship—he is one of the finest shots in England—his work never misses its aim.

So also has it been with the work of our Queen. The chief representative of the interests of the women of Great Britain, she has never for a moment allowed those interests to suffer through any failure of hers to do the utmost for them that the limitations of her position allow ; in nursing, social welfare, professional and industrial employment, education, her sex has received constantly her powerful support—it is not without significance that she was the first Queen of England to receive a University degree and to don the cap and gown of Oxford. And in the greatest of all woman's callings, her Majesty has led by right of example : her home and her nursery have been all that a noble woman can make them. Her children were brought up with Spartan simplicity : a correspondent of mine recalls how she used to see them, in blue serge suits, playing about the woods at Sandringham with rosy-cheeked nursemaids—as natural, jolly, and unspoilt as the boys and girls of any poor professional man. Like Solomon's virtuous woman, " her own works praise her in the gates." There is no waste, no disorder, no neglected corner in the home where the Queen of England reigns. There was a time when Buckingham Palace was a neglected rabbit-warren in the hands of servants ; now it is a Palace worthy of a great Empire, with its stately rooms and priceless possessions arranged with the minutest care, under the Queen's insistent supervision. It is the same with the other royal palaces—Windsor and Holyrood, thanks to her tireless work and genius for order, are now a glory to behold. Her knowledge of history, of old furniture and pictures and china, has been learnt in performing that task, and they are based on wide sympathies, on a deep sense of reverence for whatever is worthy and of good report, and on an intense love of life.

Love of life—that is, perhaps, the true secret of the Queen's personality. We have all been conscious of it, as we have seen her going about her multifarious tasks—visiting hospitals, opening charity bazaars or homes for working girls, discussing with equal enthusiasm the details of East-End tenement flats and historical country houses, presiding at our greatest social festivals, and always giving the impression of utter sincerity and of a vibrant human vitality. " When that woman laughs," Keir Hardie once said, " she *does* laugh, and not make a contortion, like so many royalties." The writer recalls her visit to the Greenwich Naval Pageant : the long car gliding quietly into its appointed place in that great arena at the very second that it was due, and from that moment the feeling of her presence dominating the tense thousands gathered there. And in all that coloured pageant, the loveliest thing came at the end, when, the audience motionless in their places and all the cast standing breathless with excitement between Wren's glorious colonnades, the Queen passed with gracious and comely carriage through the torchlit darkness up the steps and into the Painted Chamber, where, a few feet from the spot where Nelson's blood-stained garments are preserved, she spoke to the officers of the King's Navy and to those responsible for the production. Afterwards, as she came out, the whole multitude broke into the most tremendous cheering I have ever heard, surrounding her car and pressing round it as it moved off, just as the pageant crowd an hour earlier had pressed round the coach of Queen Elizabeth.

THE KING AT THE MICROPHONE : HIS MAJESTY BROADCASTING A MESSAGE TO HIS SUBJECTS.

With a royal sense of fitness, the King and Queen have extended their dominion in the hearts of their subjects, as the activities of the nation have changed and grown. The Statute of Westminster, by abolishing all vestiges of British Parliamentary control over the Dominions, has only enhanced the King's position : he is to-day what he should be—the sole political link in the freest Empire the world has ever seen. Once a year he avails himself of that new and revolutionary social asset of his age, the wireless, and speaks to all his people. And, while lending dignity and example to all ancient institutions, he has refused to make himself the mouthpiece or leader of any exclusive section of his subjects ; he is not an aristocrat's or a rich man's King, but is the King of us all. When the first Labour Ministers came to the Palace, some of them a little awkwardly and defiantly, to take the oaths, they quickly found that, whatever they might seem to foolish folk outside, to the King they were his welcome and chosen Counsellors and Ministers by right of his people's approval, and as such entitled to all the kindness and consideration he could afford them.

Our King is the representative of the whole nation. By birth he represents his countrymen as Adam represents the human race. He belongs to no class and no Party, and the preferment of any one section of his subjects can avail him nothing. His interest is bound up with that of the nation as a whole ; he is greatest when all his people are contented, free, and noble. He, the patriot King, is the true democrat—the representative not of the majority of the people, but of the people themselves.

An explanatory note concerning the portraits in the borders of this article will be found in the Index pages preceding the Frontispiece.

Queen Mary's Chinese Chippendale Room at Buckingham Palace.

FROM THE PAINTING BY RICHARD JACK, R.A.

H.M. Queen Mary and her Famous Collection of Jade.

PORTRAIT BY E. O. HOPPÉ.

TWENTY-FIVE YEARS of HOME and IMPERIAL POLITICS

BY SIR JOHN MARRIOTT,

Author of "Modern England: A History of My Own Times," etc.

KING EDWARD VII. died on May 6, 1910, and was succeeded by his only surviving son. King George V. held his first Council at St. James's Palace on the following day, and on Monday, May 9, was proclaimed, with the customary ceremonial, "George the Fifth by the Grace of God *of the United Kingdom* of Great Britain and Ireland and of the British Dominions beyond the Seas King, Defender of the Faith, Emperor of India." Such was the style and title of the new King. King George V. was the first King of this realm to be so proclaimed, and unless the unforeseen should happen, he will be the last. The italicised words furnish one of several clues to the confused story of the reign. They were removed from the Royal Title by a Statute designed to bring it into conformity with the new status of Southern Ireland, and enacted by Parliament in 1927.

Ireland was one of the many difficulties by which, from the moment of his accession, King George was confronted. The Irish Nationalists held the key position in English politics. After twenty years of Unionist Government, the Liberal Party had been returned, in 1906, with a majority (377 against 293) which made them easily superior to any possible combination.* In order to placate the right wing of Liberalism, "Home Rule" had been tacitly dropped at the Election of 1906. A measure of "Devolution," introduced in 1907 by Mr. Augustine Birrell, as Chief Secretary, served to soothe the consciences of English Home Rulers; its rejection by a Nationalist Council in Dublin caused neither surprise nor regret at Westminster. No more was heard of it.

Despite the great Liberal majority, few of the Bills on which the Party had set their hearts were put on the Statute Book. Bill after Bill passed the House of Commons, only to be emasculated or rejected in the House of Lords. This process culminated in 1909, when the Peers rejected the Finance Bill of the year, the "People's Budget," propounded by the new Chancellor of the Exchequer, Mr. Lloyd George.

To the Liberal majority, the situation was plainly intolerable. Consequently, Mr. Asquith, who in 1908 had succeeded Sir H. Campbell-Bannerman, decided, in January 1910, to appeal to the country.

The immediate issue was the rejected Budget; the real issue, on which the electorate was called to decide, was a much larger one. Should the House of Lords henceforth exercise a co-ordinate right in legislation? Was an "hereditary" Chamber to be permitted insolently to thwart the will of the people as expressed by the majority in the House of Commons? Peers v. People was the slogan of the Election.

The "people" proved less anxious to assert their rights than their champions in Parliament had anticipated. Nor was the verdict unambiguous. The Conservatives in the new House numbered 273, against 274 Liberals; the Labour representation was reduced to 41; the Nationalists, with 82 Members, held the balance. Evidently the Home Rule question could no longer be shelved. The Asquith Government could carry their measures, even through the House of Commons, only with Irish help. The Irish Members did not like the Budget, but they helped the decimated Liberals to carry it—on conditions. The Liberals must curb the "veto" of the Lords, and so clear away the obstacle to Home Rule.

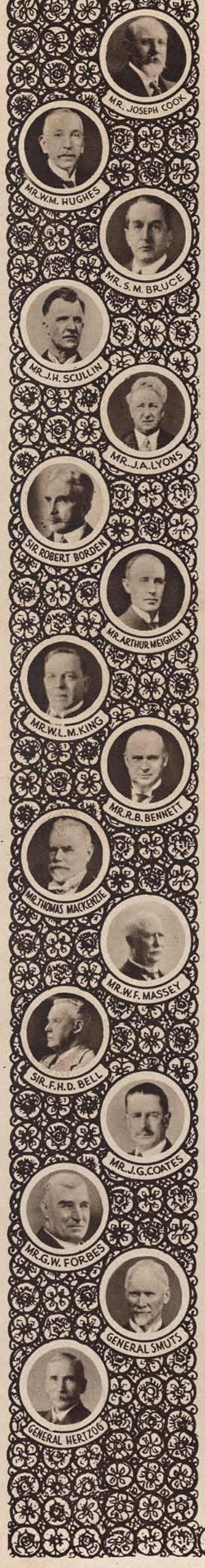
Such was the situation which confronted the new King.

"At a most anxious moment in the fortunes of the State we had lost . . . the Sovereign, whose ripe experience, trained sagacity, equitable judgment, and unvarying consideration counted for so much." So Mr. Asquith wrote in retrospect. King Edward's death gave pause to eager partisans. On a bereaved nation, political controversy jarred. King George was naturally anxious to inaugurate his reign by political pacification, and at his instance a remarkable experiment was initiated. Four Liberal leaders entered into conference with four Unionist champions. The Constitutional Conference met, behind closed doors, for the first time on June 17, and sat until the end of July. So satisfactory was the progress towards a settlement that the meetings of the Conference were resumed after the Parliamentary recess. While the Conference was in being, Mr. Lloyd George, realising the gravity of the situation, both at home and abroad, proposed to Mr. Balfour, with the approval of Mr. Asquith, the formation of a Coalition Ministry. Mr. Balfour was favourable to the idea, but the difficulties proved insuperable, and the suggestion, most creditable to its author and interesting in its implications, came to nothing. Equally abortive, in its final issue, was the Constitutional Conference. The leaders withdrew to their respective tents; the trumpets again sounded for battle; the hosts hotly engaged.

The Parliament Bill, designed to secure "the undivided authority of the House of Commons in Finance and its predominance in legislation," had been introduced on April 14. If the Lords rejected it, the Government, so Mr. Asquith announced in minatory tones, would at once resign or recommend the King to dissolve Parliament. But they would not appeal to the country except under a promise from the King that he would, if necessary, create new peers sufficient in numbers to overcome the opposition of the Lords.

King George refused to give a hypothetical undertaking without another appeal to the country. The appeal (December 1910) resulted in stalemate. But, with the help of the Irish Nationalists, the Parliament Bill passed through the House of Commons by large majorities. Would the Peers accept it, or face the

* The Unionists numbered 157, the Irish Nationalists 83, and the Labour Party 53.



prospect of being swamped by new creations? The Peers were sharply divided. The veteran Lord Halsbury led the "Ditchers"; but the "Hedgers," led by Lord Lansdowne and Lord Curzon, prevailed. The Parliament Bill became law: henceforward the Peers could delay the passage of an ordinary Bill only for two years; a Money Bill they could no longer even delay.

The new machinery thus set up was quickly brought into operation. In the Session of 1912 the Commons passed not only a Home Rule Bill for Ireland, but a Bill for the disestablishment, and partial disendowment, of the Anglican Church in Wales. Both Bills were rejected by the Lords; but if again passed by the Commons in the two succeeding Sessions would become law in 1914, despite the continued opposition of the House of Lords.

Before that crisis was reached, Great Britain was involved in the World War. Meanwhile, it is essential to remember that, while the battle was raging round the Parliament Bill, Irish Home Rule, and Welsh Disestablishment, crisis succeeded crisis on the Continent of Europe; the swine were rushing madly down the declivity, to perish in the turbid waters of World War. Nor did the capital measures mentioned above constitute the sole preoccupation of Ministers.

Among their anxieties, the most harassing, if not the most intrinsically serious, was the campaign waged by the "Militant Suffragettes."

From 1908 to 1914 the battle raged fiercely. Women themselves were hopelessly divided on the subject, and even among those who desired the franchise there was acute dissension as to the proper means of attaining it. The major part wished to use only "constitutional" and orderly methods; but a large minority, led by Mrs. Pankhurst, were determined to carry the kingdom of men by violence. Demonstrations were held in Trafalgar Square; the windows of shops and clubs in the West End were broken; insensate damage was done at the National Gallery and the British Museum, which were, in consequence, closed to the public; women crowded the lobbies at Westminster and invaded Downing Street; Ministers were harried from pillar to post; a hatchet thrown at Mr. Asquith, in Dublin, hit Mr. Redmond; bombs were found in St. Paul's and the Abbey; one Suffragette flung away her life on Epsom race-course, and many went on hunger strike in prison.

That such tactics alienated responsible opinion is probable; that they attracted public attention is certain. What the ultimate issue might have been, none can say. The war came. Instantly the agitation was called off by the Militants, who, with women of every age and class, flung themselves with ardour into war work. Services superbly rendered could not go unrequited. The battle of the Suffragists was won in the war. The Reform Act of 1918 enfranchised nearly 9,000,000 women; the Equal Franchise Act of 1928 placed women in the same position as men as regards both Parliamentary and Local Government elections. The total of women electors was thus brought up to 15,195,199, as compared with 13,655,577 men.

Of the many reactions, political and social, of the World War, the enfranchisement of women was, perhaps, the most fundamentally and permanently important. But domestic affairs cannot be understood without some reference to the European situation.

At any moment between 1908 and 1914 the Great War might have broken out. King Edward was quick to realise that the annexation of Bosnia and Herzegovina by Austria in 1908 was an invitation to war. Had Russia been ready, the invitation would have been accepted. The despatch of a German gunboat to Agadir (1911) was a second provocation. In August 1911, both France and England were in the throes of labour troubles; but Mr. Lloyd George made it plain to Germany that, if she drew the sword against France, she would have to reckon with England as well; at the eleventh hour war was averted. The Balkan Wars of 1912-13 might well have opened the floodgates but for the persistent efforts of Sir Edward Grey to keep them shut and the refusal of Italy to join Austria in a war against Serbia.

In 1914, however, the assassination of her Archduke at Serajevo gave Austria a third chance. The situation of 1909 was repeated; Russia could not a second time withhold support from Serbia. Germany went to the help of Austria; France, of Russia; England, of Belgium—violated by Germany. Europe, nay, the whole world, was involved in war.

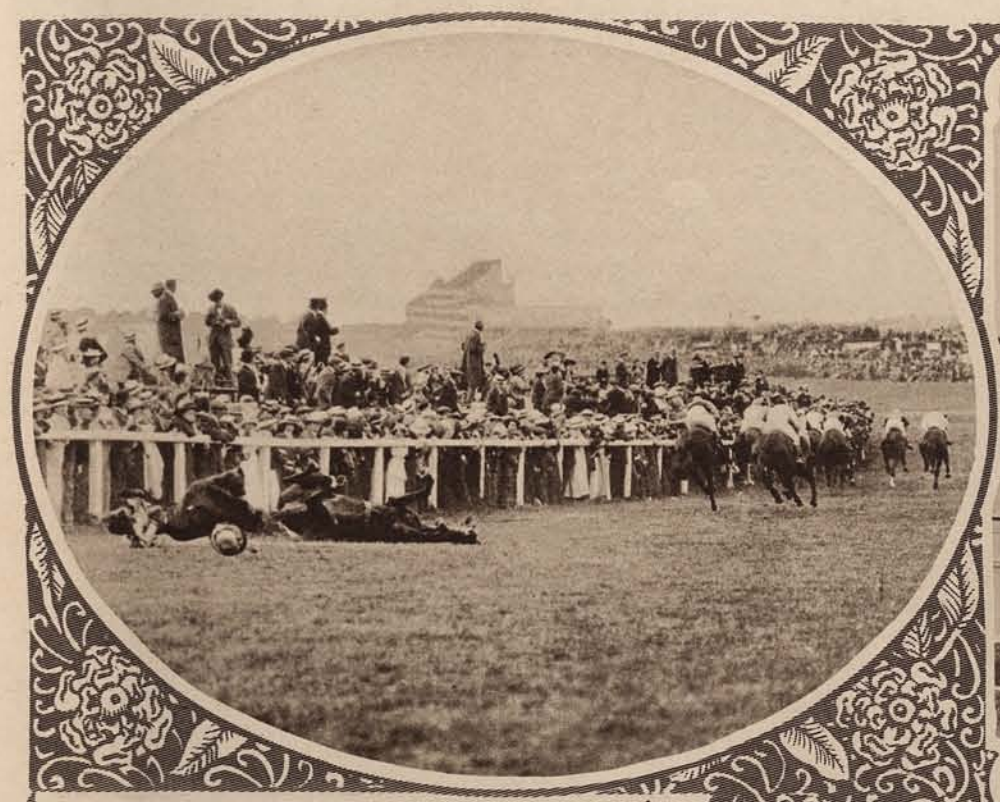
The war touched nothing that it did not revolutionise: abroad, Ireland, India, Egypt, the self-governing Dominions; at home, the Industrial system, Labour, Capital, Commerce, Agriculture—the whole apparatus of economic life, the whole conception of social duties and individual rights. Rudyard Kipling is a great prophet, and in 1914 he prophesied even better than he knew—

> "Our world has passed away
> In wantonness o'erthrown,
> There is nothing left to-day
> But steel and fire and stone!
> . . . .
> Comfort, content, delight,
> The ages' slow-bought gain,
> They shrivelled in a night,
> Only ourselves remain."

Our world had indeed passed away. Chaos succeeded cosmos. Do the two decades which have passed since the outbreak of the war give signs of the evolution of a new order, or a gradual descent into chaos more profound? An attempt to answer that question can yield only provisional results: the end is not yet; contemporary History must needs leave many ragged edges. Yet the attempt must be made.

The war had a decisive effect upon the relations of Great Britain and Ireland. "It was an evil day when Strigul first meddled with that people." So Carlyle wrote in 1839. During the seven centuries which intervened between the half-completed conquest of Henry II. and the "Treaty" of 1922, such thoughts might often have come into the minds of English statesmen. But in 1914 the Liberal Party fondly imagined that the wound, festering for centuries, had been at last healed: the Home Rule Bill was placed on the Statute Book. The insoluble Irish problem had in July brought this country to the brink of civil war. Only the outbreak of the European War averted it. Whether the "Curragh incident" and the obstinate resistance of Ulster to Home Rule precipitated the World War must ever remain an open question. Undoubtedly Ireland complicated the situation. A Party truce was declared. But then, despite the strenuous opposition of Sir Edward (Lord) Carson and the Ulster Loyalists, despite the outbreak of war and the Party truce, the Bill, thanks to the Parliament Act, in August 1914 received the Royal Assent. Along with the enactment of the Home Rule Bill, another Act, however, was passed suspending its operation until the end of the war. In the event, it never came into force at all.

Meanwhile, on the outbreak of the war, Irish feeling was keenly aroused on behalf of Belgium, and there was a hope that the Catholic South might fling itself into the struggle against the German bully with not less ardour than the Protestant North. Imagination was not, however, Lord Kitchener's strongest point. Irish enthusiasm was, unfortunately, repressed; in the course of 1915 the disloyal section in Ireland regained the ascendancy, and in 1916 rebellion broke out. "England's difficulty, Ireland's opportunity." History repeated itself. As in the crisis of Elizabeth's reign, as in our struggle against Louis XIV. and in that against Napoleon, so now. The rebellion of 1916 was



SENSATIONAL SUFFRAGETTE ACTIVITY: THE KING'S HORSE BROUGHT DOWN IN THE DERBY.

The Derby of June 4, 1913, is ever memorable for the tragic incident by which a woman brought about her own death. As the horses rounded Tattenham Corner, a Suffragette rushed out from the crowd, causing the King's horse, Anmer, to fall, and herself receiving fatal injuries.

MILITANT SUFFRAGISM CULMINATES IN ARSON: A HOUSE BURNT DOWN AT ST. LEONARD'S.

The Suffragettes began their vote-seeking by such devices as chalking announcements on the pavements, holding meetings and waylaying Ministers; they ended with damaging famous pictures, smashing windows, throwing vitriol, using bombs, and committing arson. In 1913 many houses were burnt down.

SUFFRAGETTES CHAINED TO RAILINGS: A DEMONSTRATION IN DOWNING STREET.

In a raid on No. 10, Downing Street, at the beginning of the militant Suffragettes' campaign, women tried to gain admittance to the building, while two of them, to make arrest more difficult, chained themselves to the railings.

SUFFRAGETTES SMASHING SHOP WINDOWS: A PHASE OF THE Mmilitant CAMPAIGN.

In March 1912, militant Suffragettes smashed hundreds of windows in the West End of London, using hammers concealed in stockings or in Dorothy bags.

EARLY MILITANT SUFFRAGISM: A WOMAN USING A WHIP AT THE ALBERT HALL.

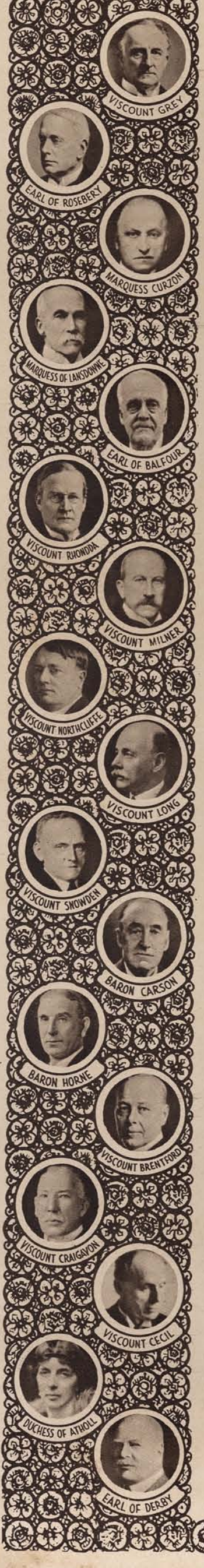
This was one of the ways in which the militant Suffragettes obtained notoriety during the early years of their campaign. A woman with a whip is seen interrupting a political meeting at the Albert Hall, where Mr. Lloyd George was speaking.

THE HEROIC DEVOTION OF WOMEN DURING THE WAR: GARDENERS OF THE W.A.A.C. TENDING SOLDIERS' GRAVES.

When war came, the women who had achieved notoriety by their militant suffrage campaign at once ceased their activities and joined in war work with no less eagerness than their sisters. It was the heroic devotion of women in the war that brought about their enfranchisement without struggle and without question.

THE FIRST WOMAN M.P. TAKES HER SEAT IN THE HOUSE OF COMMONS: LADY ASTOR, INTRODUCED BY MR. LLOYD GEORGE AND MR. BALFOUR, TAKING THE OATH.

After more than six hundred years of exclusively masculine control, the House of Commons welcomed the first woman M.P. on December 1, 1919. The enfranchisement of women had already been enacted in the previous year. On the historic occasion here illustrated, Lady Astor followed exactly the procedure observed for men, except that she did not remove her hat. On the same day women journalists were admitted to the Press Gallery for the first time.



suppressed ; but the triumph of the rebels was merely deferred. Ireland fell back into anarchy. Between May 1916 and September 1919, over 1200 outrages were perpetrated. Repeated efforts at conciliation failed to conciliate ; in 1920 an Act suspending the Act of 1914 and setting up Parliaments both in Dublin and Belfast was passed. Ulster worked the Act ; Southern Ireland preferred to continue the civil war. In 1922, however, a Treaty was concluded with the rebels. Ireland was to have "Dominion Status." But what Catholic Ireland wanted, and always has wanted, was independence. Under the leadership of Mr. de Valera, it set out to achieve it. The "Treaty" of 1922 is not actually torn up, but it is riddled with holes. What purpose the remnant of it may serve remains to be seen.

With the disloyalty of Southern Ireland, the loyalty of the Dominions stands in sharp and pleasing contrast. But on them also the war exercised a profound influence. The superb services they rendered in the war were recognised in 1917 by a Constitutional experiment of high significance.

For thirty years before the outbreak of war there had been in progress a movement for promoting, by one means or another, closer and closer consultation between the Imperial Government and those of the Dominions.

In the war the whole Empire was involuntarily involved by the decision of the Imperial Government. The active participation of the Dominions was, on the contrary, voluntary and spontaneous. In December 1916, Mr. Lloyd George succeeded Mr. Asquith as Prime Minister, and his first act was to set up a small Directory (or War Cabinet) for the conduct of the war. His second was to invite the Premiers of the Dominions to come to England and join, on equal terms, in its deliberations. In 1917 this "Imperial Cabinet" met, and again in 1918 ; and in 1919 the statesmen of the Dominions formed part of the British Empire Delegation at the Peace Conference.

That Conference marked a turning-point in the history of the Empire. The atmosphere at Paris was impregnated with "nationalism" ; "self-determination" was the catchword of the hour. The Dominions claimed to be separately represented as *nations*, and as representing nations (as well as representing the Empire as a whole) their delegates signed the Peace Treaties.

The subsequent Conferences between 1921 and 1930 showed a progressive decline in the idea of Imperial solidarity. The Conference of 1926 affirmed the principle of "equality of status" "among the members of the British Commonwealth of Nations," and, while emphasising the common allegiance of the Dominions to the Crown, virtually repudiated the jurisdiction of the Imperial Parliament in Dominion affairs.

The Statute of Westminster (1931) did its best (with partial success) to give legal effect to the resolutions of that Conference. The Crown remains the sole Constitutional link that binds the British Commonwealth together. But while centrifugal forces predominated in the political sphere, the "nations" of the Commonwealth were resolute in an endeavour to draw closer the commercial ties.

The moment was not unpropitious. The war gave the *coup de grâce* to the spirit of *laisser-faire*, in all its many manifestations. Not least in relation to inter-Imperial trade. Cobdenism had quite logically repudiated Imperialism. The "wretched Colonies" were, in the eyes of the Manchester School, "millstones round the neck" of the Mother-country. "Loose the bond and go," was the adjuration of its disciples to the Dependencies. But before the end of the war Cobdenism was defunct. Its precepts were replaced by those of economic nationalism. The world repudiated its allegiance to Adam Smith ; Friedrich List was crowned in his stead. But the British Dominions hope to combine economic nationalism with the development of inter-Imperial trade. The resolutions of the Ottawa Conference (1932) sought to harmonise the two principles. How far they will succeed in the attempt time only can show.

Nationalism is an idea too pervasive to be confined to one continent, or to peoples of one colour. It has powerfully affected the intelligentsia both of Egypt and India.

Egypt, which had been "occupied" by British troops since 1882, and practically governed by a British Consul-General since 1883, was, in 1914, declared to be a British Protectorate. But the war had evoked discontent, in different ways, among all classes, even among the fellaheen, who had been redeemed from cruel bondage by Lord Cromer. An insurrection broke out in 1919, and, though it was suppressed without difficulty, it practically effected its purpose. In 1922 the British Government acknowledged Egypt as "an independent Sovereign State"—but with important reservations, designed to secure to Great Britain sovereignty over the Sudan and control of the Suez Canal. In regard to these and other points, no agreement has, however, been reached between England and Egypt, and British troops remain in Cairo.

Except during the World War, Egypt has never been incorporated in the British Empire. India, on the contrary, has formed, since 1858, the "brightest jewel in the British Crown." The assumption of the Imperial Crown by Queen Victoria in 1876 was followed by a series of royal visits, which brought home the reality of British sovereignty to the Indian peoples, and of British suzerainty to the Indian Princes. Those visits culminated in the Coronation Durbar in 1911. On Dec. 7, King George and Queen Mary made their State entry into the capital of the Mogul Emperors, and on the 12th, with magnificent ceremonial, the Coronation Durbar was held.

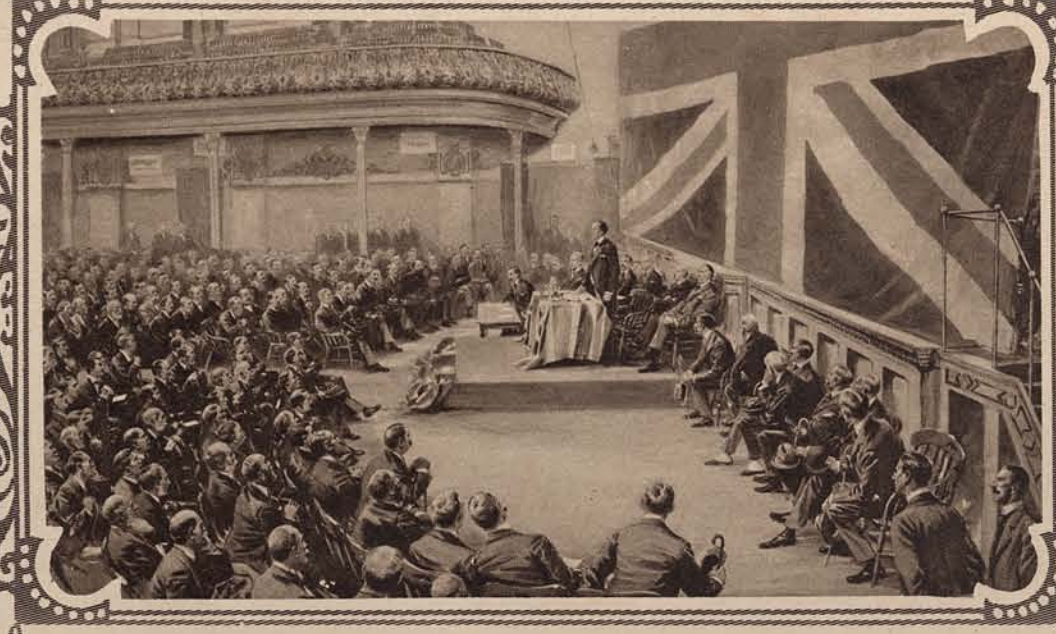
Three years later, the Empire was at war. To the ultimate victory India made a splendid contribution. Its value was recognised, even before victory was attained, by the historic announcement of August 1917. That announcement promised to India, under certain conditions, the "gradual development of self-governing institutions with a view to the progressive realisation of responsible government in India as an integral part of the British Empire." That promise the Bill now (1935) before Parliament is intended to implement. Meanwhile, two movements were in progress in India : a section of the Hindu population was agitating for complete independence (*swaraj*) ; the feudatory Princes, or many of the most important, expressed a wish for inclusion in an All-India Federation under the British *Raj*. The present Bill cordially welcomes and gives effect to the wish of the Princes ; it denies the demand of the extremists for independence.

Great as was the effect of the war upon the Imperial position of Great Britain, it had, perhaps, a more direct effect upon her relations with her European neighbours. Down to the end of the nineteenth century, we had gloried in our "splendid isolation" ; of "entangling alliances" we had been almost as suspicious as the U.S.A.

The war changed all that. After 1918, England, as a leading member of the League of Nations, had to play its part in the reconstruction of Europe and in erecting barriers against a recurrence of the devastating flood. Three problems in particular confronted the Powers : (1) how, without injury to her creditors, to extort from Germany reparations for war-damages ; (2) how to secure Europe, and in particular France, against an attempt on the part of Germany, or anybody else, to upset the settlement achieved in the Peace Treaties ; and (3) how, with due regard to security, to bring about the general disarmament so important for the maintenance of peace.

1912: ULSTERMEN SIGNING A COVENANT AGAINST HOME RULE—A REMARKABLE DEMONSTRATION IN BELFAST.

The story of Ireland through the reign of King George opens with embittered feelings on the Home Rule question. On September 28, 1912, hundreds of Ulstermen, headed by Sir Edward Carson, signed a Covenant in the City Hall to "defeat the present conspiracy to set up a Home Rule Parliament in Ireland."



1914: ULSTER DENOUNCES THE HOME RULE BILL—SIR EDWARD CARSON SPEAKING AT A GREAT MEETING OF THE ULSTER PROVISIONAL GOVERNMENT IN BELFAST.

In July 1914, events were working up towards civil strife on the Home Rule question. On July 10, Sir Edward Carson addressed three hundred Ulster delegates in the Ulster Hall, Belfast, making one of the most impassioned speeches of his career. The meeting resolved unanimously "to resist by every means in our power every attempt which may be made to impose the authority of any Home Rule Parliament on Ulster." Behind Sir Edward Carson was a gigantic Union Jack.

1916: THE EASTER REBELLION—RUINS OF SACKVILLE STREET, DUBLIN, AFTER THE CITY HAD BEEN FIRED.

The Sinn Fein rebellion, which began on Easter Monday (April 24), 1916, although suppressed by May 1, did immense damage to the finest part of Dublin. Sackville Street, in particular, looked as if it had suffered a heavy bombardment. The rebels, who had been attempting to set up a Republic, surrendered unconditionally.

1920: "A WELL-ORGANISED, HIGHLY SUBSIDISED MURDER CAMPAIGN IN IRELAND"—A GANG OF SINN FEIN ASSASSINS SHOOTING A BRITISH OFFICER IN HIS HOTEL ROOM.

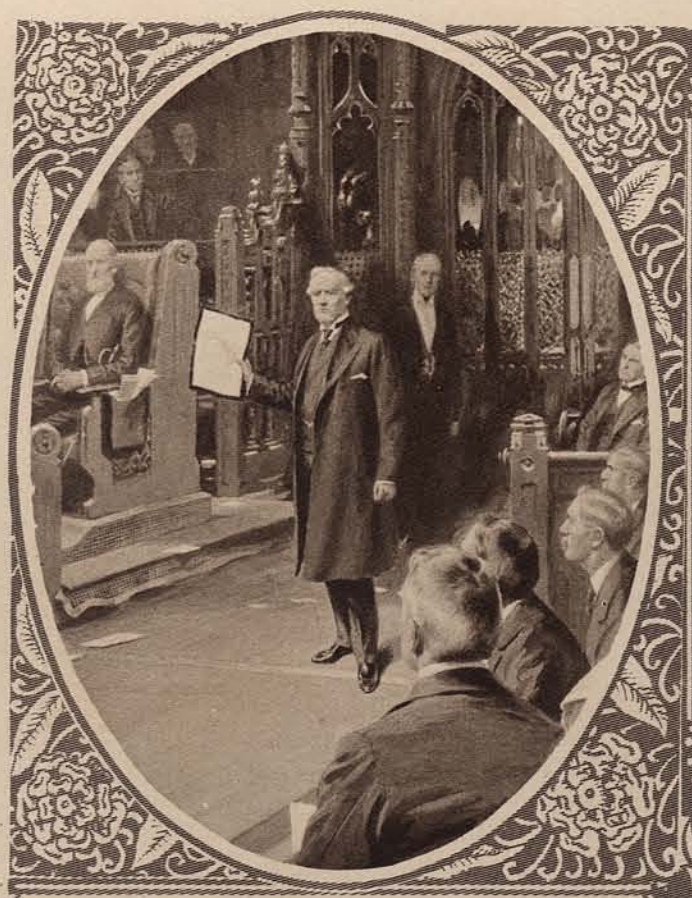
This drawing does not purport to show the actual details of any particular crime, but, as we said at the time, "the fourteen British officers who were murdered in Dublin on that terrible Sunday, November 21, 1920, died in circumstances such as these. Their rooms were suddenly invaded by gangs of armed assassins, who took them unawares . . . and shot them without mercy." Mr. Lloyd George referred to "the well-organised, highly subsidised murder campaign going on in Ireland."

1921: THE MAKING OF THE IRISH FREE STATE—THE FIVE IRISH SIGNATORIES TO THE TREATY WITH GREAT BRITAIN.

The Irish signatories—Mr. Arthur Griffith, Chairman of the Delegation: Mr. E. J. Duggan; Mr Michael Collins; Mr. Robert Barton (left to right; seated); and Mr. Gavan Duffy (with beard)—are seen at their headquarters in London after signing, on December 6, 1921, the Treaty with Great Britain which created the Irish Free State. The Treaty gave Ulster the right, which was immediately claimed, to contract out.

1922: THE DOME OF THE FOUR COURTS ABLAZE DURING FIGHTING IN DUBLIN BETWEEN FREE STATE TROOPS AND REPUBLICAN REBELS.

Severe fighting took place in Dublin in June and July 1922, between troops of the Irish Free State Government and Republicans. The Four Courts, one of the city's finest buildings, was sacrificed, as the Republicans had made it their headquarters. Bombardment set it on fire, and it was surrendered on June 30. Thereafter the rebels held out for some days in a group of fortified hotels.



1910: MR. ASQUITH, AT THE BAR OF THE HOUSE, BEARING A MESSAGE FROM KING GEORGE.
On May 12, 1910, six days after King Edward's death, Mr. Asquith, the Prime Minister, handed to the Deputy Speaker "a message from the King, signed by his own hand," to read to the House. The royal message related to the late King's death.

1911: GRAVE DISORDER IN THE HOUSE OF COMMONS—THE OPPOSITION SHOUTING DOWN MR. ASQUITH AS HE TRIED TO MAKE HIS STATEMENT OF POLICY ON THE PARLIAMENT BILL.
The Liberals' Parliament Bill to curtail the powers of the House of Lords met with such violent opposition in the Commons that on July 24, 1911, Mr. Asquith, the Prime Minister, was unable to make his statement of policy heard above the Unionist uproar. The Speaker, on account of grave disorder, had to adjourn the House without putting the question, "probably for the first time in history." Mr. Asquith had tried for about forty minutes to make his speech.

1913: THE MARCONI INQUIRY—SKETCHES OF THE SELECT COMMITTEE; SIR RUFUS ISAACS (RIGHT FOREGROUND) GIVING EVIDENCE.
In 1912 and 1913 great public interest was aroused in the Marconi case. Mr. Lloyd George, the Chancellor of the Exchequer, Sir Rufus Isaacs (now Lord Reading), the Attorney-General, and other Ministers were subjects of an inquiry as to dealings in the shares of the Marconi Company. The Select Committee, with Sir Albert Spicer as chairman, is shown sitting in March 1913.

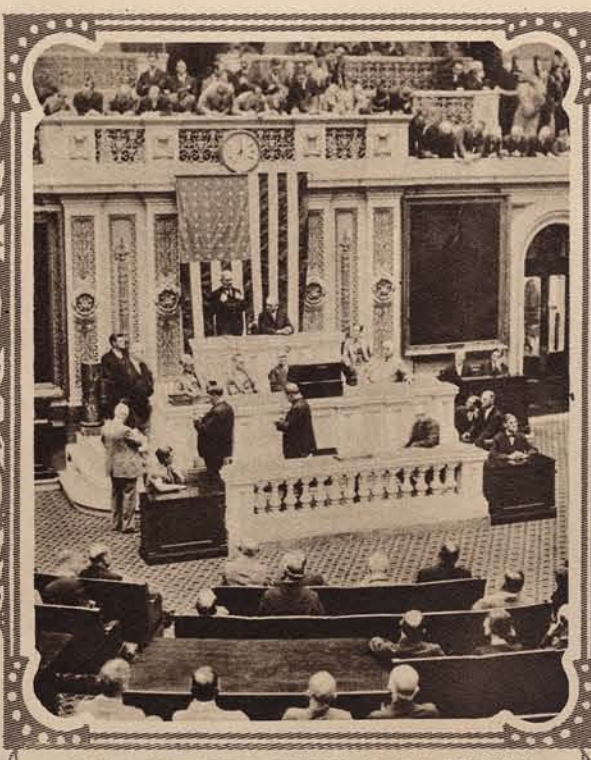
1914: SIR EDWARD GREY'S FATEFUL SPEECH IN THE COMMONS ON AUGUST 3, THE DAY BEFORE GREAT BRITAIN ENTERED THE WAR.
On August 3 (Bank Holiday), 1914, Sir Edward Grey, the Foreign Minister, made before a crowded House the historic speech which defined this country's attitude with regard to the support of France and the violation of Belgian neutrality. The speech, made by one of the most respected statesmen of our day, was heard with rapt attention, and at its conclusion the House adjourned with cheers.

1915: THE COALITION GOVERNMENT FORMED IN MAY TO PROSECUTE THE WAR; WITH MR. ASQUITH AS PRIME MINISTER, AND MR. LLOYD GEORGE AS MINISTER OF MUNITIONS.
The Coalition Government chosen in May 1915 included twelve Liberals, eight Unionists, one Labour Member (Mr. Arthur Henderson), and one non-Party (Lord Kitchener). There were in it Mr. Austen Chamberlain (India), Mr. Winston Churchill (Duchy of Lancaster), Mr. Reginald McKenna (Chancellor of the Exchequer), Sir Edward Grey (Foreign Affairs), Sir John Simon (Home Affairs), Mr. Augustine Birrell (Ireland), Lord Curzon (Lord Privy Seal), and Mr. A. J. Balfour (Admiralty).

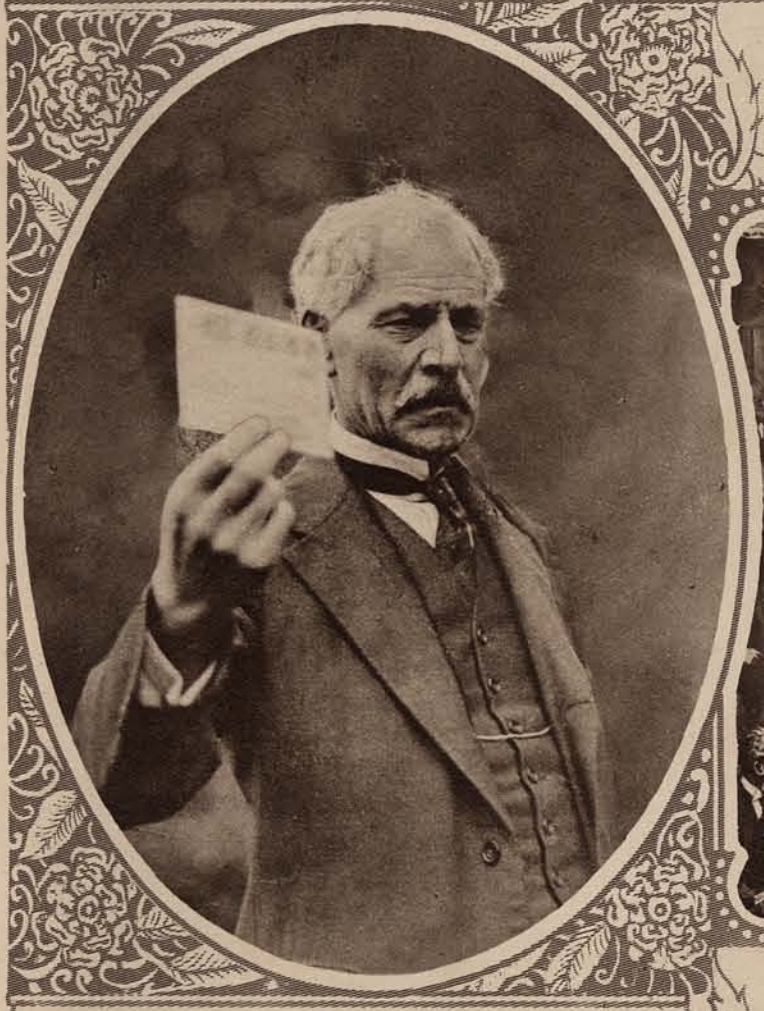
1916: CONSCRIPTION—THE MILITARY SERVICE (NO. 2) BILL PASSES ITS THIRD READING BY 383 VOTES TO 36.
On January 24, 1916, a momentous change occurred in the national life, for the Bill enforcing military service passed its third reading, by a large majority, in the House of Commons. Here are seen the hundreds of "Ayes" crowding into the lobby, while the few "Noes" wait in their seats.

1922: MR. LLOYD GEORGE COACHING M. BRIAND AT GOLF—A HISTORIC MATCH.
This game of golf was played during the Cannes Conference of January 1922. M. Briand's resignation soon after was partly due to French denunciations of his "unseemly levity" during the intervals of his political labours.

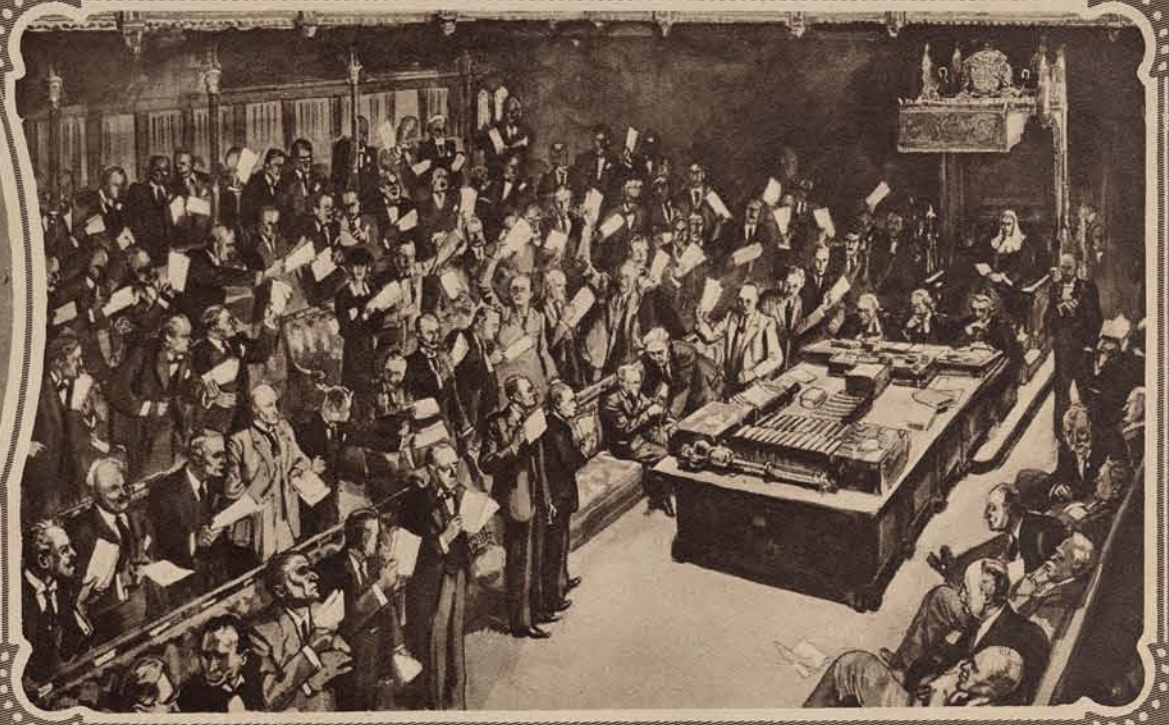
1925: THE LOCARNO TREATY—THE SIGNING AT THE FOREIGN OFFICE.
The Treaty of Locarno and other agreements, which were initialled there on October 16, 1925, were signed by representatives of Great Britain, France, Germany, Belgium, Italy, Poland, and Czechoslovakia at the Foreign Office in London on December 1.



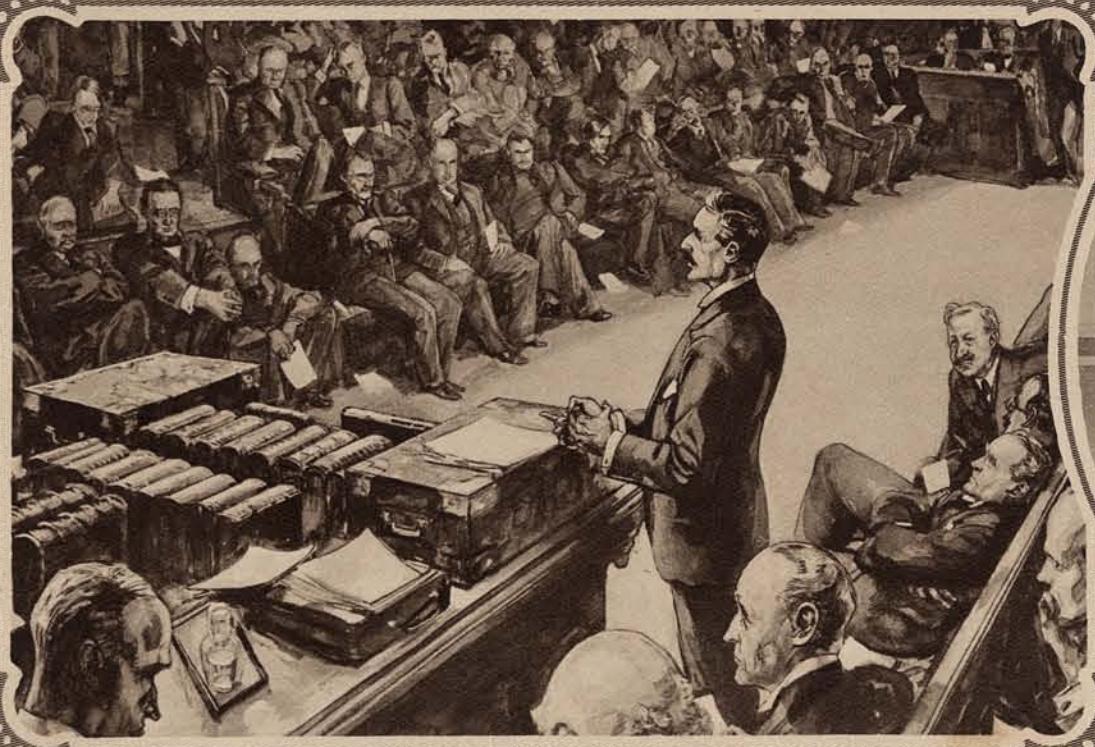
1929: THE FIRST BRITISH PRIME MINISTER TO ADDRESS CONGRESS—MR. MACDONALD.
During his visit to the United States in 1929, when he was entertained by President Hoover, Mr. Ramsay MacDonald addressed Congress on October 7, being the first British Prime Minister to do so. He is seen speaking from the rostrum in the Capitol.



1931: THE NECESSITY FOR A NATIONAL GOVERNMENT—MR. MACDONALD'S PRACTICAL EXAMPLE.
In the emergency of September 1931, the Prime Minister, Mr. Ramsay MacDonald, adopted a telling method of illustrating the effects of financial collapse. He displayed an envelope which, during the German inflation, needed 80,000,000,000 marks' postage from Berlin to London.



1931: "ENGLAND YET SHALL STAND!"—THE EXTRAORDINARY OVATION GIVEN TO MR. SNOWDEN AS HE CONCLUDED HIS BUDGET SPEECH DURING THE AUTUMN CRISIS.
This dramatic scene, "one of the most extraordinary displays of sentiment ever seen in the House of Commons," occurred as Mr. Philip Snowden, Chancellor of the Exchequer, concluded his supplementary Budget speech on September 10, 1931. Proposing drastic economies to balance the Budget and restore credit, he ended by quoting Swinburne's lines, "Come the world against her, England yet shall stand." Mr. Snowden was then recovering from illness, and Mr. MacDonald is seen helping him to his seat.



1932: PROTECTION AFTER NEARLY A CENTURY OF FREE TRADE—MR. NEVILLE CHAMBERLAIN PROPOSING MEASURES OF IMPERIAL PREFERENCE AND TARIFF REFORM.
On February 4, 1932, Mr. Neville Chamberlain, Chancellor of the Exchequer, made his statement in the House of Commons on the National Government's tariff policy. He proposed measures which fulfilled the scheme of his father, Mr. Joseph Chamberlain, for Imperial Preference and Tariff Reform. When these proposals (based on a general import duty of 10 per cent.) became law, British fiscal policy suffered its greatest change since Sir Robert Peel's Customs reforms.

1933: THE WORLD ECONOMIC CONFERENCE—THE KING DELIVERING HIS SPEECH OF WELCOME.
On June 12, 1933, the King inaugurated the World Economic Conference in London—the first Sovereign in history to open a conclave of all nations. The Conference, held in the Geological Museum, South Kensington, was the largest international assembly ever known, sixty-six States being represented.

In order to secure these and like objects, a series of special Conferences was held in London, at San Remo, at Spa, and at Lympne (all in 1920). These were followed by six in 1921, and in 1922 by important Conferences at Washington (U.S.A.), at Cannes, and at Genoa. France, tired of Conferences, occupied the Ruhr in 1923, but got little by it, and Conferences were resumed in 1924, in London and elsewhere. But the first Conference to yield substantial results was that held at Locarno in October 1925. Thanks to the statesmanship of Sir Austen Chamberlain, M. Briand, and Dr. Stresemann, that Conference issued in the famous *Pact of Locarno*. This was supplemented by the Kellogg-Briand Pact for the renunciation of war (1928). Perhaps, however, the most important contribution made by the post-war period to peace was the setting-up of a Permanent Court of International Justice (the Hague Tribunal) in 1921. Nearly fifty States have now acknowledged the jurisdiction of this Court.

If the war revolutionised the relations between England and her neighbours, the effect upon domestic affairs has been not less striking, though more difficult to disentangle. Only a few of the broadest of effects can here be noted. The effect of the war upon administration and legislation has, it will be seen, been largely independent of political or party mutations. This is apparent from the fact that, while the general tendency has been definitely in the direction of "Socialism," the only Party which has enjoyed power—as distinct from office—has been the Conservative Party.

During the war, Party distinctions were, as far as possible, merged in the national effort. But when, in December 1916, Mr. Lloyd George displaced Asquith as Premier, his principal colleagues were, in fact, Conservatives. It was again in conjunction with Mr. Bonar Law that, after the Armistice, Mr. Lloyd George appealed to the country. The result was an overwhelming victory for the Coalition, but it was on the support of the Conservative wing that the Ministry depended for its existence. That support was withdrawn in October 1922. Thereupon, Mr. Lloyd George immediately resigned; Bonar Law became Prime Minister, and formed a purely Conservative Administration; and at the General Election of 1922 a Conservative majority was returned. In May 1923 Bonar Law gave place to Mr. Baldwin; but when the latter (December 1923) unexpectedly appealed to the country on a Protectionist programme, he failed to secure an absolute majority. Between Conservatives and Socialists, Mr. Asquith, at the head of 158 partially reunited followers, held the balance, and used it to put the Socialists in office, if not in power. Thus Mr. Ramsay MacDonald became the head of the first Socialist Ministry in England (January 1924). His Ministry, however, was involved in difficulties by its relations with Soviet Russia, and Mr. Asquith turned it out in October. On an appeal to the country, while the Socialists secured only 151 seats, the Liberal Party was shattered, and Mr. Baldwin returned to office and power with an immense Conservative majority behind him. An Equal Franchise Act passed in 1928 gave the vote to girls of twenty-one, and their first act was, at the Election of 1929, to turn out nearly every Conservative Member who sat for an industrial constituency. The Socialists, with 287 Members, still lacked an absolute majority, but Mr. Baldwin at once resigned, and for the second time Mr. MacDonald took office.

The new Ministry was, however, in a precarious position, and, encountering the economic blizzard, could not stand up against it, and in August 1931 resigned. The King met the crisis by calling into conference the leaders of all parties, and they formed a National Government. Parliament was dissolved, and the country returned 554 Members (out of 615) pledged to support the Coalition.

Such, in brief, were the Parliamentary and Party permutations of the period. But behind the alternating fortunes of Parties and individuals it is possible to discern certain political forces operating in impersonal superiority.

At these it is only possible to hint. The most obvious was the supremacy of the State. War tends to submerge the individual: the sole consideration is the safety of the State. To that everything must give way; under its control everything—railways, coal-mines, factories, food-distribution, etc.—must pass. Two results, discernible throughout the post-war period, ensued. To the State, omnipotent in war, men looked for the performance of the same functions in peace. They forgot that the State had performed miracles only by borrowing the capital previously accumulated by individuals. To that process there is a narrow limit. A second result was the enormous expansion of State employment. Whitehall was extended in all directions, and extension was easier than contraction. A complementary result was ever-mounting expenditure. In the crises of war men cannot stop to count pennies or even pounds. The post-war period inherited, accordingly, a legacy of extravagance.

The war, moreover, held out hopes to the indispensable under-dog of a Social Utopia—a world fit for heroes to live in. The hopes were only partially fulfilled, and bitter disappointment ensued. The demand for labour in war-time had increased family incomes even more than individual earnings. All the more distressing was the contrast created by the post-war cessation of demand, with the resulting phenomenon of unemployment. A glance at Hansard shows what an immense proportion of the time of Parliament has, since 1919, been devoted to the discussion of this problem.

Such was the nidus of labour unrest. Unrest issued in strikes. Nor were the strikes purely industrial. In 1920 and 1921 the Triple Alliance of miners, railwaymen, and transport workers attempted, by "direct action," to usurp the functions of the State. This movement reached its climax in the General Strike of 1926. The English are a long-suffering, good-natured people, but there is a point beyond which they will not be pushed. It was reached in 1926. The General Strike was easily broken, partly by the previous precautions and prompt action of the Government, still more by the immediate co-operation and good-humoured patience of the people at large. The lessons of that revolutionary outbreak, though it lasted but ten days, would seem to have been learnt.

But recovery since 1918, painfully slow and discontinuous at the best, has been terribly impeded by the economic dislocation in which the war has involved the whole world. Quack remedies have served only to intensify the severity of the onset and to prolong the *malaise*. Few nations are entirely self-sufficing, least of all those where, as in England and Japan, population is most dense. But the economic disease has spread, paradoxically, to countries scantily populated and depending on primary products.

Under these circumstances, there is a natural tendency to question the truth of every accepted maxim both in economics and in politics. The vendors of patent medicines have, consequently, had it all their own way. Yet the experience of the last three years in England tends to justify reliance on orthodox methods, to prove the wisdom of patient persistence in the application of unheroic remedies.

"Our institutions are not imitated from those of our neighbours: nay, rather we are a pattern to others than they to us." Modesty forbids us to apply to ourselves the proud words addressed to the Athenian Democracy by Pericles, but signs are not wanting that our neighbours are increasingly disposed to ascribe to us virtues it were arrogant for Englishmen to claim.

An explanatory note concerning the portraits in the borders of this article will be found in the Index pages preceding the Frontispiece.

The Official Natural=Colour Photograph of His Majesty the King as he is To=day.

PHOTOGRAPH BY FINLAY COLOUR, LTD.

The Official Natural-Colour Photograph of Her Majesty the Queen as She is To-day.

PHOTOGRAPH BY FINLAY COLOUR, LTD.

1911: "THE BATTLE OF SIDNEY STREET"—SCOTS GUARDS BESIEGING DESPERADOES IN A HOUSE OFF THE MILE END ROAD.

The "battle of Sidney Street," of January 3, 1911, was a unique episode in London's history. Two murderers took refuge in a house whence they fired on the police who attempted to arrest them. The surrounding area was cleared; troops, under the supervision of the Home Secretary, Mr. Winston Churchill, besieged the building; and it was eventually set on fire

1911: THE FIRST IMPERIAL CONFERENCE MEETS IN LONDON—A GROUP OF PROMINENT DELEGATES AT THE FOREIGN OFFICE.

The first Imperial Conference ever held began its sessions at the Foreign Office on May 23, 1911, under the Presidency of Mr. Asquith. This drawing shows Sir Joseph Ward, Prime Minister of New Zealand (fourth from left); Sir Wilfrid Laurier, Prime Minister of Canada (foreground); Mr. Asquith; Mr. Andrew Fisher, Prime Minister of Australia (fourth from right); and General Botha, Prime Minister of South Africa.

1912: THE "TITANIC" GOES DOWN AFTER STRIKING AN ICEBERG IN THE ATLANTIC—THE MOST APPALLING OF ALL MARITIME DISASTERS.

On April 15, 1912, on her maiden voyage to New York, the 46,800-ton White Star liner "Titanic" struck an iceberg in mid-Atlantic and went down with a loss of 1635 lives. There were 705 survivors—495 passengers, 206 of the crew, and 4 officers, who managed to get into the boats and were picked up by other vessels.

1913. THE BURNING OF THE "VOLTURNO" IN AN ATLANTIC GALE—THE "CARMANIA'S" BOATS RESCUING PASSENGERS IN OIL-CALMED WATERS.

When fire broke out on the British liner "Volturno" in October 1913, her signals were responded to by the liner "Carmania," the American oil-tanker "Narragansett," and other vessels. The "Narragansett" poured oil on the water through two huge pipes, thus calming the water sufficiently for the "Volturno's" passengers to be taken off in safety. The abandoned liner was left to her fate and a cruiser was sent to destroy the wreck.

1915: THE SINKING OF THE "LUSITANIA" BY TORPEDO, OFF THE SOUTH-WEST OF IRELAND: THE GERMAN ACT WHICH, MORE THAN ALL ELSE, DETERMINED AMERICA'S ENTRY INTO THE WAR.

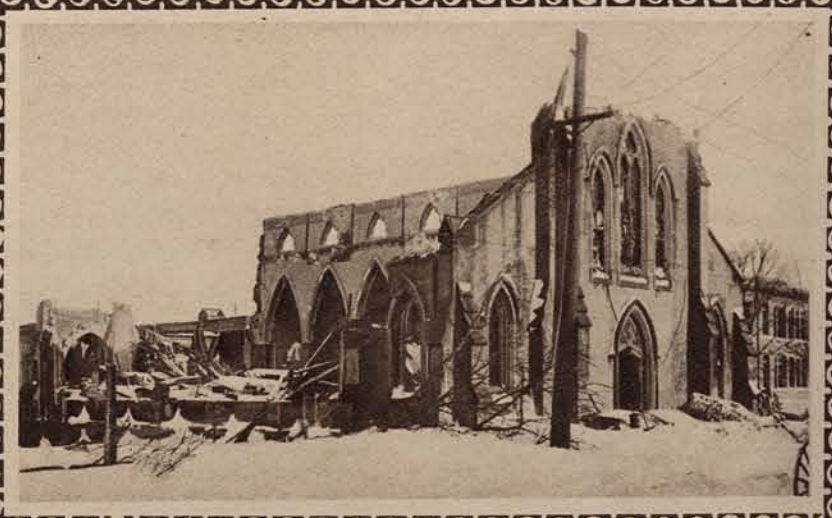
On May 7, 1915, the Cunard liner "Lusitania," sailing from New York to Liverpool with 1906 people on board, of whom 1255 were passengers, was sunk by a torpedo from a German submarine. Over a thousand people lost their lives, many of them citizens of the United States, and it was this act of piracy which, more than anything else, decided America's entry into the war two years later. The great ship foundered off the Old Head of Kinsale only eighteen minutes after being struck.

1915: THE GRETNA GREEN TROOP TRAIN DISASTER—FIRE ADDING TO THE HORRORS OF A THREEFOLD COLLISION.

The worst accident in the history of British railways occurred on May 22, 1915, near Gretna Green. A troop train from Scotland ran into a passenger train from Carlisle, and, two minutes later, the Glasgow express from Euston dashed at full speed into both trains. About 200 were killed, including many of the Royal Scots.

1916: THE SINKING OF THE "HAMPSHIRE," WITH LORD KITCHENER ON BOARD—THE DOOMED CRUISER GOING DOWN BY THE HEAD.

H.M.S. "Hampshire," the cruiser conveying Lord Kitchener to Northern Russia, struck a mine in a gale off the Orkneys on June 5, 1916, and quickly went down. The great soldier apparently never abandoned the ship. Only a handful of those who took to the rafts survived the storm and safely reached land. This dramatic drawing was done in accordance with a survivor's description.



1917: THE GREAT EXPLOSION AT HALIFAX, NOVA SCOTIA, AFTER THE COLLISION OF A MUNITIONS SHIP—THE RUINS OF ST. JOSEPH'S CHURCH.

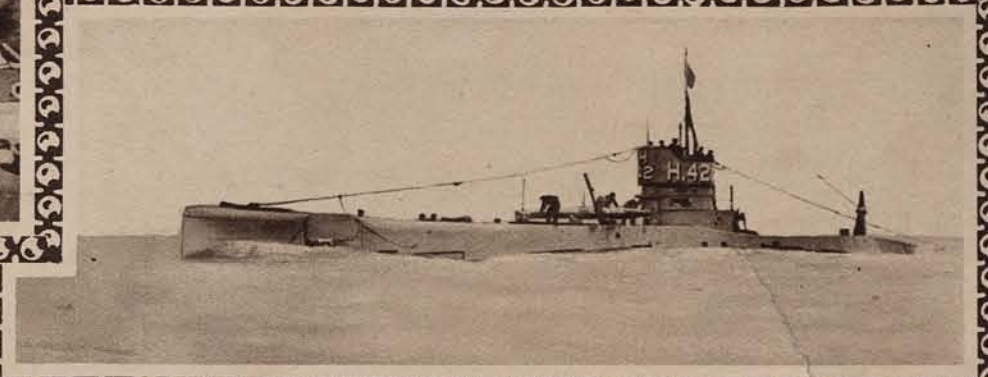
On December 7, 1917, a ship conveying munitions from New York collided in Halifax harbour with a Norwegian steamer. Fire broke out on board, and the resulting explosion was so terrific as to devastate much of Halifax and to cause the deaths, from shock, fire or flying glass, of well over 1000 people. The concussion broke windows at a distance of sixty miles.

1918: THE ARMISTICE — A SESSION OF THE INTER-ALLIED CONFERENCE AT VERSAILLES, WHERE THE TERMS WERE DRAWN UP.

An Inter-Allied Conference at Versailles, in November 1918, drew up the terms of the various armistices. The conferences were attended by representatives of Great Britain, France, Italy, the U.S.A., Japan, Belgium, Serbia, Greece, Portugal, and of the Czechoslovaks. M. Clemenceau is seen leaning forward (centre), with Mr. Lloyd George and Mr. Bonar Law on his left.

1919: THE FIRST TWO-MINUTES' SILENCE—THE SCENE IN REGENT STREET ON THE FIRST ANNIVERSARY OF THE SIGNING OF THE ARMISTICE.

Due observance was given, on November 11, 1919, to the King's desire "that at the hour when the Armistice came into force, the eleventh hour of the eleventh day of the eleventh month, there may be, for the brief space of two minutes, a complete suspension of all our normal activities . . . so that, in perfect stillness, the thoughts of everyone may be concentrated on reverent remembrance of the Glorious Dead."



1922: THE "H42" DISASTER—A SUBMARINE RAMMED ACCIDENTALLY BY A DESTROYER OFF GIBRALTAR AND SUNK WITH ALL HANDS.

One of several submarine disasters which occurred in the few years after the war was that of the "H42," which was sunk with all hands off Gibraltar on March 23, 1922, having been accidentally rammed by a destroyer during exercises. The "K5" was lost on January 20, 1921; the "L24" on January 10, 1924; and the "M1" on November 12, 1925.

1919: THE TEMPORARY CENOTAPH ERECTED IN WHITEHALL FOR THE VICTORY MARCH THROUGH LONDON—THE FORERUNNER OF THE PERMANENT SHRINE.

The Cenotaph erected in Whitehall for the Victory March of July 19, 1919, remained there temporarily after the occasion. It became, as we said at the time, "a national shrine, where people of all classes have been drawn together in a spirit of brotherhood, as sharers in a common grief and pride in their fallen heroes, to render tribute to their memory." The permanent Cenotaph was not unveiled till Armistice Day, 1920.

1920: THE LORD MAYOR OF CORK'S HUNGER-STRIKE—ALDERMAN TERENCE MCSWINEY IN A GROUP OF CAPUCHIN FATHERS.

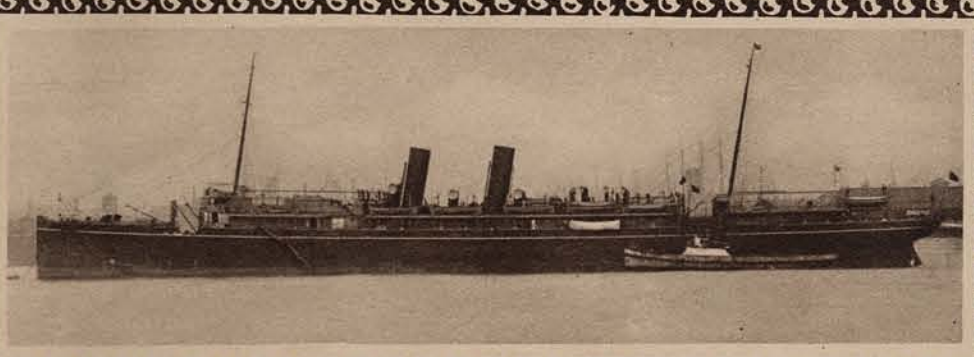
Much bitter feeling resulted from the death of the Lord Mayor of Cork, Alderman Terence McSwiney, on October 25, 1920, the seventy-fourth day of his hunger-strike. He had been arrested in Cork on August 12, and had been convicted by court-martial and sentenced to two years' imprisonment for being in possession of seditious documents.

1921: THE ALL-INDIA QUEEN VICTORIA MEMORIAL HALL AT CALCUTTA—A PALACE OF WHITE MARBLE OPENED BY THE PRINCE OF WALES.

During his visit to Calcutta at Christmas 1921, the Prince of Wales inaugurated the All-India Queen Victoria Memorial Hall on the Maidan. The magnificent white marble palace, India's tribute to "the Great White Queen," took fifteen years to build. Its foundation-stone had been laid by King George. The interior is described as a mirror of Indian history under British rule.

1922: THE JOHANNESBURG RISING—A REBEL BARRICADE IN THE CITY OCCUPIED BY GOVERNMENT TROOPS AND POLICE.

A strike on the Rand in March 1922 changed suddenly into a revolutionary rising, and an attempt to seize Johannesburg. Thanks to vigorous action by General Smuts, Prime Minister of South Africa, it was suppressed on March 14, after severe fighting had taken place in the city. The Government had declared martial law and had called out the citizen forces.



1922: THE P. AND O. LINER "EGYPT," WHICH SANK OFF USHANT AFTER A COLLISION IN FOG, CARRYING A TREASURE OF GOLD.

The P. and O. liner "Egypt" sank off Ushant on May 20, 1922, with the loss of nearly a hundred lives. She had collided with a French cargo-boat in a thick fog. The "Egypt" was carrying a great store of gold, recently recovered after some of the longest and most arduous work in the history of salvage.

1922: THE BRUTAL MURDER OF SIR HENRY WILSON—THE FIELD-MARSHAL SHOT DOWN BY IRISH ASSASSINS OUTSIDE HIS OWN DOOR.

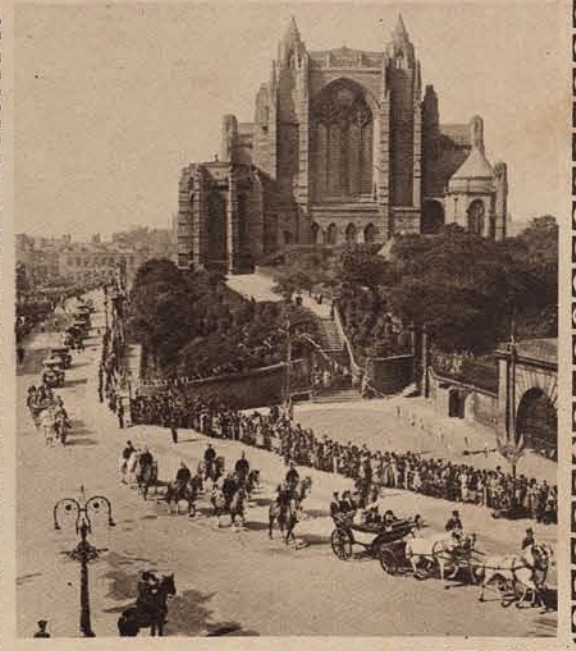
Field-Marshal Sir Henry Wilson was murdered by two Irishmen, John O'Brien and James Connolly, outside the door of his London house, 36, Eaton Place, S.W., on June 22, 1922. Having just returned from a ceremonial occasion, he was wearing full Field-Marshal's uniform. He had been acting as the military adviser of Ulster after the war. The murderers were pursued and caught.

1923: THE FIRST CUP FINAL AT WEMBLEY, WHEN THE CROWD BROKE THE BARRIERS—AN AIR VIEW OF THE STADIUM PACKED WITH PEOPLE.

The first Cup Final to be held at the newly opened Wembley Stadium, on April 28, 1923, when Bolton Wanderers beat West Ham, was remarkable for the unparalleled crowd that came to see the match. More than 200,000, about three times as many as had been anticipated, either paid for admission or broke the barriers. Nine hundred people were hurt in the crush, and only with great difficulty was the field cleared for play.

1924: THE BRITISH EMPIRE EXHIBITION AT WEMBLEY—A COMPREHENSIVE SURVEY OF THE RESOURCES OF THE BRITISH COMMONWEALTH OF NATIONS, REPRODUCING FAMOUS BUILDINGS OF MANY LANDS.

The British Empire Exhibition at Wembley, the largest exhibition ever planned, was opened by the King on April 23, 1924. Its grounds covered an area of some 220 acres, and over £10,000,000 was spent on its preparation. The buildings, made almost entirely of concrete, included a Palace of Engineering and a Palace of Industry—two of the largest concrete buildings ever constructed—an Indian pavilion reproducing the architecture of the Taj Mahal at Agra and the Jama Masjid at Delhi, as well as imposing pavilions for each of the Dominions and Colonies.

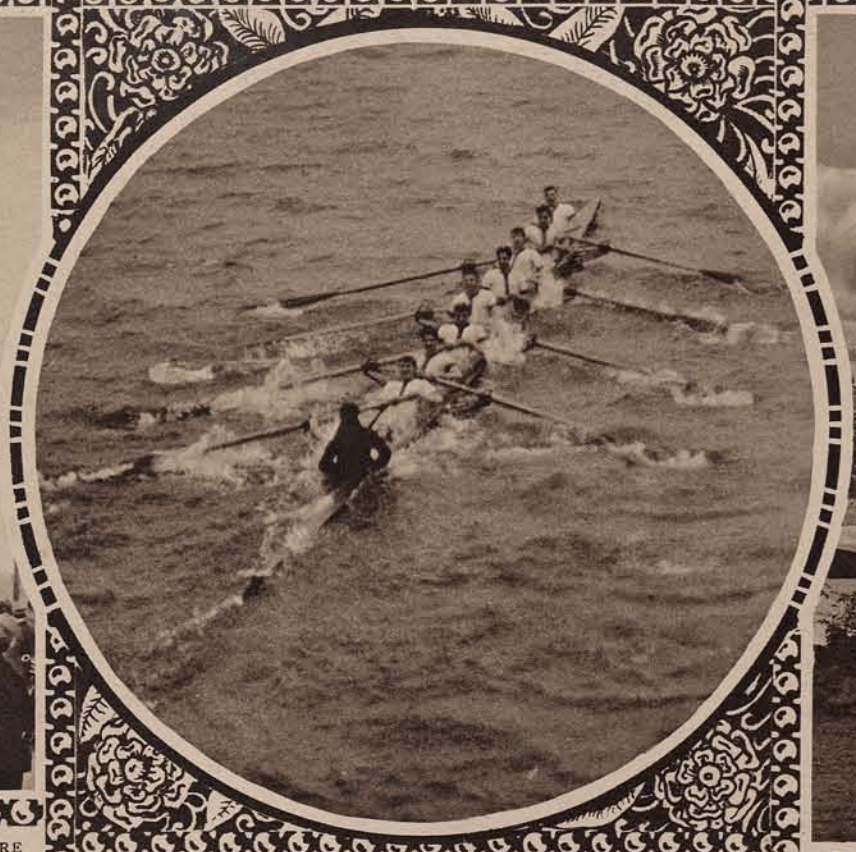


1924: THE CATHEDRAL CHURCH OF CHRIST, IN LIVERPOOL—THEIR MAJESTIES AT ITS CONSECRATION.

The Cathedral Church of Christ in Liverpool was consecrated on July 19, 1924, the twentieth anniversary of the day on which King Edward laid its foundation-stone. Sir Giles Gilbert Scott was the architect. The King and Queen are seen driving in procession after the ceremony.

1926: THE BURNING OF THE SHAKESPEARE MEMORIAL THEATRE AT STRATFORD-ON-AVON.

The Shakespeare Memorial Theatre at Stratford-on-Avon was destroyed by fire on March 6, 1926. The building, much of it being made of timber, was gutted, but the Museum and Library were saved. A new Memorial Theatre has now taken its place on the bank of the Avon.



1925: THE OXFORD BOAT SWAMPED IN THE BOAT RACE—SHIPPING WATER WITH THE STERN AWASH.

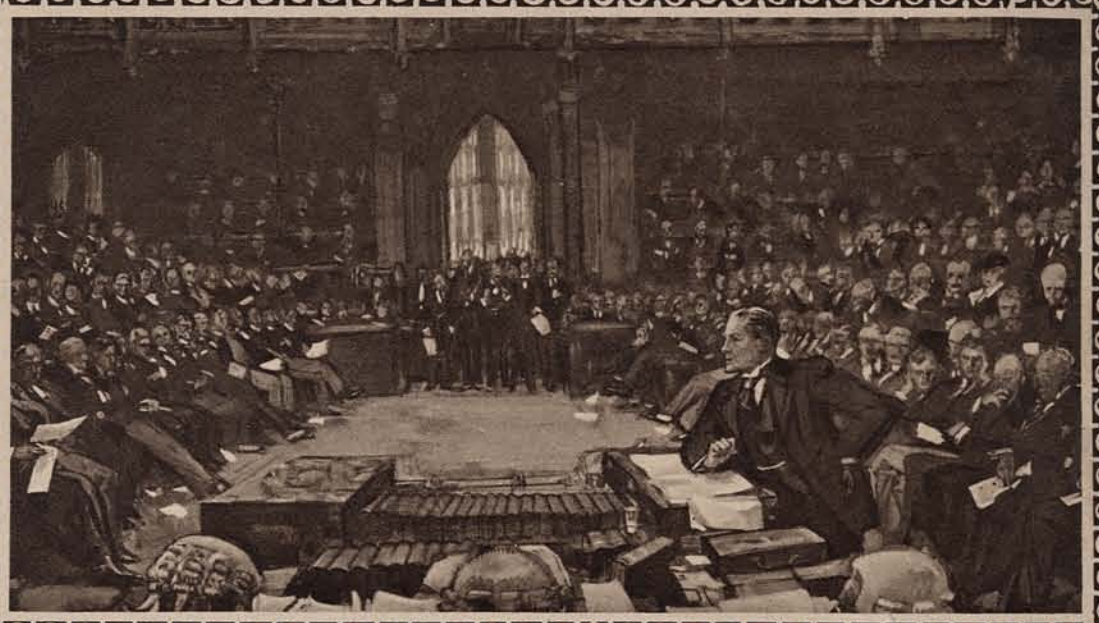
In the University Boat Race of March 28, 1925, the Oxford boat, having lost the toss and started on the rough Middlesex side of the river, was swamped, and was only saved from sinking by the football bladders tied under the seats. Cambridge, in smoother water, finished the course alone.

1927: THE NEW CAPITAL OF AUSTRALIA—THE PARLIAMENT BUILDINGS, CANBERRA.

The Duke of York, during his visit to Australia with the Duchess of York in 1927, represented the King, on May 9, at the opening of Australia's new Houses of Parliament at Canberra. Here is seen the centre of the finely planned capital.

1926: THE GENERAL STRIKE—AMATEUR WORKERS HANDLING MILK AT PADDINGTON STATION.

During the General Strike of May 1926, amateur workers successfully distributed the country's food. The Government used Hyde Park as the headquarters and distributing centre of London's milk supply, and troops and armoured cars convoyed other foodstuffs there from the docks.



1926: THE GENERAL STRIKE—MR. STANLEY BALDWIN, THE PRIME MINISTER, MAKING HIS MOMENTOUS SPEECH JUSTIFYING THE GOVERNMENT'S POLICY.

The most severe threat to England's internal peace that has visited us for many years came in May 1926, when, after months of trouble in the coal industry, the Trades Union Congress announced that a General Strike would begin at midnight on May 3. The Government was prepared, and the country as a whole responded, with extraordinary good humour, by volunteer work in carrying on essential services. On May 6, Sir John Simon declared the strike illegal, and on May 12 it was withdrawn.

1926: THE COMING OF GREYHOUND RACING—A SPORT THAT SOON BECAME POPULAR IN LONDON AND THROUGHOUT THE COUNTRY.

The sport of Greyhound Racing with an electric "hare" was introduced into this country from America in 1926, and soon gained extraordinary popularity all over the country. This drawing shows the finish of a hurdle race at night. The dogs are eagerly chasing an illuminated mechanical "hare" travelling at about forty-five miles an hour, which, unless the machinery fails, they never catch.

1927: THE NEW REGENT STREET—A VIEW NEAR THE SOUTHERN END OF THE GREAT SHOPPING CENTRE AFTER ITS TRANSFORMATION.

Regent Street underwent a great transformation during the years following the war. We give here a photograph of the street as it was in 1927, when it had recently taken on its present form. The first design for the new street was the work of the late Mr. Norman Shaw, but the only part carried out was the Piccadilly Hotel. His designs were then modified by Sir Reginald Blomfield and by other architects.

His Gracious Majesty in the uniform riding his charger

King George V.— of a Field-Marshal, named "Anzac"

His Majesty on his Charger "Anzac."

1928: THE KING OPENS THE NEW LLOYD'S BUILDING—THEIR MAJESTIES' ARRIVAL.

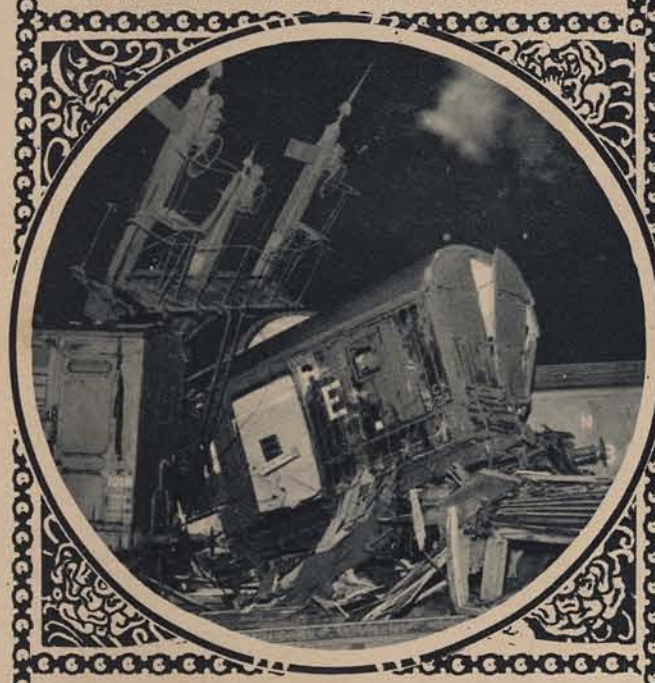
On March 24, 1928, the King, accompanied by the Queen, opened the new Lloyd's building in Leadenhall Street—headquarters of "the organised system of marine insurance" to which his Majesty referred in his speech. He had laid the foundation-stone three years before.

1928: THE GREAT LONDON FLOODS, IN WHICH FOURTEEN WERE DROWNED IN BASEMENTS.

A sudden and unprecedented overflowing of the Thames on January 7, 1928, caused severe flooding at Westminster, Hammersmith, and elsewhere, and fourteen people were drowned. Much damage was done to pictures in the Tate Gallery. Men are seen searching for the bodies of two drowned women.

1928: THE SCIENCE MUSEUM, SOUTH KENSINGTON—THE KING OPENING THE NEW BUILDING.

On March 20, 1928, the King, accompanied by the Queen, opened the new buildings of the Science Museum at South Kensington—"a natural focus and embodiment of the spirit and aspirations of our time." His Majesty is seen replying to the address; the Queen is on his left.



1928: THE DARLINGTON TRAIN DISASTER—TELESCOPED CARRIAGES AND UPROOTED SIGNALS.

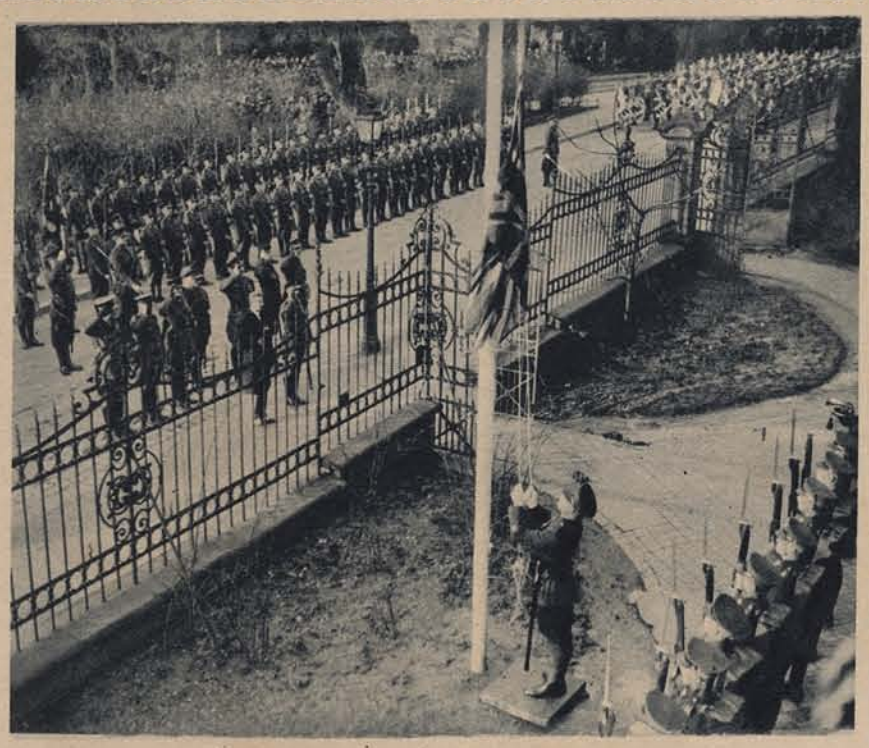
The worst railway accident that had happened in this country since the Gretna Green disaster of 1915 occurred on June 27, 1928, near Darlington Bank Top Station. An excursion train from Scarborough to Newcastle was involved in collision, and twenty-five people were killed. Twelve of the dead were members of a Mothers' Union Party.

1931: MR. GANDHI—THE INDIAN LEADER, PROTAGONIST OF THE "IRWIN-GANDHI PACT."

Ever since Mr. Gandhi, in February 1919, launched his Civil Disobedience Campaign, he has been the acknowledged Nationalist leader among the Hindus. In March 1931 he visited Delhi for conversations with the Viceroy, Lord Irwin, and, as a result, Civil Disobedience was discontinued.

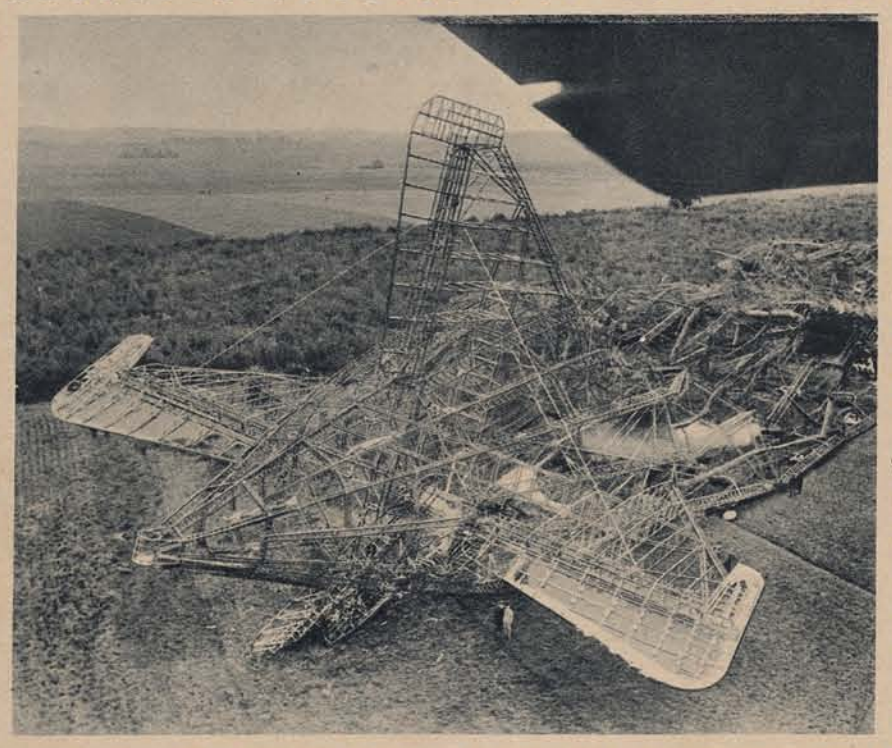
1928: THE SINKING OF THE LINER "VESTRIS"—A BOAT-LOAD OF SURVIVORS RESCUED.

The Lamport and Holt liner "Vestris," bound from New York for Barbados, sank in the Atlantic on November 12, 1928, with the loss of 115 lives, having sprung a leak. Wireless played a large part in the rescue of survivors, and several ships hurried to the scene in time to pick up boat-loads. The Norddeutscher Lloyd liner "Berlin" is here seen doing rescue work.



1929: THE END OF BRITAIN'S ELEVEN-YEAR "WATCH ON THE RHINE"—HAULING DOWN THE UNION JACK AT WIESBADEN.

The British occupation of the Rhineland ended on December 12, 1929, when the Union Jack was hauled down at the British General Headquarters (the Hotel Hohenzollern) at Wiesbaden. The final ceremony was carried out by a detachment of the 2nd Battalion Royal Fusiliers. The Inter-Allied Rhineland High Commission remained in occupation for some months more.



1930: THE "R 101" DISASTER—THE WRECK OF THE GREAT AIRSHIP AFTER SHE HAD STRUCK A HILL NEAR BEAUVAIS; WITH FORTY-SIX LIVES LOST.

The crowning disaster to the British airship industry occurred in the night of October 4-5, 1930, when the "R 101," the largest airship in the world, struck a hill near Beauvais on an experimental flight to India, burst into flames, and was totally wrecked. With her perished her designers, Wing-Commander Colmore, Lieut.-Col. Richmond, and Major G. H. Scott, as well as Lord Thomson and Sir Sefton Brancker.

1931: A CYCLONIC GALE AT BIRMINGHAM—A WHOLE ROW OF HOUSES IN FORMAN'S ROAD, SPARKHILL, WITH THEIR ROOFS RIPPED OFF.

An almost unique event in the varied records of English weather was the windstorm which devastated parts of Birmingham on June 14, 1931. It was described as a small tropical tornado or cyclone. It pursued a track about half a mile wide and eight miles long through the eastern side of the city, leaving a clearly defined belt of destruction. One woman was killed by the collapse of a wall in Forman's Road.

1932: THE OTTAWA CONFERENCE—THE FINAL PLENARY SESSION IN THE CANADIAN HOUSE OF COMMONS AFTER THE FOUNDING OF AN EMPIRE ECONOMIC POLICY.

The Imperial Economic Conference at Ottawa, the first economic conference of the whole Empire ever held out of London, met on July 21, 1932, with Mr. R. B. Bennett, Prime Minister of Canada, as President, and held its final plenary session on August 20. On that date agreements were signed which, it was claimed, laid the foundations of an Empire economic policy. The British delegation was headed by Mr. Baldwin.

1931: THE NEW ZEALAND EARTHQUAKE—PART OF THE DEVASTATED AREA AT NAPIER (AN AIR VIEW).

The worst earthquake in the history of New Zealand occurred in February 1931, the main shock being felt on February 3. Terrible havoc was caused and hundreds of lives were lost in the Hawkes Bay district of North Island. Napier, on the coast, and Hastings, twelve miles inland, were the towns that suffered most.

1932: THE DARTMOOR PRISON MUTINY—THE OFFICE BLOCK ABLAZE AFTER THE CONVICTS' OUTBREAK.

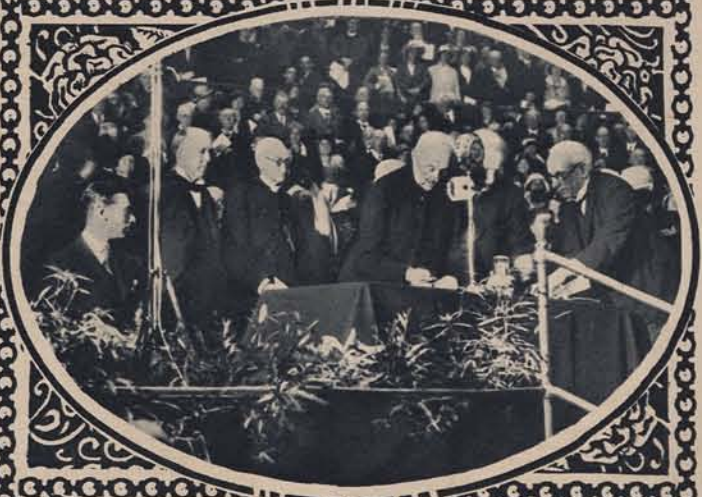
On January 24, 1932, mutiny broke out at Dartmoor Convict Prison. Disorder began when about 350 prisoners were assembled in readiness for chapel. Some of these defied control for over an hour, firing the office block and attacking the Governor and warders. Police had to be sent for before order could be restored.

1932: THE SYDNEY HARBOUR BRIDGE—ONE OF THE GREATEST OF MODERN ENGINEERING FEATS.

The Sydney Harbour Bridge, the greatest bridge in the world, was formally opened on March 19, 1932. It spans the harbour between Dawes Point and Milson Point. Its total length is 3770 feet, and ships taller than the Nelson column can pass below the main span at high tide.

1932: THE PRINCE OF WALES OPENING THE NEW ULSTER PARLIAMENT BUILDINGS.

On November 16, 1932, the Prince of Wales, on his first visit to Ulster, opened at Stormont, Belfast, the magnificent new buildings of the Northern Ireland Parliament. He delivered a message from the King, who, in 1921, had opened Ulster's first Parliament.



1932: THE UNION OF THE THREE METHODIST CHURCHES—DR. SCOTT LIDGETT SIGNING.

At a meeting in the Albert Hall on September 20, 1932, a Deed of Union was signed uniting the three Methodist Churches—the Wesleyan Methodist, the Primitive Methodist, and the United Methodist. The photograph includes the Duke of York and Mr. Walter Runciman.

1931: NEW DELHI—MOUNTING GUARD AT THE VICEROY'S HOUSE IN THE NEW CAPITAL OF INDIA, PLANNED ON IMPERIAL LINES.

The decision that the capital of India should be transferred from Calcutta to its ancient site at Delhi was announced by the King-Emperor at the Delhi Durbar on December 12, 1911. The architectural design of the new capital was entrusted to Sir Edwin Lutyens, who later chose as his coadjutor Sir Herbert Baker, architect of the Government buildings at Pretoria.

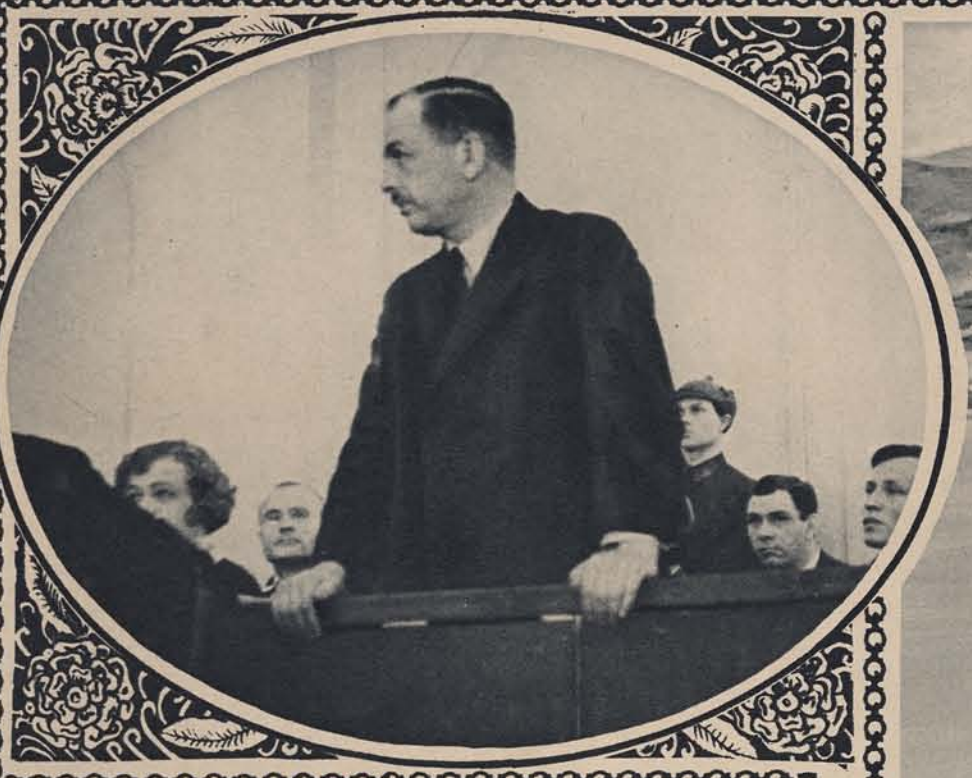
New Delhi was planned on truly imperial lines. Its culminating feature is the Viceroy's House, a majestic setting for the King-Emperor's representative in India. There the inaugural ceremonies took place during the week beginning February 9, 1931. The All-India War Memorial, a superb arch designed by Sir Edwin Lutyens, was dedicated on February 12.

1933: THE NEW HOME OF BRITISH FREEMASONRY OPENED BY THE DUKE OF CONNAUGHT—THE "PEACE MEMORIAL" HEADQUARTERS OF "THE MOTHER GRAND LODGE OF THE WORLD."

In our comments on this drawing at the time, we wrote: "This month (July 1933) has been described as the most memorable in the annals of British Freemasonry, as witnessing the completion, opening, and dedication of the Masonic Peace Memorial, 'the new headquarters of the Mother Grand Lodge of the World.' This magnificent building owes its existence to the Duke of Connaught, who, as Grand Master of the Order, originated the scheme fourteen years ago, and has, happily, lived to see it brought to fruition." The building stands in Great Queen Street, W.C.2.

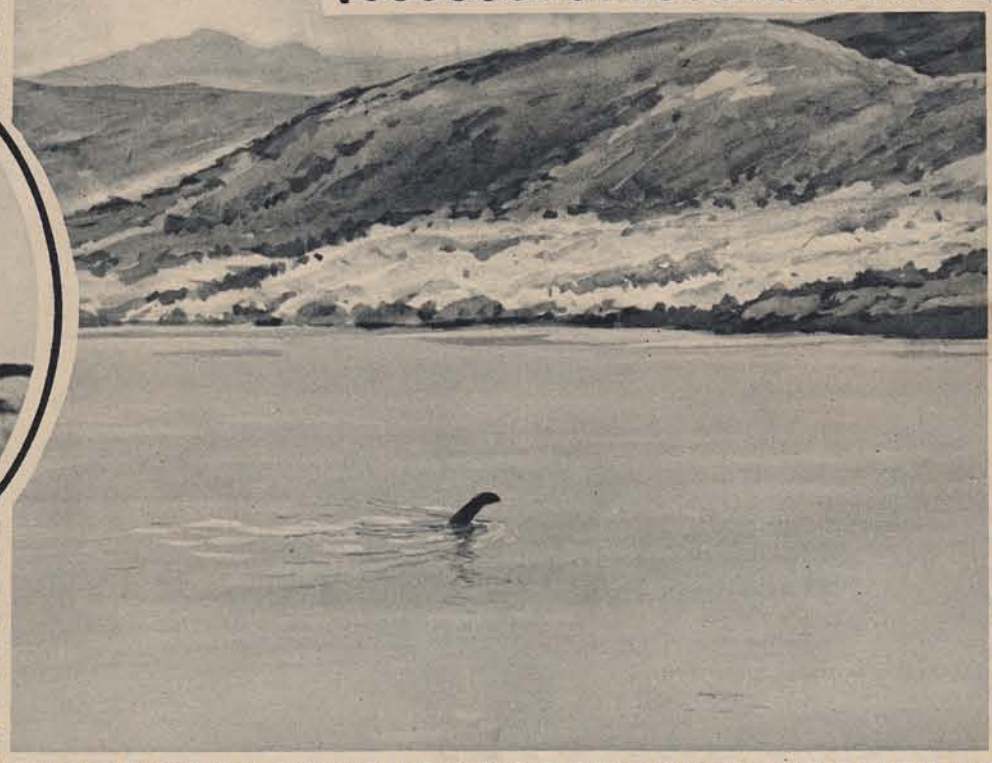
1933: BROADCASTING HOUSE, PORTLAND PLACE—THE NEW HEADQUARTERS OF BRITISH WIRELESS.

The British Broadcasting Corporation, transferring their headquarters from the building in Savoy Hill, completed their entry into their fine new home in 1933. Mr. Eric Gill's sculptured group of Prospero and Ariel, symbolic figures above the main entrance, was finished in the spring of the year.



1933: THE TRIAL OF THE BRITISH ENGINEERS IN MOSCOW—MR. L. C. THORNTON, ONE OF THE ACCUSED, IN COURT.

On April 12, 1933, there began in the Hall of the Trades Unions in Moscow the trial of six British employees of the Metropolitan-Vickers Company and of eleven Russians, on charges of espionage and wrecking. The trial, which was not conducted in accordance with prevalent ideas of justice, ended in the expulsion of the British. An embargo had been imposed on Russian imports.



1933: THE LOCH NESS MONSTER—AN APPARITION WHICH, THOUGH VOUCHED FOR AND DESCRIBED BY NUMEROUS EYE-WITNESSES, REMAINS A MYSTERY.

In 1933 and 1934 the pages of the Press were enlivened by reports of a strange creature seen swimming in Loch Ness. Evidence as to its appearance was conflicting, while guesses as to its nature were varied and sometimes extravagant. There remained, nevertheless, a strong body of sober testimony vouching for the presence of some large creature in the loch. This drawing shows the monster as seen by Mr. B. A. Russell, of Fort Augustus, on October 1, 1933.

1934: THE GREAT INDIAN EARTHQUAKE—THE DEVASTATED SOUTH BAZAAR AT MONGHYR.

A terrible cost in human lives and in material damage was exacted by the earthquake which shook parts of northern India on January 15, 1934. Over 8000 people were killed—mostly in Nepal and in the Muzaffarpur and Monghyr districts. Thousands of square miles were devastated in this appalling natural disaster.

1934: BRITISH TROOPS FORM PART OF AN INTERNATIONAL FORCE TO AID IN POLICING THE SAAR DURING THE PLEBISCITE—THE MAIN BODY MARCHING INTO SAARBRÜCKEN, WITH RIFLES SLUNG.

The League of Nations approved the sending to the Saar of an International Force to preserve order before, during, and after the Plebiscite of January 13, 1935. The force, commanded by Major-General J. E. S. Brind, was composed of 1500 British, 1300 Italian, 260 Swedish, and 250 Dutch troops. The British contingent, the major part of which arrived in the few days before Christmas 1934, consisted of the 13th Infantry Brigade, 1st Battalion East Lancashire Regiment, and 1st Battalion Essex Regiment, with detachments of other arms.

1910: MISS LILY ELSIE IN A DRESS OF TWENTY-FIVE YEARS AGO.

1912: MISS YVONNE ARNAUD; WITH AN "OUT-SIZE" HAT.

1913: MISS MARIE TEMPEST AS LADY WETHERAL IN "THE HANDFUL."

1914: MLLE. GABY DESLYS, THEN LEAD IN A REVUE AT THE PALACE THEATRE.

1916: MISS JULIA JAMES IN A FROCK OF THE WAR YEARS.

1920: MISS EDITH DAY WEARING AN EVENING GOWN OF THE PERIOD.

1923: MISS BINNIE HALE IN A MUSICAL COMEDY PART.

1929: ASCOT DRESSES OF SIX YEARS AGO—THE DAYS OF THE SHORT SKIRT.

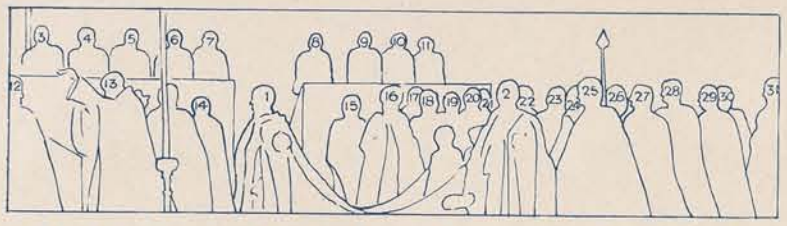
The changes in women's fashions during the last twenty-five years are briefly recapitulated by the photographs given on this page. From long skirts to short and back again to long—so the tale of fashion has run. Fashion changes year by year; the grace and charm of the wearers, as our photographs prove, alone remains constant.

1932: AN EVENING DRESS OF THREE YEARS AGO; WITH AN OSTRICH-FEATHER BOA.

The State Barge on the River Thames: The King and Queen Visiting Henley Regatta in 1912 in the Royal Craft Built in 1689 by William III.

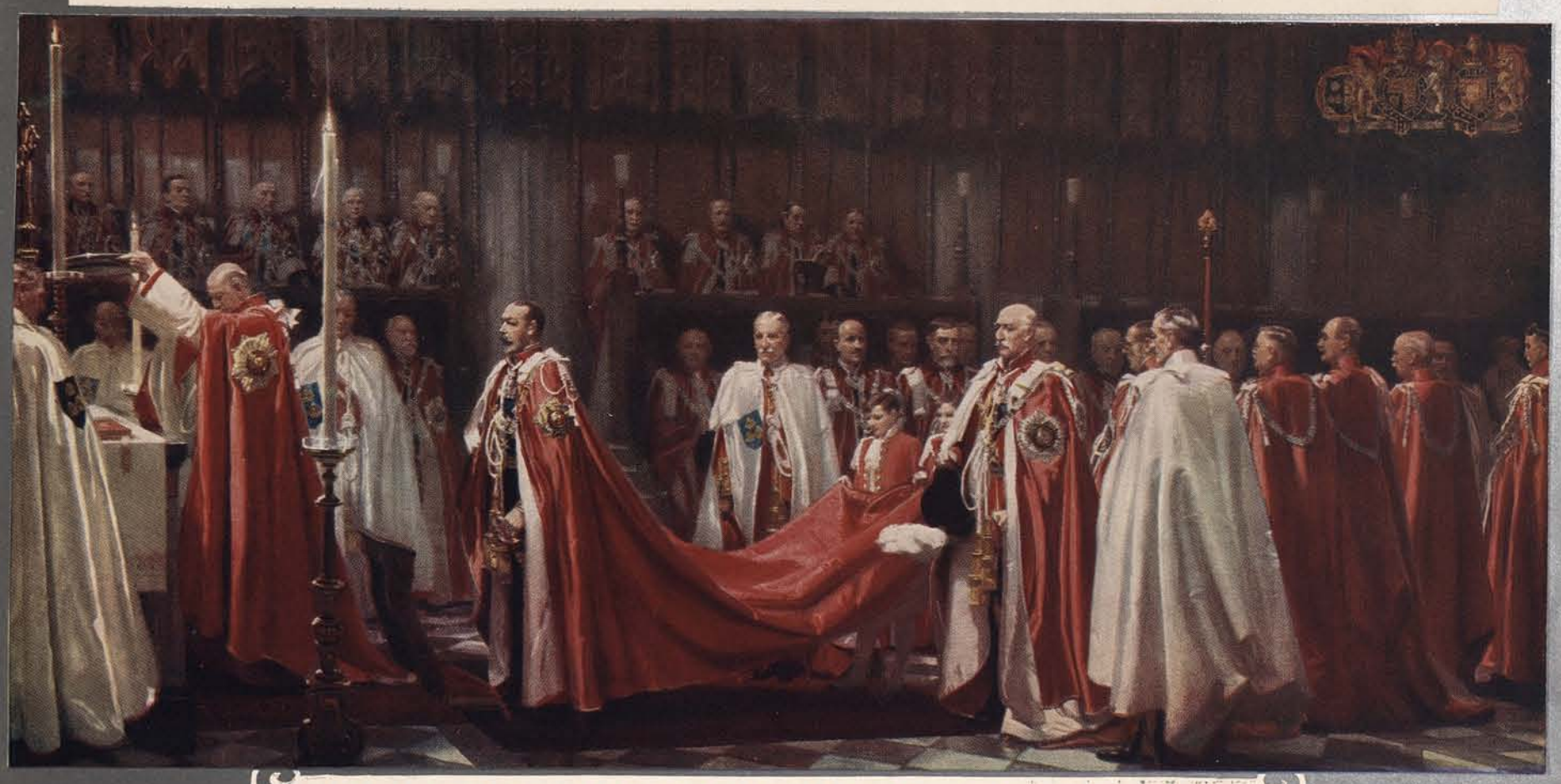
A KEY TO THE GROUP BELOW.

1. His Majesty the King, Sovereign of the Order of the Bath.
2. H.R.H. the Duke of Connaught.
3. Lord Stamfordham.
4. Lord Beatty.
5. Lord Reading.
6. Sir Reginald Wingate.
7. Lord Muir Mackenzie.
8. Sir Ian Hamilton.
9. Lord Esher.
10. Sir George H. Murray.
11. Sir West Ridgeway.
12. Canon Carnegie.
13. The Dean of Westminster, Dean of the Order of the Bath.



14. Lord D'Abernon.
15. Lord Cavan.
16. Sir Geoffrey Feilding, Registrar and Secretary of the Order of the Bath.
17. Sir Hugh Trenchard.
18. Sir Maurice Hankey.
19. Sir Warren Fisher.
20. Sir Charles Madden.
21. Lord Ullswater.
22. Lord Wester Wemyss.
23. Sir Henry B. Jackson.
24. Lord Bradbury.
25. Rear-Admiral Richard Stapleton-Cotton, Gentleman Usher of the Scarlet Rod.
26. Lord Jellicoe.
27. Sir (Hubert) Llewellyn Smith.
28. Lord Allenby.
29. Sir Alfred Keogh.
30. Major H. H. F. Stockley, Deputy Secretary of the Order of the Bath.
31. Sir John G. Maxwell.

The ceremony here painted by Frank O. Salisbury was the fifteenth such Installation in the Chapel since 1725. The painting shows the moment when the Sovereign, standing before the Altar, made his offering of gold and of silver. In our key to the group are the names of those present, given according to the ranks and titles held by them at the time.



An Installation of Knights of the Order of the Bath: The King Making his Offering of Gold and Silver in King Henry VII.'s Chapel in Westminster Abbey on May 10, 1928.
By Permission of the Artist, Frank O. Salisbury.

TWENTY-FIVE YEARS of SCIENCE

BY E. N. DA C. ANDRADE,

Quain Professor of Physics in the University of London.

THE reign of King George V. has been a period of wonderful activity in science, and is characterised by a number of fundamentally new discoveries within the Empire which colour the whole scientific thought of to-day. It is by a pleasant coincidence that most of the modern developments arise from discoveries made, and theories put forward, within a year or two of the Coronation, so that to speak of Georgian science is not to create an artificial epoch, but to emphasise a more or less natural division. For instance, Lord Rutherford (plain Professor Rutherford then) put forward his theory of the nuclear atom, which has animated all recent research in atomic physics and chemistry, in 1911 ; Sir J. J. Thomson's researches on positive rays, which led to Dr. Aston's famous work on isotopes, were published in the same year ; while the conception of isotopes was first put forward, and the word isotope coined, by Dr Frederick Soddy in 1910. Sir William Bragg and his son, Professor W. L. Bragg, published the first investigations of crystals by the help of X-rays in 1913, from which all modern work on crystal structure has grown ; Professor C. T. R. Wilson took his first pictures with a cloud chamber in 1911 ; while, turning to the biological sciences, Sir Gowland Hopkins, the "spiritual father of vitamins," as a German calls him, first published his results in this field in 1911. Professor A. V. Hill started his pioneer work on muscular action in 1910 ; and Professor J. J. R. MacLeod, who shares with Dr. Banting the honour of the discovery of insulin, put forth an account of his first studies on diabetes in 1913. What has grown from these beginnings constitutes a substantial share of modern science. It may be noted, incidentally, that all those named have received the Nobel Prize for their work ; while other members of the British Empire to be honoured by this coveted award during King George's reign are Professors O. W. Richardson, C. G. Barkla, P. A. M. Dirac and E. D. Adrian, Sir Charles Sherrington, and the Indian man of science, Sir C. V. Raman.

Lord Rutherford's conception of the nuclear atom has proved to be one of the most fruitful theories ever put forward, and has inspired a host of researches, both experimental and mathematical, all over the world. He showed, in 1911, how the results which he had obtained with the alpha particles shot off by a radium preparation could be explained if we supposed that practically the whole mass of an atom was concentrated in a minute nucleus, with a net positive charge, this nucleus being surrounded by a cloud of electrons whose negative charges just made the atom, in its normal state, neutral as a whole. Shortly afterwards Dr. Niels Bohr (a Dane working at the time in Rutherford's laboratory) showed that the same conception of the atom could be made to explain the grouping of the lines in the optical spectrum, which had long presented an insoluble mystery.

At the same time, another student working in the same laboratory, young Dr. Moseley, who was killed in the Dardanelles a little later, showed that the X-rays gave a spectrum of lines which could be beautifully explained in terms of Rutherford's picture of the atom, and established that the magnitude of the net positive charge on the nucleus, rather than the atomic weight, was the fundamental thing about a given kind of chemical atom. As we go up the scale, from atom to atom, the net positive charge increases by steps of one at a time. The number of units of positive charges in the nucleus of a given kind of atom is called the atomic number, and the establishment of the fundamental nature of the atomic number is one of the great achievements of the Georgian period, equally important for physics and chemistry. Among other things, it

A GATHERING OF GREAT SURGEONS : THE COUNCIL OF THE ROYAL COLLEGE OF SURGEONS IN 1927.

The portrait group of which we here reproduce a detail was commissioned from M. Moussa Ayoub and presented to the Royal College of Surgeons in 1929 by its President, Lord Moynihan (seen seated in the centre, below Reynolds's portrait of John Hunter). The others included are : (left to right, standing) D. K. Cassels, Assistant Secretary ; J. Herbert Fisher ; Sir Charles Gordon-Watson ; W. Sampson Handley ; S. Forrest Cowell, Secretary ; Ernest W. Hey Groves ; Sir John Lynn-Thomas ; Hugh Lett ; Wilfred Trotter ; and Sir Frederic G. Hallett, Director of Examinations. (Sitting) Sir Percy Sargent ; W. Thelwall Thomas ; W. McAdam Eccles ; R. P. Rowlands ; Sir Holburt J. Waring ; G. Grey Turner ; Sir Anthony Bowlby ; Sir Cuthbert S. Wallace ; F. J. Steward ; Victor Bonney ; Sir D'Arcy Power ; A. H. Burgess ; Sir James Berry ; C. H. Fagge ; V. Warren Low ; and G. E. Gask.—[*Reproduction by Courtesy of the Artist and of the Royal College of Surgeons. Copyright Reserved.*]


DR. A. RUSSEL WALLACE


SIR OLIVER LODGE

led directly to the discovery of the new elements, Hafnium, Rhenium, Masurium, and Illinium.

The successes of the theory of the nuclear atom in explaining simple spectra directed attention to the subject of optical spectra, and here Britain found a worthy representative in Professor Alfred Fowler. One of his greatest successes was to show experimentally that elements could give out different spectra according as the responsible atom possessed all its electrons, or had lost one, two, three—or sometimes even more—electrons, before it was excited to emit light. These spectra of so-called ionised atoms agreed excellently with the Rutherford-Bohr conception.

After the war Rutherford turned his attention to the atomic nucleus, and built up at Cambridge, in the Cavendish Laboratory (already famous all over the world for the researches of Sir J. J. Thomson), a celebrated school of research on this subject. The nucleus is less than a million millionth of an inch across, so that if a gold leaf (of which a few hundreds are required to make up the thickness of a cigarette paper) could be magnified until it was a mile thick, the atoms in it would be about a yard across, but the nuclei of the atoms would only be the size of minute grains of dust. Nevertheless, the work of Rutherford and his collaborators, among whom Dr. Chadwick and Dr. C. D. Ellis have been prominent, has revealed a great deal about the structure of the nucleus, and stimulated fruitful research on the subject in other countries.


SIR WILLIAM BRAGG


SIR WILLIAM RAMSAY

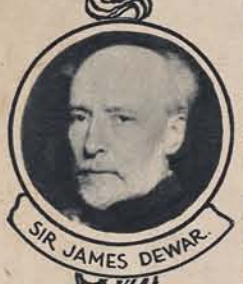
An aspect of nuclear structure which is particularly striking is involved in the question of the transmutation of the elements, the old dream of the alchemists. Since the net positive charge on the nucleus dictates the chemical properties of the atom, if we can in any way change this charge, we can actually transform one kind of atom into another. The difficulty is that the nucleus is so well protected, firstly by its bodyguard of electrons, and next by its own powerful electric field, that it is very difficult to tamper with it. By the use of alpha particles, however, Rutherford, first alone, and then with Chadwick, succeeded in breaking through the defences and actually disrupting the nucleus. The resultant transmutation was detected by particular methods that deal with single atoms.

The trouble about alpha particles as agents for transmutation is, however, the relatively small supply: they are spontaneously shot off by radium and the other radio-active elements, of which only small amounts are available. Artificial atomic projectiles can be obtained by exposing atoms to a very high voltage in an exhausted tube, but, since a potential of several million volts is required to give such atoms the full energy of alpha particles, it was generally held that nothing short of these enormous potentials, which are very difficult, if not impossible, to manipulate, would suffice. Drs. Cockcroft and Walton found, however, that the lack of energy, compared to alpha particles, could be more than compensated by the increase in number made possible by the exhausted tube method: a rough picture of the state of affairs, not to be taken too literally, may be given by saying that the nucleus has small vulnerable spots which some among the immense number of particles can find out, although their energy is too small to force the main defences. With potentials of a few hundred thousand volts, Cockcroft and Walton have, within the past few years, transmuted large numbers of light atoms, and obtained results of the highest importance for the study of atomic structure. Rutherford himself, who inspired this work, has also, with other collaborators, used the method in an improved form.

A method of detecting single atoms, that has been of the greatest use in all such work, is the cloud chamber technique of C. T. R. Wilson. If moist air be allowed to expand, with consequent cooling, minute drops of water settle on any electrified atoms or molecules present. Now, if a swift atom goes through air, it leaves behind in its track a number of atoms which its brusque passage has shocked into a charged, or ionised, state. If the expansion of the moist air be carried out just after the atom has passed, its trail is revealed by a thin line of tiny drops—a linear wisp of cloud, as it were. By Wilson's method, then, the exact path of single swift atoms, or of single swift electrons, such as those released by X-rays, can be revealed. The importance of this method for atomic research can scarcely be exaggerated. In the work on transmutation, the paths of fragments of single atoms, which have been disintegrated or changed, can be clearly shown in photographs of the cloud tracks.

It was by the use of the cloud chamber that Professor Blackett and Dr. Occhialini, working at Cambridge, were able to prove recently the existence of a positive electron, the counterpart of the ordinary, or negative, electron. This new particle was discovered at about the same time in America, and its existence has since been abundantly verified. It is of the utmost significance for the problems of atomic structure. Another new elementary particle, discovered by Dr. Chadwick, is the neutron, which has the same mass as the hydrogen nucleus, or proton, but no electrical charge.

A series of researches of the first importance, whose results are intimately involved in the question of atomic transmutation, has been carried out by Dr. F. W. Aston. Starting just after the war, he devised an apparatus in which, by letting a beam of charged atoms pass consecutively through an electric and a magnetic field, he could find very exactly the weight of the atoms. By this apparatus, called by him a mass spectrograph, he was able to show that elements whose atomic weights had a fractional part consisted of mixtures of atoms of the same chemical properties (atomic numbers), but different atomic weights, that is, of so-called isotopes. Thus chlorine, of atomic weight 35·46, really consists of a mixture of two isotopes, which are chemically indistinguishable, of atomic weights 35 and 37 respectively. To such a degree of perfection have Aston's methods been carried that his determinations give, in many cases, the most accurate measurement known of the atomic weight of a given element, although the total amount of the element in his tube may be a few millionths of an ounce, and, of that, only a small fraction is actually utilised in the determination.


SIR JAMES DEWAR


SIR JAMES JEANS

Aston's most recent work is mainly concerned with the slight departure of the masses of the atoms from whole numbers, when expressed in terms of a suitable unit. This means that, when the nuclei are formed, a slight amount of mass is transformed into energy, or *vice versa*, as allowed by Einstein's theory. Mass is, then, only conserved in nuclear transformations if we are allowed to take changes of energy into account. These considerations enter into all discussions of atomic transformations.

This body of experimental work on the atom, carried out mainly at Cambridge, in direct succession to the work of J. J. Thomson, which dominated Edwardian physics, is undoubtedly the chief glory of the scientific work of King George's reign. It has proceeded in close conjunction with the work of a distinguished body of applied mathematicians, among whom Professors Dirac, R. H. Fowler, and C. G. Darwin (grandson of the author of "The Origin of Species") may be mentioned. Single atoms can now be counted, photographed, and weighed as easily as eggs.

Proceeding to a slightly larger scale of sizes, we come to the question as to how atoms are built together to form molecules, and how atoms and molecules are


DR. H.S. JONES


SIR A.S. EDDINGTON


SIR FREDERICK G. HOPKINS

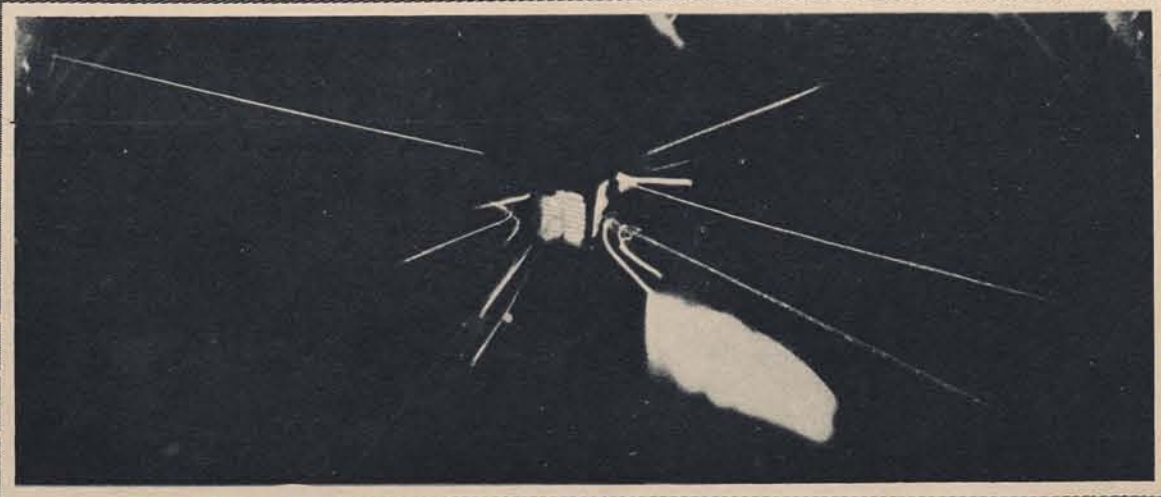

PROF. E.N. DA C. ANDRADE


SIR F.G. BANTING


SIR CHARLES SHERRINGTON

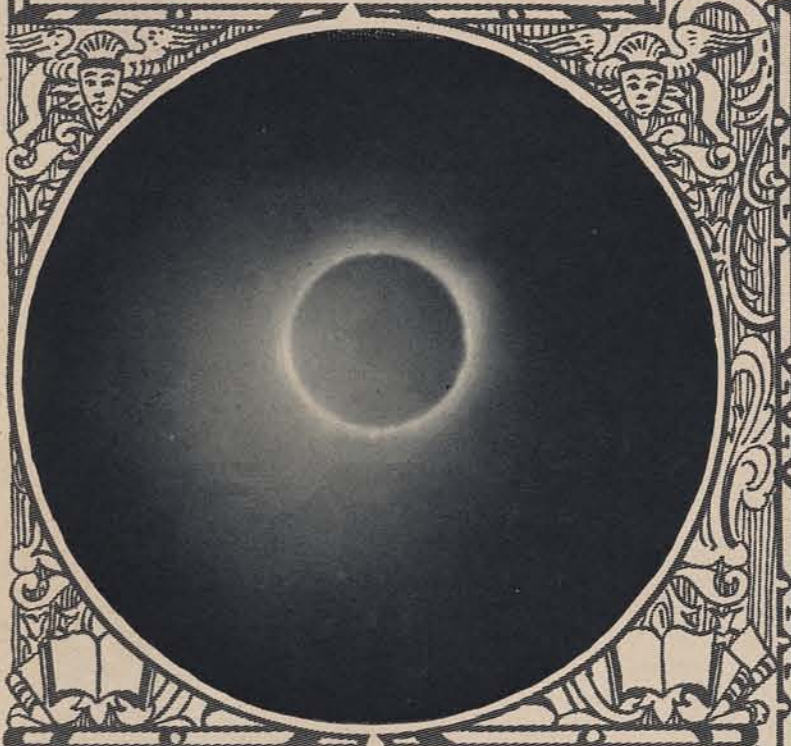
(LEFT) 1933: PROOF BY PHOTOGRAPHY OF THE EXISTENCE OF POSITIVE ELECTRONS.

Early in 1933, Messrs. P. M. S. Blackett and G. P. S. Occhialini succeeded in photographing positive electrons. Using the Wilson cloud chamber, they photographed the tracks of cosmic rays. Here, the tracks curved to the right are due to positive electrons.



(ABOVE) 1932: THE ATOM SPLIT — THE DISINTEGRATION OF A LITHIUM ATOM.

In 1932, Drs. J. D. Cockcroft and E. T. S. Walton, working in the Cavendish Laboratory at Cambridge under the ægis of Lord Rutherford, succeeded in splitting the atom. This photograph shows helium atoms flying off in different directions when a lithium atom was disintegrated by hydrogen bombardment.



1927: A TOTAL ECLIPSE OF THE SUN SEEN IN ENGLAND—THE PHENOMENON OF "BAILY'S BEADS."

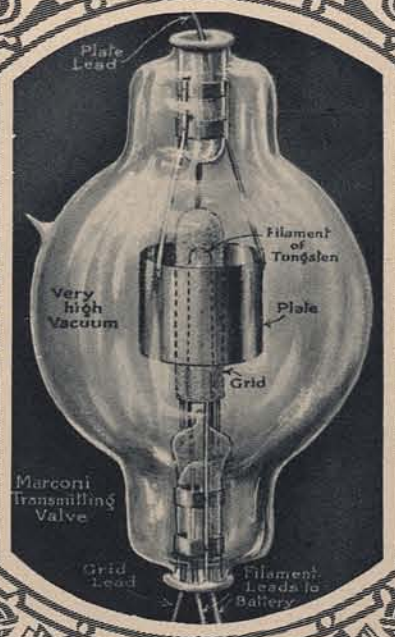
The total eclipse of the sun on June 29, 1927—the first for over 200 years and the last till 1999 to be seen in England—was well observed at Giggleswick. This photograph shows the splitting up of the sun's crescent into a row of lucid points, called "Baily's Beads"—a phenomenon due to the irregularities of the moon's surface.

1913: SELF-STARTERS ON CARS—THE DEVICE BEING DEMONSTRATED AT THE MOTOR SHOW AT OLYMPIA.

The self-starter was born in 1913. In our issue of November 5 of that year we published this drawing of the device being demonstrated at the Olympia Motor Show, saying that it "set the engine running without having to turn a handle." Sitting in a Lanchester, a lady, surrounded by an interested crowd, is moving the starting lever.

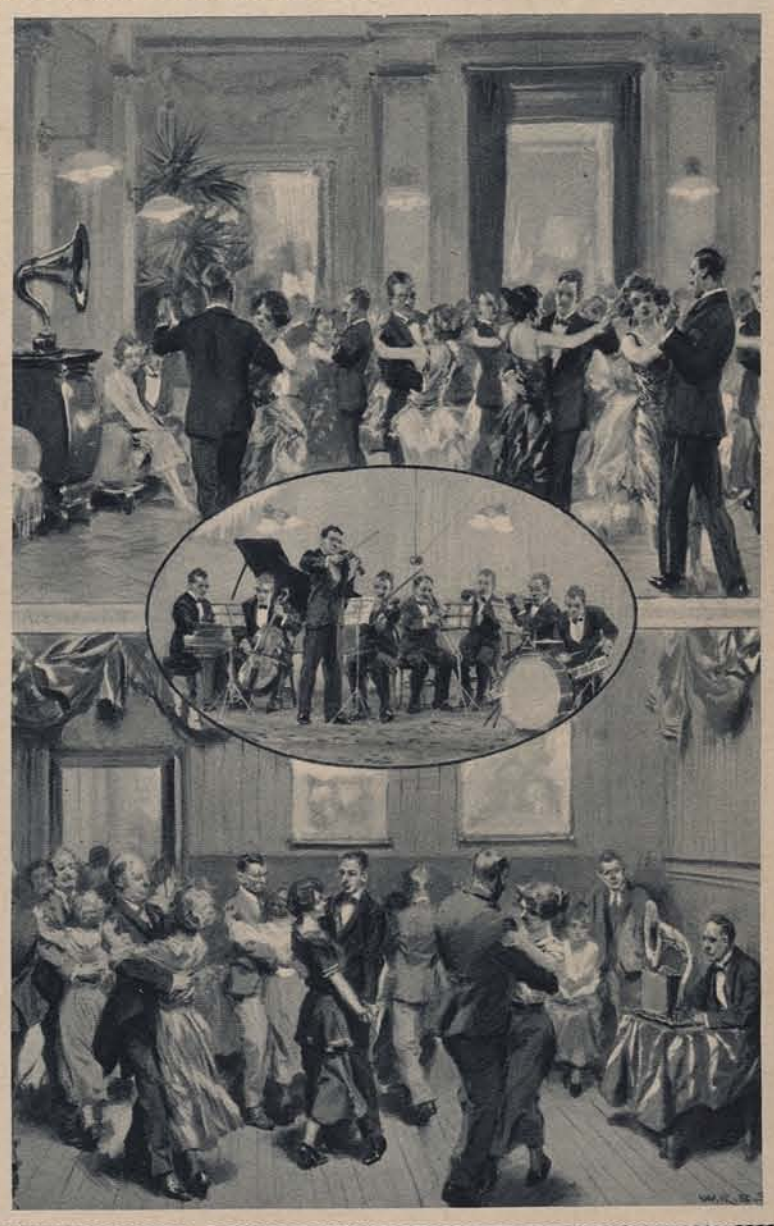
1927: THE GRID—THE "ELECTRIFICATION" OF BRITAIN BY MEANS OF A CONNECTED SYSTEM OF "PYLONS": CARRYING CONDUCTORS ACROSS THE THAMES FROM DAGENHAM TO KENT.

By 1927 the scheme of the Central Electricity Board to make this country a land of electric power had proceeded well on its way. In the summer the Board announced that nearly twenty-two million pounds had been expended on the cable-carrying Grid, with over eight millions for the standardisation of frequency; and that nearly a thousand miles of transmission lines were operating. Inevitably, the scheme entailed some disfigurement of the countryside. Here are seen two giants of the Grid being linked across the Thames.

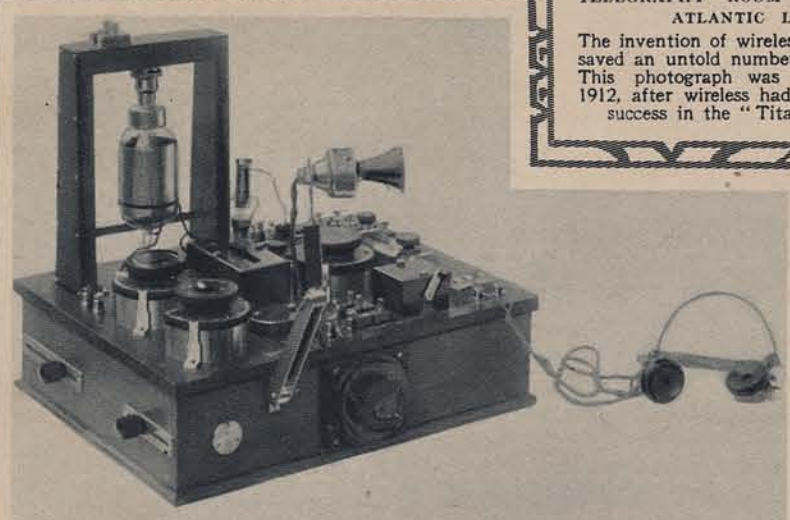


1920: THE THERMIONIC VALVE—AN IMPROVED COMMERCIAL FORM.
The thermionic valve, resulting from Sir Ambrose Fleming's invention of 1904, revolutionised wireless telephony and telegraphy—both receiving and transmitting. Here is a form of 1920.

1912: "S.O.S." — THE WIRELESS TELEGRAPHY ROOM ABOARD AN ATLANTIC LINER.
The invention of wireless telegraphy has saved an untold number of lives at sea. This photograph was issued in April 1912, after wireless had been used with success in the "Titanic" disaster.



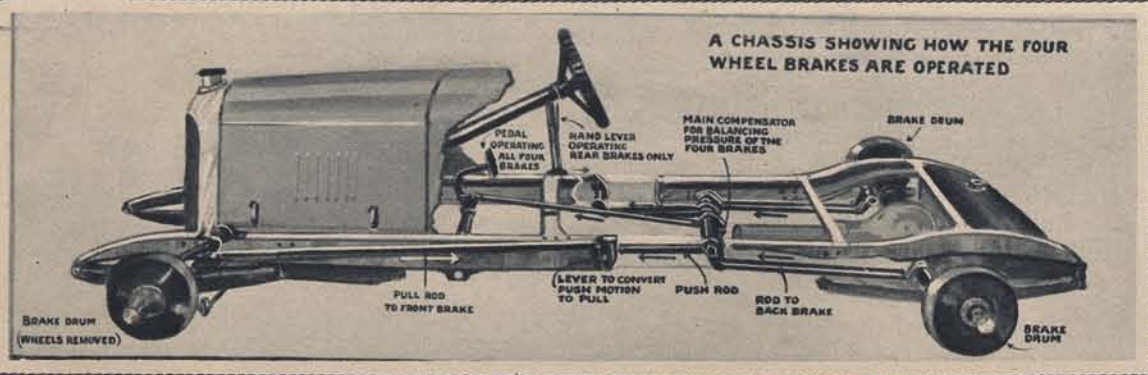
1923: DANCING TO BROADCAST MUSIC—A DISTANT BAND TRANSMITTING DANCE TUNES TO TOWN AND COUNTRY.
We first published these drawings (in February 1923) at a time when broadcast music began to be generally used for private dances, and we drew attention to "the remarkable fact that dancers in many distant places, in London ball-rooms or in village halls, can foot it simultaneously to the identical strains of one and the same band." Broadcast music was first used at a big public ball on February 1, 1923.



1919: A WIRELESS TELEPHONE TRANSMITTER AND RECEIVER; WITH A FLEMING VALVE OF THE LATEST PATTERN.
Commenting on this photograph at the time (in our issue of March 29, 1919), we wrote: "It was announced the other day that the Marconi Company had succeeded in conveying speech by wireless telephone from Ireland, across two thousand miles of sea, to Cape Breton Island, Nova Scotia." The feat was achieved by means of the improved Fleming thermionic valve.

1923: BROADCAST MUSIC IN A TRAIN—A DINING-CAR ON THE LONDON-LIVERPOOL EXPRESS FITTED WITH A MARCONI SIX-VALVE RECEIVER.
The relay of wireless concerts during railway journeys was brought nearer to perfection when, in February 1923, a dining-car on the L.M.S. was fitted with a Marconi six-valve receiver. "The results," we said, "exceeded expectation. London was received up to fifty miles out, and later the Birmingham broadcasting was tuned in. Tunnels and passing trains did not affect the reception to any apparent extent." We predicted further developments of this kind.

1913: GREENWICH TIME IN THE HOME BY WIRELESS FROM PARIS—"THE GREATEST OF SCIENTIFIC MARVELS FOR FAMILY USE."
In 1913, as we explained at the time, Greenwich Observatory had no apparatus for communicating the correct time by wireless, but it could be received, within a radius of 2000 or 3000 miles, from the Eiffel Tower. The mechanism required, we said, "consists of a copper wire suspended in one's garden, a tuning coil, a detector, and a telephone." The artist has pictured a London family, just home from the theatre, listening to the 11.30 p.m. signal from Paris.

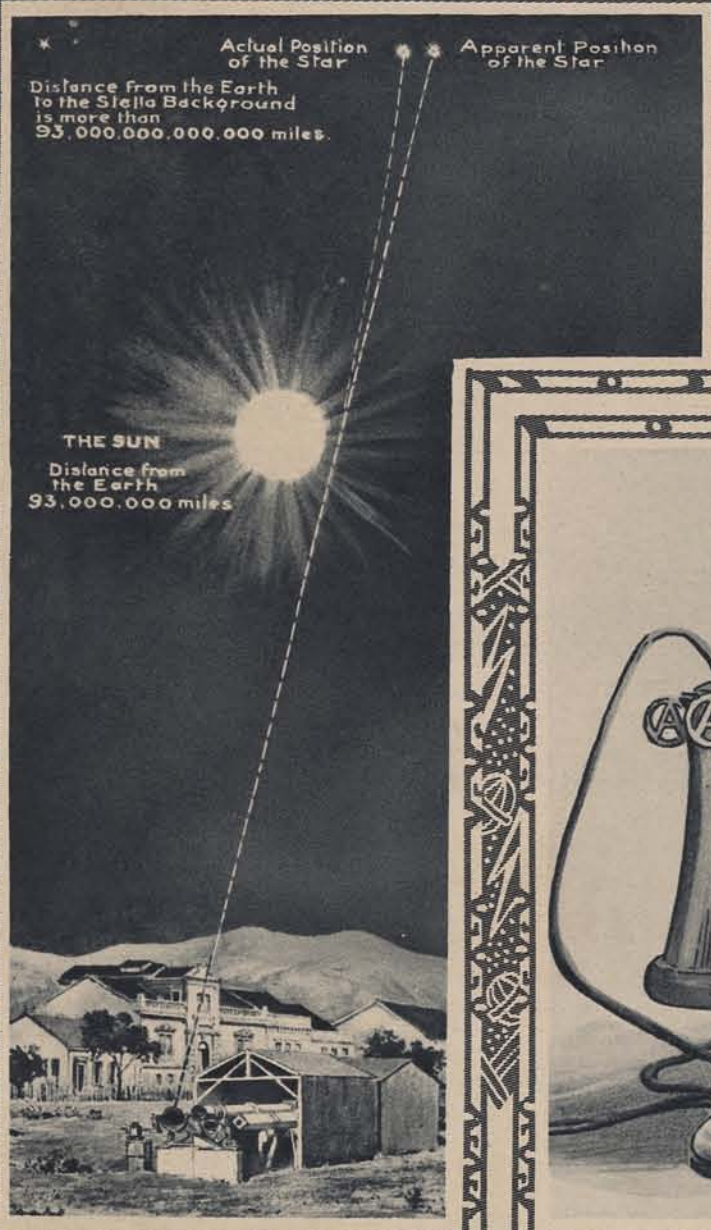


1923: THE COMING OF FOUR-WHEEL BRAKES — A CHASSIS SHOWING HOW THEY WERE OPERATED.

In our issue of November 3, 1923, we described four-wheel brakes as the question of the hour in motoring, and said that their principle was then being studied by British car-makers. (It was in the following year that they began to come into general use.) We claimed as an advantage of four-wheel brakes that they almost eliminated skidding.

1920: LOUDSPEAKERS FOR BROADCASTING SPEECHES—A DISTANT "OVERFLOW" MEETING.

In 1920 a new amplifying apparatus was perfected by which the range of a speaker's voice was indefinitely extended. The artist has imagined an "overflow" meeting at Manchester listening to a speech made in London. A number of trumpet-shaped loudspeakers are suspended overhead.



1919: THE EINSTEIN THEORY CONFIRMED—STARLIGHT BENT BY THE SUN.

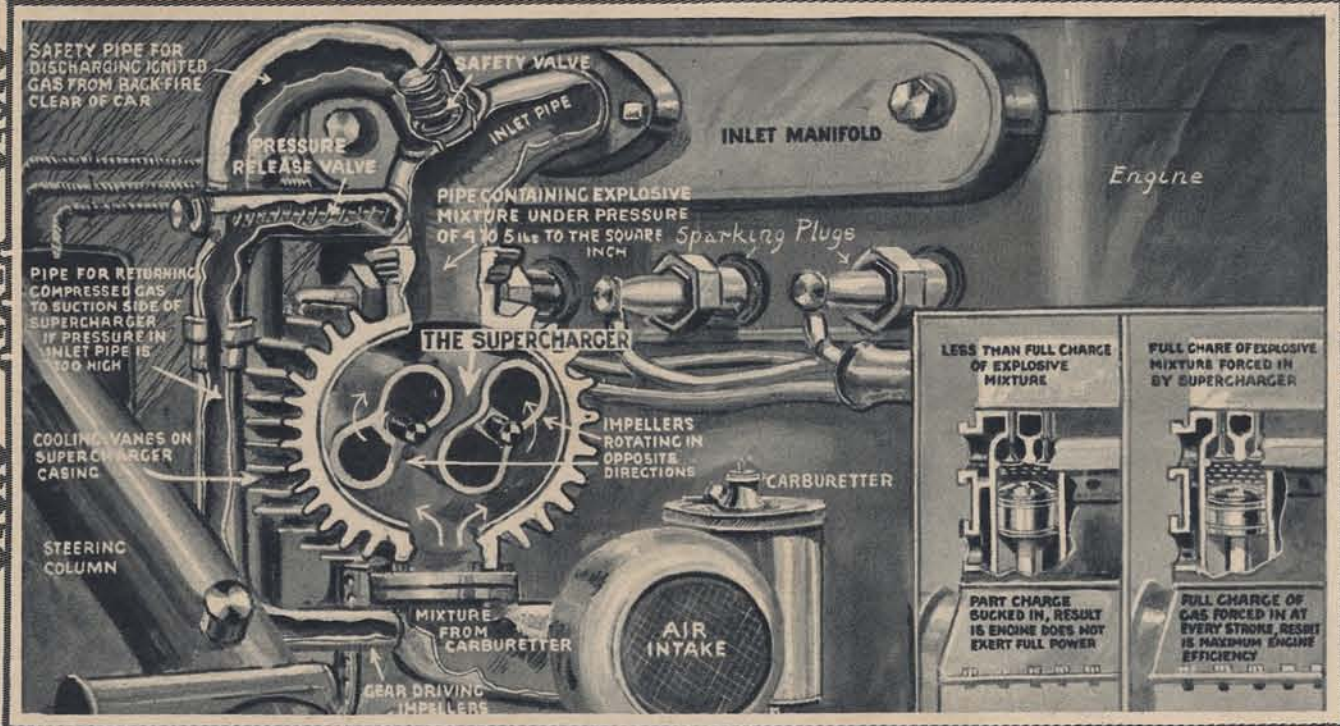
British expeditions went to Principe Island (off West Africa) and to Brazil to observe the total eclipse of the sun of May 29, 1919, and they abundantly verified by experiment Professor Einstein's theories.

1911: THE AUTOMATIC TELEPHONE; WITH A "DIALLING" DEVICE AT THE FOOT.

It may surprise some to learn that the automatic telephone, with its device for dialling at the foot, was invented as far back as 1911. In publishing this illustration on December 2 of that year, we predicted the disappearance of the telephone girl.

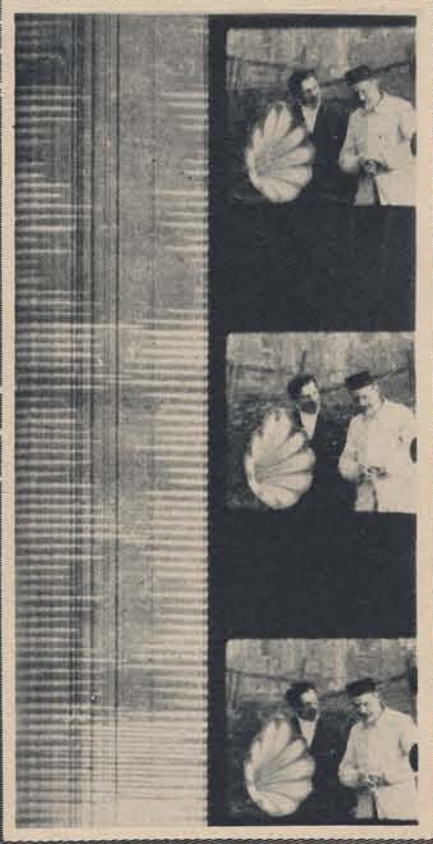
1935: TELEVISION IN THE HOME—THE STAGE REACHED TO-DAY IN THIS BRANCH OF WIRELESS TECHNIQUE.

Early in 1935 the Postmaster-General, Sir Kingsley Wood, announced that steps would be taken to establish a London television station during the latter part of the year. Our drawing shows a Baird receiver in the home, as far as it has yet been developed.



1926: SUPERCHARGERS FOR THE ENGINES OF TOURING CARS—A DEVICE TO INCREASE POWER AND SPEED, STILL IN THE EXPERIMENTAL STAGE FOR GENERAL PURPOSES IN 1926.

When we first published this drawing, in our issue of August 14, 1926, we wrote: "Though the supercharger has become a necessary adjunct to every racing car, it is still in the experimental stage, and only a few touring cars are yet fitted with it. The supercharger is a blower which forces the explosive mixture from the carburetter into the engine, so that there is always a full explosive charge to give maximum propulsive force. Our diagram shows in simple form a blower of the Rootes type." It enormously increases pulling power.



1920: THE BIRTH OF THE "TALKIES"—A SOUND-FILM.

After years of experiment, the synchronisation of sound with moving pictures was gradually perfected. In 1920 we published this strip of film, which carries impressions of sound-waves.

built together to form crystals, subjects which are very closely connected. Here the work of the two Braggs, Sir William and Professor W. L., has been of the first importance. Just before the war, they showed together how, by the application of X-rays, the architecture of the single crystals could be worked out ; and since the war, working separately, Sir William at the Royal Institution and Professor W. L. at Manchester, they have proceeded to more complicated problems. The work covers such things as silicates and metal alloys, mainly investigated at Manchester, and organic crystals, mainly investigated at the Royal Institution, for even such substances as butter, soft though they are, have a crystalline structure. A further important subject of these investigations is fibre structure, for X-rays have revealed very striking structural features in such things as wool, cotton, and other vegetable strands, which are likely to prove of great industrial importance. A new method of investigating crystal structure, especially that of very thin films, is due to Professor G. P. Thomson, son of Sir J. J. Thomson, who has shown that the wave properties of the electrons can be made manifest by passing a beam of them through exceedingly thin sheets, or by reflecting them from almost invisible surface films, and that the nature of these films is in turn revealed by the electrons.

Light, including ultra-violet and infra-red, can also be made to reveal many molecular properties. A fundamentally new phenomenon is the so-called Raman effect, which takes its name from the Indian physicist, Sir C. V. Raman. This has to do with the way in which the light scattered from molecules is modified by the introduction of new wave-lengths, and yields valuable information as to the properties of these molecules. In the field of pure chemistry, a great deal of important work has been done on the very complicated molecules which are concerned in living processes. The most striking piece of work on the building up of large molecules is probably the synthesis of thyroxin by Professor C. R. Harington. This is the active principle of the thyroid gland, and its artificial production is a great step forward.

Leaving the earth and proceeding to the upper air, Professor F. A. Lindemann and Dr. Dobson showed soon after the war, by the study of meteor tracks, that, quite contrary to what had been previously held, the temperature of the atmosphere above a certain height increases as we go up, so that at about 40 miles up it is actually warmer than at the earth's surface. This is connected with the formation of ozone by sunlight, and also accounts for the peculiar zones of silence which are observed round heavy explosions, the sound being often heard better at very long distances than nearer in. Exceedingly important for the study of the atmosphere at still greater heights is Professor E. V. Appleton's work on the reflection of wireless waves. He has shown that waves deliberately sent up can be detected again at a station some miles distant, having been reflected, just as light from a mirror, from a layer of ionised air at a height of 60 miles or so. This layer is known as the Heaviside-Kennelly layer, from the men who conjectured that it might exist , but it was left for Appleton to prove its existence experimentally, to measure the amount of electrification in it, and to show its bearing on other phenomena, such as the aurora. He has further shown the existence of a second layer, usually known by his name, at about double the height, and has discussed the connectior of the electrification with the ultra-violet light of the sun. These ionised layers have a great bearing on the transmission of short-wave wireless. In connection with atmospheric electricity, we may quote the work of Dr. C. G. Simpson on the mechanism of thunderstorms and of lightning, and an Empire contribution from South Africa in the shape of Dr. Schonland's significant work on the same subject.

When we leave the earth behind us, we come to Professor Eddington's fundamental work on the constitution of the stars. He has shown that, in a general way, there is a fundamental connection between a star's mass and its brightness, and has worked out the conditions in the interior of a star on the basis of modern physics. One of his most striking conclusions is that at the temperatures which prevail in stars the atoms must have lost all their electrons and exist as bare nuclei, with the consequence that matter in stars can have densities thousands of times greater than are ever found on earth. A ton of matter as it exists in the dark companion to Sirius would go into the space of a match-box. Eddington's work on the constitution of stars, on the expanding universe, on the theory of stellar evolution, and on relativity and its astronomical implications, takes up a considerable part of any book on modern astronomy ; and the work of Professor E. A. Milne on stellar atmospheres also occupies a prominent place. The Indian Professor Saha has also played a great part in clearing up certain problems of the sun's atmosphere.

In the field of the biological sciences, probably the greatest single achievement—certainly one of the most important for the welfare of humanity—is Sir Gowland Hopkins's pioneering work on vitamins. Luckily, the general nature and significance of this work is so well known that merely to mention deficiency diseases is sufficient to recall its importance. He has been followed by a large body of distinguished workers, so that the discovery and investigation of vitamins will always be one of the features of Georgian science. Recently, certain of the vitamins have actually been isolated—*e.g.*, vitamin A, by Professors Heilbron and Drummond, and vitamin D, by a group of research workers of the Medical Research Council.

The discovery by Professors Banting and MacLeod of insulin, with its wonderful aid for sufferers from diabetes, is also so well known as scarcely to need comment. This Canadian work serves to remind us, incidentally, that during the present reign the first laboratory in the Empire for the production of intense cold (or so-called cryogenic laboratory) was set up in Toronto by Professor J. C. McLennan.

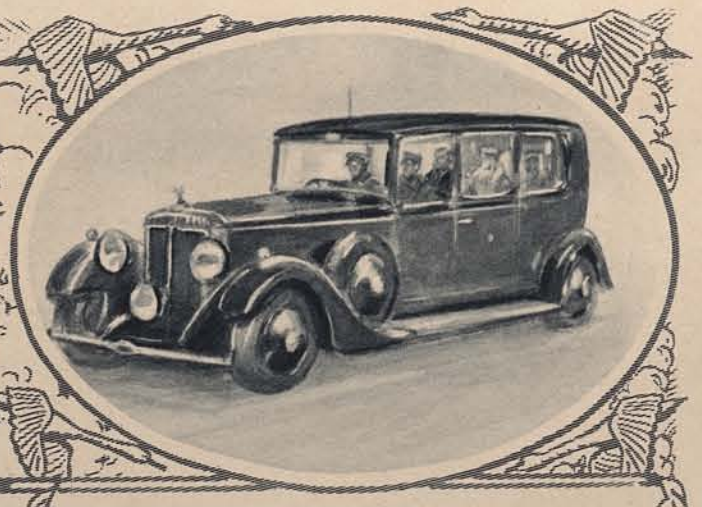
Sir Charles Sherrington and Professor E. D. Adrian, approaching the matter from different directions, have made outstanding advances in the study of the behaviour of nerve-cells or neurones. In the words of Adrian, "Sherrington has brought order out of chaos by his work on the simplest reactions of the isolated spinal cord," while Adrian himself has worked mainly, but not exclusively, on the sense organs and the messages which they transmit. In particular, he has shown that a single nerve fibre either transmits a message of a certain strength or else does not respond—the so-called "all or none principle." If the irritation is strong, there are just more messages sent, not stronger ones. Professor A. V. Hill has made a profound analysis of the muscular process, in the course of which he has measured a rise of temperature as small as a thousandth of a degree, taking place in a few hundredths of a second, in a fragment of muscle. These workers have been applying the delicate methods of modern physics—sensitive galvanometers, wireless-valve amplifiers, and so on—to the electric currents and heat generated in the vital processes, and their work has thrown a new light on how the body works, and ushered in a new epoch in the study of the nervous system.

In these few pages we have been able to do little more than glance at one or two of the outstanding achievements in pure science. Of the particular advances in medicine, such as the liver treatment for pernicious anæmia, nothing has been said ; the innumerable applications of science have been left untouched ; and, even in the fields noticed, many significant pieces of work have been passed over without comment. As far as we can judge, however, all the advances here set down are likely to remain as bright lights in the history of science, and permanent glories of the reign of King George V.

An explanatory note concerning the portraits in the borders of this article will be found in the Index pages preceding the Frontispiece.

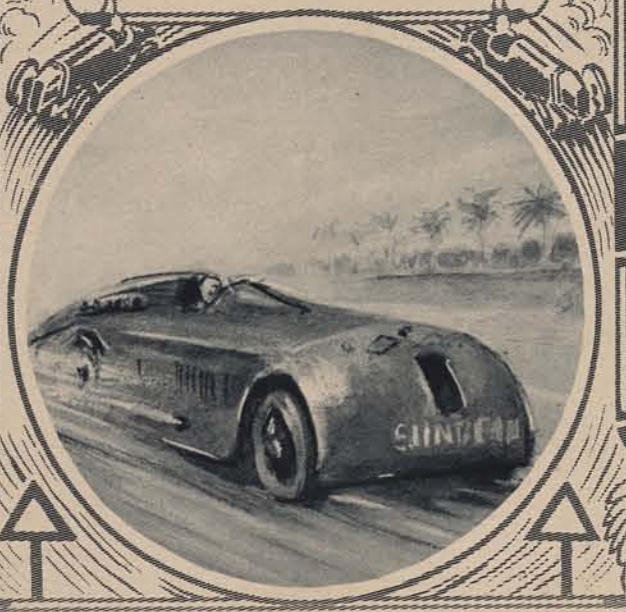
1910: THE ROYAL CAR AT THE BEGINNING OF THE REIGN — THE KING'S DAIMLER SALOON.

1912: 100 MILES WITHIN THE HOUR—A LAMBERT TALBOT AT BROOKLANDS.



1935: THE ROYAL CAR TO-DAY—THE KING'S DAIMLER AT THE STAGE OF EVOLUTION THAT IT HAS NOW REACHED.

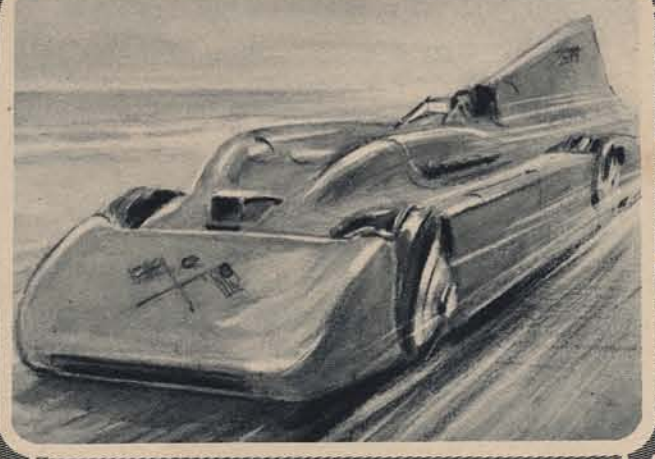
1925: THE FIRST LONG-DISTANCE MOTOR-COACH—THE DEVELOPMENT OF ROAD TRANSPORT.



1927: OVER 200 MILES PER HOUR—SIR HENRY SEGRAVE'S SUNBEAM ON DAYTONA BEACH.

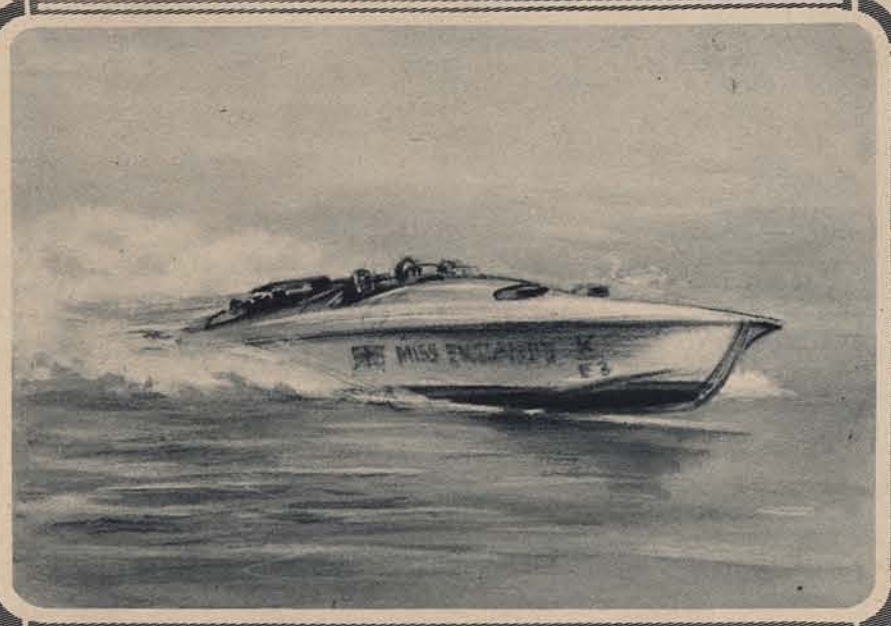
1924: THE ADVENT OF POPULAR MOTORING—"BABY" AUSTIN AND MORRIS CARS ON AN ARTERIAL ROAD.

1923: SIR HENRY SEGRAVE WINS THE FRENCH GRAND PRIX IN HIS SUNBEAM AT TOURS.

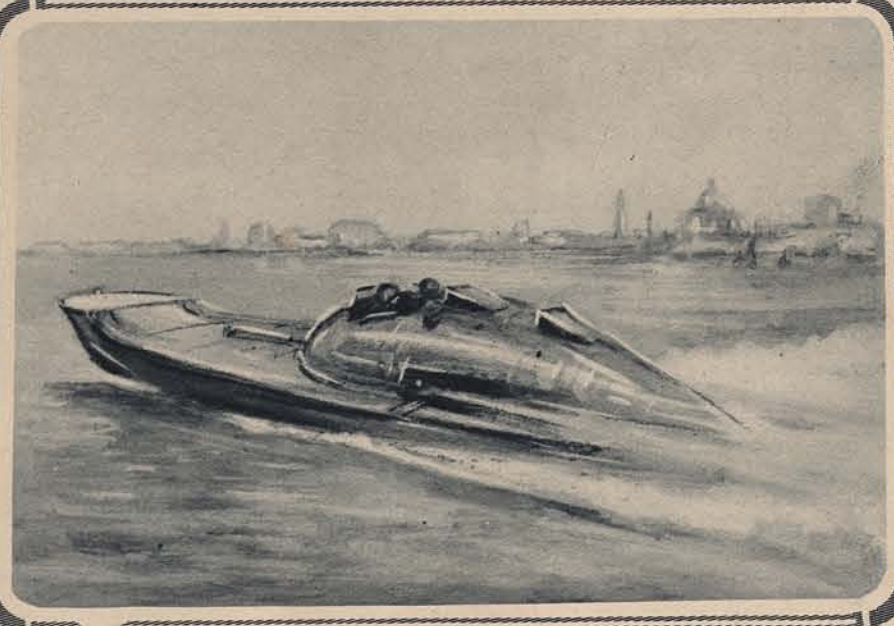


1935: 276 MILES PER HOUR ON MARCH 7—SIR MALCOLM CAMPBELL'S "BLUE BIRD" ON DAYTONA BEACH.

1927-1930: A BENTLEY WINS THE 24-HOUR RACE AT LE MANS FOR FOUR SUCCESSIVE YEARS.



1931: OVER 100 MILES PER HOUR BY WATER—MR. KAYE DON'S WORLD'S RECORDS AT BUENOS AYRES AND ON LAKE GARDA.



1934: AN AVERAGE SPEED OF 110 MILES PER HOUR BY WATER—MR. HUBERT SCOTT-PAINE'S WORLD'S RECORD AT VENICE.

On this page we give in pictorial form a résumé of Britain's part in the development of land and water transport during the first twenty-five years of King George's reign. That her part has been a prominent one in the gradual perfection of mechanism and engine, and in the creation of ever faster and faster machines, is clear from the speed records that she has held or holds. Nor has this country been outdone by any other in producing brave and skilful drivers at high speeds. Speed records, while spectacular, are not only that. They provide invaluable data to manufacturers, and on them the British motor industry has been built up. Its development is seen from a comparison of the King's cars in 1910 and to-day.

[Continued opposite.

Sovereign of the Seas

THE ROYAL NAVY 1910-1935

BY DR. OSCAR PARKES.

ADMIRAL EARL BEATTY
GRAND FLEET 1916-1918

ADM. SIR DOVETON STURDEE
FALKLAND ISLES 1914

ADM. SIR REGINALD TYRWHITT
DOGGER BANK 1915

ADMIRAL SIR J. DE ROBECK
DARDANELLES 1915

ADMIRAL SIR ROGER KEYES
ZEEBRUGGE 1918

ADM. SIR HUGH EVAN-THOMAS
5TH BATTLE SQUAD'N, JUTLAND 1916

REAR-ADM. SIR C. CRADOCK
KILLED AT CORONEL 1914

REAR-ADM. HON. H. L. HOOD
KILLED AT JUTLAND 1916

TWENTY-FIVE years ago—the Navy then, now, and in the years between! It is a story of an unprecedented race in armaments; of the culmination of our naval strength during the Great War; of Victory; of the wholesale scrapping of our fighting fleet; of Conferences, Treaties, and finally of a Navy, reduced to the point of inadequacy, waiting for the fetters to be loosed in 1936, so that it may again become a strong link in the chain of defence and national security.

Let us slip back through the shadows to the first year of our King's reign and have a look at the Fleet as it then was—a Fleet of dominating superiority over all others, with each arm undergoing rapid development under the gathering shadow of war clouds. All the shipbuilding yards in the country are busy on big warships for our own and foreign navies. The Royal Dockyards are working under pressure, turning out 19,000-ton battleships each year, at a cost of less than £100 per ton. The *Dreadnought* has been at sea for three years, and six of her kind have already joined the Home Fleet.

At Portsmouth, the *St. Vincent* has just commissioned, and the *Neptune* is well on the way to completion; the *Orion* has been launched, and preparations are being made for laying down the *King George V.* The harbour still retains many of its old-time associations and is filled with relics of the past. Out in the stream, the *Victory* and *St. Vincent* training-ship still give a glamour of brave romance to the entrance off Gosport, and up in the distant reaches can be seen the chequer-sided hulls of the *Marlborough, Donegal,* and other old warriors which still serve as gunnery and school ships. Afloat all is bustle and activity. Picket-boats are dodging between the ships and the landing-steps of the dockyard and tossing in the wake of the shoal of torpedo craft, torpedo-gunboats now fitted as mine-sweepers, and small gunnery and torpedo tenders going out for tests and exercises. Towering black hulls, laden with coal, swing their forest of Temperley transporters over the greedy hatches of the ships alongside, and in the far distance, against the background of Portsdown Hill, can be seen the slender yellow funnels and masts of the Royal Yachts. How different from the bleak, almost deserted harbour of to-day!

Down in the West Country, the great yard at Devonport is equally busy. They have just commissioned the *Collingwood*; the *Indefatigable* is completing; and the *Lion* will go down the launching-ways in a few months. Already her vast hull overshadows the neighbouring machine-shops, and speculation is busy as to what will be the real calibre of her big guns—12-in. A they are officially called, but the knowing ones talk about 13·5-in., and are to prove correct.

Up North there is no unemployment in the shipbuilding trade. Scotts are working on the *Colossus*, and the *Hercules* is well advanced at Jarrow; Elswick has the *Monarch* in hand, and the *Conqueror* is building at Beardmores. All these are battleships; but the *Princess Royal* at Vickers is a battle-cruiser, and so is the *Australia* at Clydebank and the *New Zealand* at Fairfields. Down South, strange to recall, yet another battleship is building—the *Thunderer*, last of the long line of big fighting-ships turned out by the Thames Iron Works ere they closed down and shipbuilding ceased on the London river.

In addition to all these capital ships, there are five cruisers of the *Gloucester* type completing, and the four *Falmouths* are building. The big destroyer, *Swift*, has been accepted after prolonged trials—although she just failed to reach the 36 knots for which she was designed—and the twenty (think of it—twenty!) destroyers of the 1909 Programme are all under construction. That year the sum devoted to new construction was the largest ever included in the Estimates—£13,279,830! And the Programme was for four battleships (*King George V.* class) and a battle-cruiser, *Queen Mary*; five protected cruisers, twenty-three destroyers, and nine submarines!

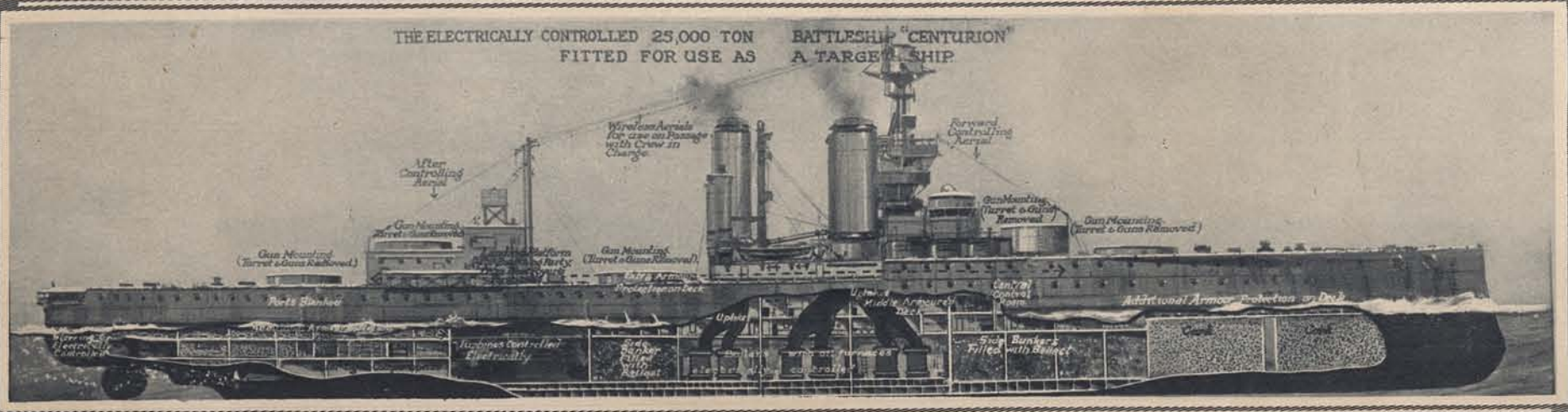
Abroad, the "mark-time" period following the advent of the *Dreadnought* had passed, and the Powers were all busy on big battleships, none of which even remotely resembled the design of Lord Fisher's creation. Germany had placed the *Nassau* and *Westfalen* in service, and the much-discussed *Blücher* had turned out to be only an armoured cruiser after all. Two more dreadnoughts, the *Rheinland* and *Posen*, were completing, and the three *Helgolands* were launched; while a fourth ship of the class and two of the *Kaiser* class were ready for launching. Their first battle-cruiser, the *Von der Tann*, was nearly completed, *Moltke* was launched, and *Goeben* laid down.

France had five battleships of the *Danton* class approaching completion—and two of them are still in service—but her first two real dreadnoughts were only just laid down. Italy had the *Dante Alighieri* ready for putting afloat, and Japan two under construction. America had completed her two *Michigans* and two *Delawares*, and had introduced the "all-centre-line" method of gun distribution which was to replace the *Dreadnought* system of disposition of turrets. Two more 22,000-tonners, the *Utah* and *Florida*, were afloat, and a further pair of the *Arkansas* class had been laid down. Russia had commenced the four ships which still form her battle-fleet, and these, together with the Italian *Dante Alighieri*, mounted their guns in triple turrets, such as our *Nelson* was to carry twelve years later.

So much for the ships. The men who were controlling our naval destinies in those days were Sir Arthur Wilson, the First Sea Lord, who had succeeded Lord Fisher when he had retired the previous year, with Mr. McKenna as First Lord. Both "Tug" Wilson and McKenna are names which the Navy will long remember—the former as a fatigue-proof disciplinarian, and the latter for the splendid fights he put up in defence of the ever-increasing Estimates he introduced year by year. The command of the Home Fleet was entrusted to Sir Francis Bridgeman. The concentration of our principal ships in home waters had been in process for some time now, and abroad the flag was being flown by armoured cruisers and smaller craft.

TYPES OF BRITISH WARSHIPS AS THEY WERE IN 1910 AND AS THEY ARE IN 1935.

FROM THE PAINTINGS BY C. E. TURNER.



1928: A CREW-LESS BATTLESHIP MANŒUVRED BY WIRELESS FOR USE AS A TARGET—H.M.S. "CENTURION," OF 25,000 TONS, FITTED FOR ELECTRICAL CONTROL FROM A DESTROYER; DETAILS OF HER EQUIPMENT AS A TARGET SHIP.

Describing the "Centurion" in April 1928, we wrote: "One of our obsolete battleships, the 25,000-ton 'Centurion,' has been converted into a target ship instead of going to the ship-breaker. Naturally, the exact nature of the wireless controlling gear is a jealously guarded Admiralty secret, but it is simple to operate, and wireless signals sent from a destroyer a mile away can manœuvre the big battleship as effectively as if she were manned by 800 men. . . . When target practice is to begin, the 'skeleton' crew hastily desert the 'Centurion,' which remains (stripped of guns by the terms of the Washington Treaty) motionless on the grey sea." After that, valuable gunnery practice is obtained.

1925: A BRITISH BATTLESHIP SENT TO THE BOTTOM BY A BRITISH FLEET—THE END OF H.M.S. "MONARCH"; SUNK AT SEA INSTEAD OF SCRAPPED.

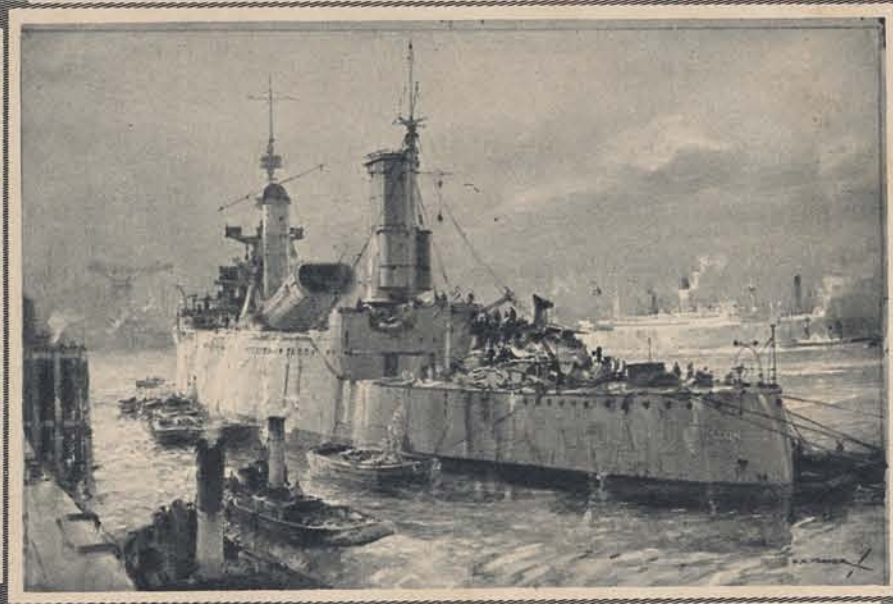
In accordance with the Washington Treaty, the old "Monarch," one of the few battleships to have been engaged with the enemy at Jutland, was sunk by the Atlantic Fleet off the Scilly Islands on the night of January 20, 1925. She provided a target for aircraft, light cruisers and battleships; and is seen in this drawing, made from a sketch by an eye-witness, sliding stern first to the bottom after the bombardment.

1917: THE BOARDING OF THE "BROKE"—A UNIQUE INCIDENT OF THE WAR, RECALLING THE DAYS OF HAND-TO-HAND NAVAL COMBATS.

In a destroyer action in the Channel in April 1917, when the "Swift" and the "Broke" engaged six enemy destroyers by night, the "Broke" rammed one ship, and, locked together, the two boats fought a desperate hand-to-hand encounter. A number of Germans boarded the "Broke," where Commander E. R. G. R. Evans was in charge, but were either killed or captured.

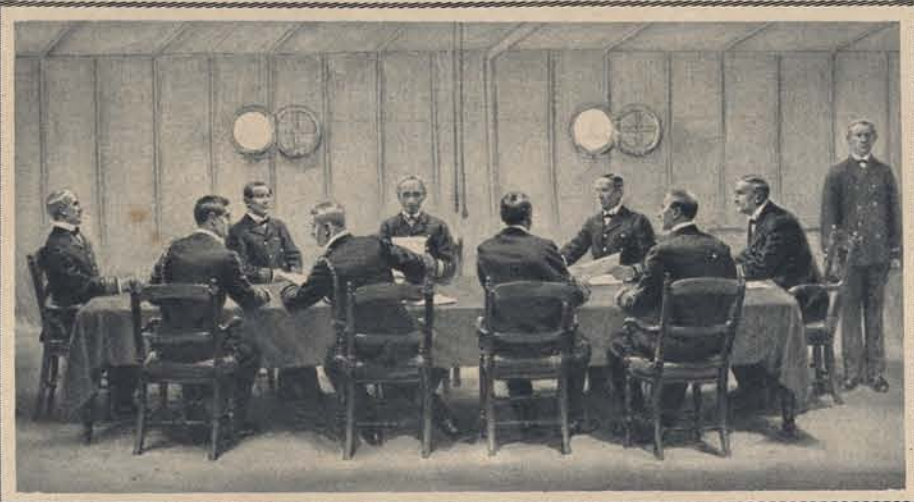
1931: THE FAREWELL SALUTE TO H.M.S. "TIGER" (RIGHT)—THE OLD SHIP CHEERED BY H.M.S. "REPULSE" AS SHE WENT TO BE SCRAPPED.

On March 30, 1931, the famous battle-cruiser "Tiger," veteran of Jutland, left the Atlantic Fleet to be paid off at Devonport, and then to be scrapped at Rosyth in accordance with the Washington Treaty. As she left the Fleet, she was cheered with emotion from each of the ships. H.M.S. "Tiger," launched in December 1913, was completed in October 1914, at a cost of over £2,000,000.



1924: THE PASSING OF THE "LION"—THE FLAGSHIP OF THE FIRST BATTLE-CRUISER SQUADRON AT THE SHIP-BREAKER'S.

The famous battle-cruiser H.M.S. "Lion," Admiral Beatty's flagship at Jutland, was broken up at Jarrow-on-Tyne in 1924. This drawing shows her centre funnel being dropped, and the signalling yard on her foremast "cock-billed" (tilted slant-wise)—the old Navy sign of mourning. Her hull is rusted and streaked with carbide, and her decks are a confusion of scrap metal.



1918: BRITISH NAVAL OFFICERS CONVEYING ORDERS TO ADMIRAL VON REUTER (CENTRE), AFTER THE SURRENDER OF THE HIGH SEAS FLEET.

The German Fleet, having surrendered on November 21, 1918, anchored off Inchkeith Island, in the Firth of Forth. Admiral Sir Charles Madden then sent a party of four British officers aboard the "Friedrich der Grosse," Admiral von Reuter's flagship, to convey general orders. This drawing shows the meeting in the German Admiral's cabin. The four British officers are sitting with their backs to the spectator.

1921: THE OLD "VICTORY" TOWED INTO THE TIDAL BASIN AT PORTSMOUTH TO BE DRY-DOCKED AND RESTORED—A NAVAL ACT OF PIETY.

In December 1921, the "Victory" was docked at Portsmouth for restoration and her place as saluting ship was taken by the "Conqueror," though the "Victory" continued to fly the flag of the Port Admiral. She was then examined and afterwards restored to her condition as at Trafalgar. Elsewhere we show the King's visit to her after her restoration. Here she is seen painted in the style of 1840.


ADMIRAL SIR S. CARDEN
DARDANELLES 1915


ADMIRAL SIR R.H.S. BACON
DOVER PATROLS 1915-1918


ADMIRAL SIR A.K. WILSON
1ST SEA LORD 1910-1911


ADMIRAL SIR F. BRIDGEMAN
1ST SEA LORD 1911-1912


MARQUESS OF MILFORD HAVEN
1ST SEA LORD 1912-1914


ADMIRAL SIR H.B. JACKSON
1ST SEA LORD 1915-1917


ADM. BARON WESTER WEMYSS
1ST SEA LORD 1918-1919


ADMIRAL SIR C. MADDEN
1ST SEA LORD 1927-1930


ADMIRAL SIR F.L. FIELD
1ST SEA LORD 1930-1933


ADMIRAL SIR A.E. CHATFIELD
1ST SEA LORD SINCE 1933

The 12-in. gun still formed the main armament of the battleships, although the 13·5-in. piece was to be mounted in the ships building ; oil fuel was coming into favour, but only as an auxiliary to coal, although a few vessels had been fitted experimentally for burning oil only ; submarines had developed to the "D" class, and were already sea-going boats, although their potentialities had not yet been realised ; aviation was still in its infancy, and the first seaplane to be flown from a British ship was not to rise for another year.

The year 1911 saw the Coronation Review, and two ships which attracted passing attention were the older battleships *London* and *Hibernia*, which had a wooden superstructure from the turret to the bows, along which our seaplanes were making their first flights from shipboard. Those early aircraft were ungainly and cumbersome, and their handling was not easy, but the officers who made these flights demonstrated the possibilities of an Air Arm which was to be added to the Fleet very shortly. As a comparison with the Fleet which will be reviewed in July, it is of interest to recall the composition of the Coronation gathering —33 battleships, 25 armoured cruisers, 9 cruisers, 12 scouts and mother ships, 71 destroyers, 12 torpedo-boats, and 8 submarines.

Reinforcements for the Fleet this year included four more battleships of the *Iron Duke* class and the battle-cruiser *Tiger* ; and further batches of cruisers, destroyers, and submarines. Incidentally, expenditure then was remarkably cheap, as may be gauged by the construction of the cruiser *Dartmouth*, of 5250 tons, by Vickers, for £334,847—which works out at £68·7 per ton. Compare this with the £1,667,000 expended on the 7000-ton cruiser *Leander*—£238 per ton!

Across the North Sea there were sixteen capital ships built or building, of which the five *Kaisers* and three *Königs* carried 12-in. guns, but construction was being delayed by strikes. With all eyes concentrated on her big ships, the growth of the submarine branch was almost unnoticed—but 24 boats had been completed and another 12 were on the stocks. In November 1911, Mr. Churchill relieved Mr. McKenna as First Lord, and Sir Francis Bridgeman became First Sea Lord in place of Sir Arthur Wilson. And one of the first steps to be taken by the new First Lord was the creation of a Naval War Staff.

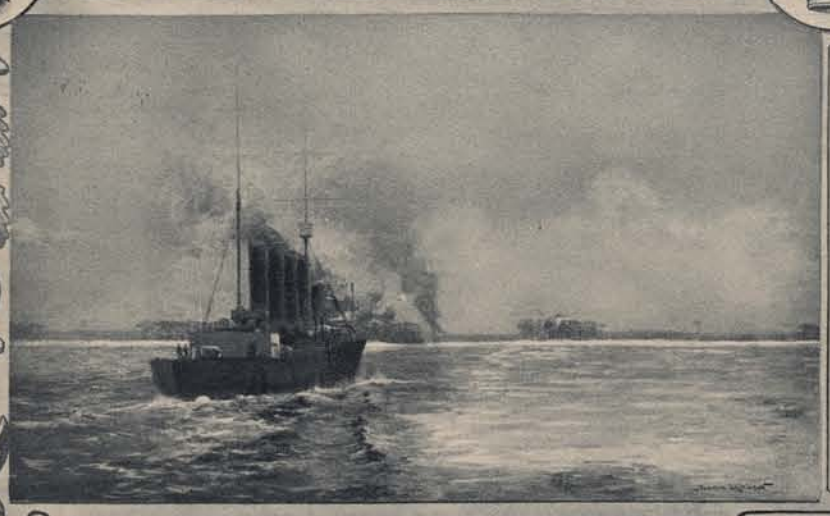
A great stride was made in battleship design when the four *Queen Elizabeths* were ordered under the 1912 Programme. Displacement jumped from 25,000 to 27,500 tons, and gun-calibre from 13·5 in. to 15 in.—the courageous decision of Mr. Churchill to order all the guns for these ships before a trial gun had been successfully tested being a great compliment to those responsible for their design and manufacture. By substituting oil fuel for coal and reducing the number of turrets from five to four, it was possible to provide engine power of 56,000 h.p., and thus raise the speed from 21 to 25 knots. A fifth ship of the class, a gift from the Federated Malay States, was named *Malaya*. This group of ships—the finest ever designed—completely outclassed anything Germany could build for some years, and were to prove a vital factor at Jutland. They were the last ships to be designed by Sir Philip Watts, who had retired but was retained as an adviser to the Board. His successor, Mr. Eustace Tennyson-d'Eyncourt, came from Elswick to the Admiralty with a big reputation for originality in ship design, and his productions were to stand us in good stead during the arduous years to come.

1914 : LORD FISHER, FIRST SEA LORD (LEFT) AND MR. WINSTON CHURCHILL, FIRST LORD OF THE ADMIRALTY, AT WORK—A WAR-TIME DRAWING AT THE ADMIRALTY.

Admiral of the Fleet Lord Fisher of Kilverstone (1841-1920) was First Sea Lord from 1904 to 1910 and from 1914 to 1915. Mr. Winston Churchill was First Lord of the Admiralty from 1911 to 1915.

Four battleships of the *Revenge* class—reduced editions of the *Queen Elizabeth*, with coal fuel and less speed—were provided for under the 1913 Estimates, and during the year a second-class cruiser, the *Hermes*, was converted into a seaplane-carrier by the erection of a hangar on her forecastle : the forerunner of the huge aircraft-carriers of to-day. Meanwhile, a new Fleet base at Rosyth was approaching completion, the inner harbour and depot for destroyers and submarines was making good progress at Dover, and along the east coast oil-fuel depots were being provided. Afloat, life was becoming a monotonous round of tactics and gunnery, gunnery, gunnery. . . .

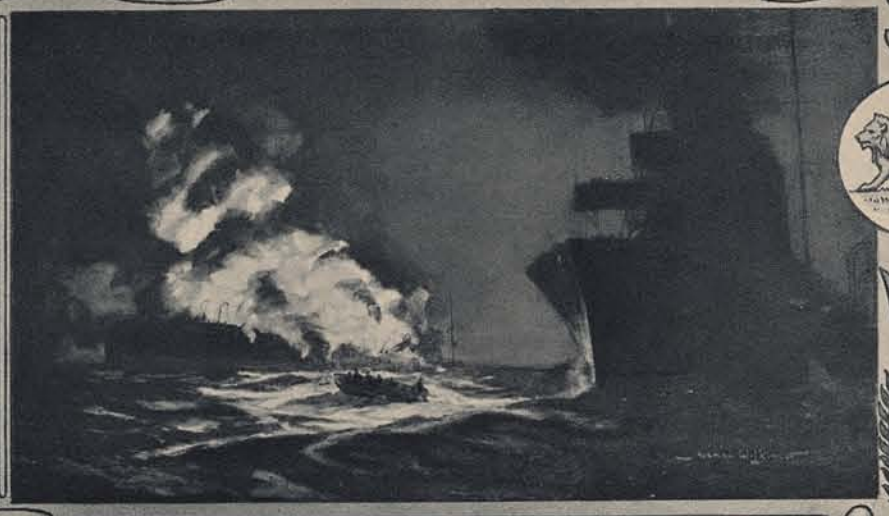
Owing to the postponement of the Canadian Naval Aid Bill, which would have provided three battleships by 1916, the construction of the *Revenge* class was accelerated, and two out of the four battleships of the 1914 Programme were laid down earlier than would normally have been the case in order that the possible shortage might be met. A new type of cruiser had been introduced in the 1912 Programme, and eight ordered in that year and in 1913, which were known as the *Arethusas* and *Cleopatras*. With these we ceased producing the weak and unpopular "Scout" class, of which fifteen had been passed into service. The submarines ordered included boats of the "E" type, a number of small coastal types, and the unfortunate *Nautilus* and *Swordfish*, which were failures. Progress in the submarine branch had been marked, and exercises were unceasing. On the occasion of his reference to the loss of *A7*, for unknown reasons, off Plymouth, the First Lord stated that 1350 attacks, apart from diving



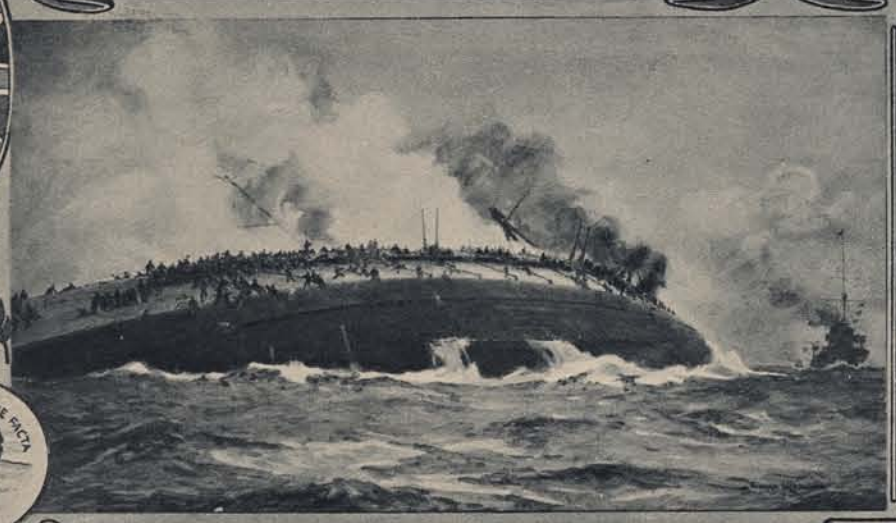
1914
THE "KÖNIGSBERG" BROUGHT TO BAY

1914
CORONEL

1914
THE "SYDNEY" SINKING THE "EMDEN"

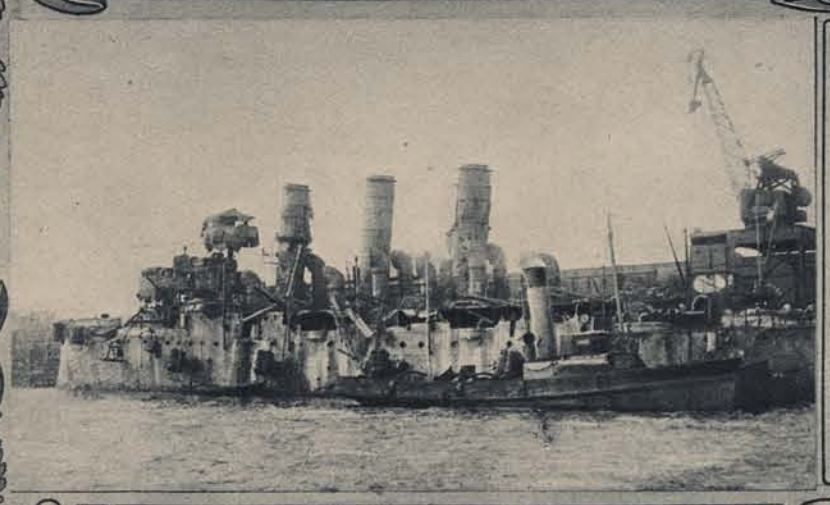


1914
THE FALKLAND ISLANDS

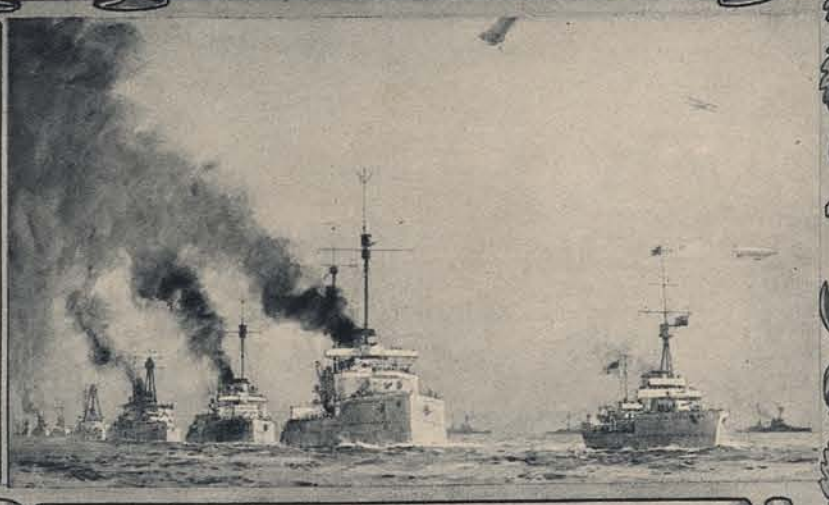


1915
THE DOGGER BANK

1916
JUTLAND

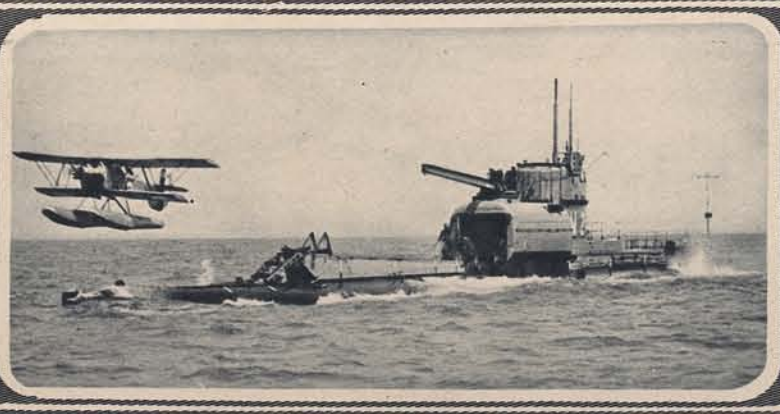


1918
ZEEBRUGGE



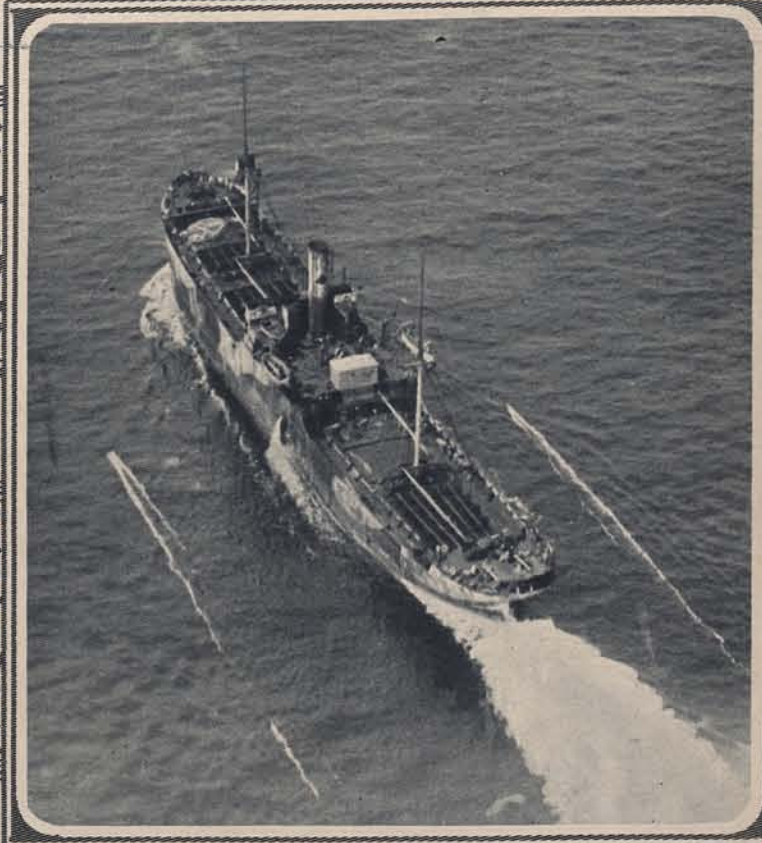
1918
THE SURRENDER OF THE GERMAN FLEET

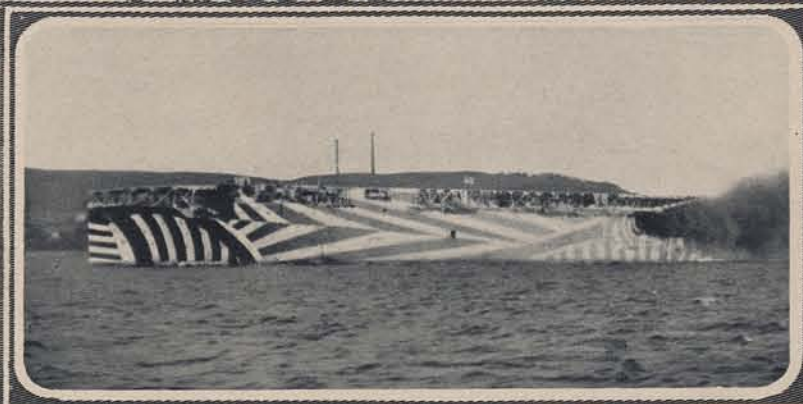
Further details concerning the illustrations on this page will be found in the Index pages preceding the Frontispiece.



A SEAPLANE TAKING OFF FROM A SUBMARINE: A STRANGE FORM OF EQUIPMENT.

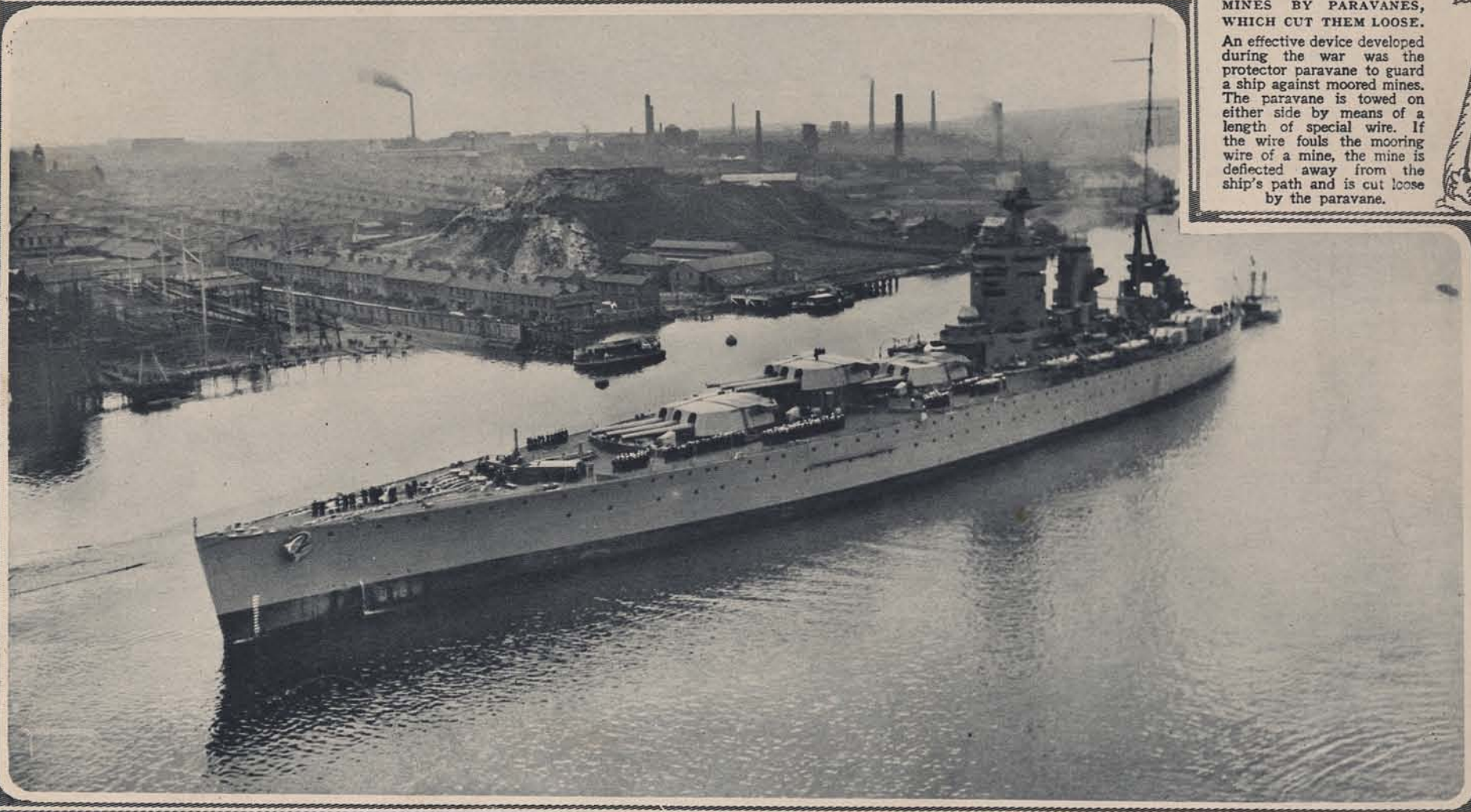
The type of submarine known as the "M" class could even carry a seaplane on deck. This shows the big "M2" (lost off Portland on January 26, 1932), which originally had a twelve-inch gun. In 1927 the gun was removed and a hangar substituted.





AN AIRCRAFT CARRIER DAZZLE-PAINTED—THE "ARGUS"; IN 1919.

The dazzle-painting of her hull gives the old "Argus" a most ungainly appearance, enhanced by her total lack of funnels and masts. Completed in 1918, the ship has a perfectly clear flying deck, her smoke being expelled through smoke ducts aft.

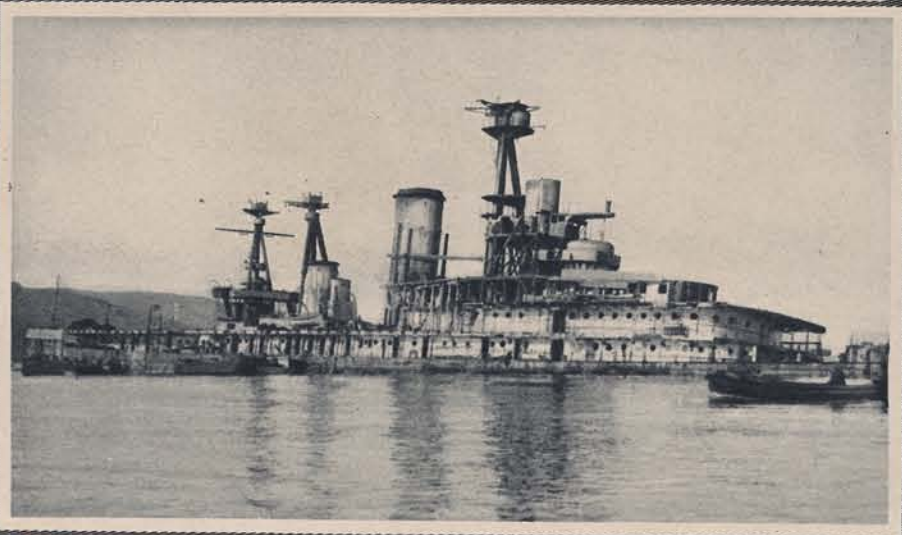


A SHIP PROTECTED FROM MINES BY PARAVANES, WHICH CUT THEM LOOSE.

An effective device developed during the war was the protector paravane to guard a ship against moored mines. The paravane is towed on either side by means of a length of special wire. If the wire fouls the mooring wire of a mine, the mine is deflected away from the ship's path and is cut loose by the paravane.

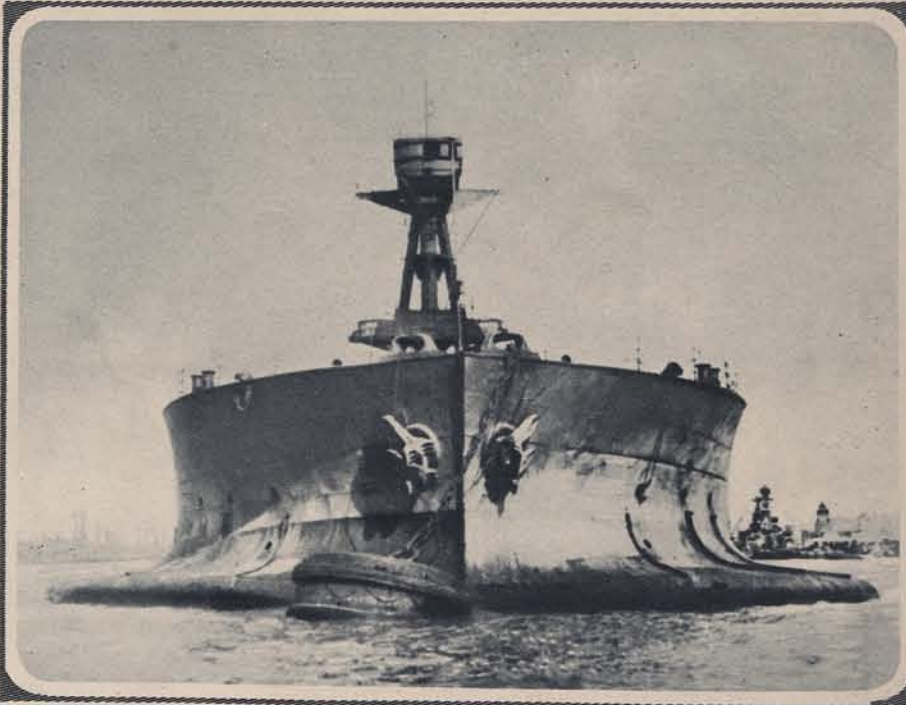
H.M.S. "NELSON'S" ENORMOUS LENGTH OF BOW: THE NEW BATTLESHIP LEAVING THE TYNE TO BE FLAGSHIP OF THE ATLANTIC FLEET.

The battleship "Nelson," built by Messrs. Armstrong, Whitworth and Co., and launched in September 1925, left the Tyne on August 10, 1927, to take her place as flagship of the Atlantic Fleet till 1932. This photograph somewhat exaggerates her extraordinary length of bow. The grouping of the three triple turrets of nine 16-inch guns up forward was a criticised feature of the ship, as it deprives her of heavy gun-fire astern. Her sister, the "Rodney," was built at the same time.



DUMMY BATTLESHIPS MADE OF WOOD: VESSELS THAT WERE USED IN THE WAR AS BREAKWATERS AND AS COVER FOR TROOPS.

One of the naval curiosities brought into being by the war, when there was no limit to the devices imagined by human ingenuity, was the dummy battleship. Moored in a harbour where a landing was planned, it could act as a breakwater and as cover for the disembarkation of troops and provisions. As a decoy to lure the enemy, wooden dummies could be used in the open sea.



PROJECTIONS FROM THE SHIP'S SIDE TO GUARD AGAINST TORPEDO ATTACK: THE STEEL "BLISTER" OF THE MONITOR "MARSHAL NEY."

H.M.S. "Marshal Ney," seen here as she was in 1920, was one of the monitors built for the Navy under the Emergency War Programme. She proved a failure owing to unreliable engines, and is now a hulk at Devonport. Her sister-ship, the "Marshal Soult," however, did excellent service with the Dover Patrol. The feature of these ships is the great steel "blister" to protect them against torpedoes.

"QUEEN ELIZABETH" AND HER "DUMMY" REPLICA

PATROL BOAT, AND KITE BALLOON

MOTOR LAUNCH

35 KNOT COASTAL MOTOR BOAT

MONITOR (WITH 15" GUNS, AND "BULGES")

"Q" SHIP IN ACTION

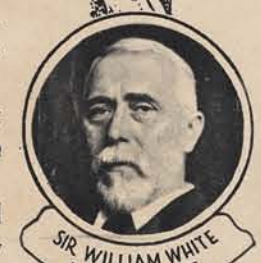
"M" SUBMARINE WITH 12" GUN

"ENGADINE" "ARGUS" AIRCRAFT CARRIERS "ARK ROYAL" "PEGASUS"

C.E.TURNER

PECULIAR TYPES OF BRITISH WARSHIPS BROUGHT INTO BEING BY THE GREAT WAR.

FROM THE PAINTINGS BY C. E. TURNER.



exercises, had been made by "A" boats alone between January 1912 and January 1913, and that only 9 officers and 37 men had been lost in submarine accidents in three years.

The Admiralty now possessed 103 aero- and sea-planes, and fifteen airships of various sorts were built or building. Flying from ships had been a feature of the exercises, and arrangements for the admission of civilians into this branch of the Service were being made. Instead of the customary manœuvres for 1914, it was decided that the Home Fleet should be mobilised as a test of the Reserve organisation, and the entire force was concentrated in Spithead and the Solent in July for full complements to be drafted to each ship. The credit for this unusual procedure can be given to Mr. Churchill, and no more fortunate step could have been taken. When mobilisation was complete, the Fleet steamed out past the Nab, where they were inspected by the King, and vanished into the mists—whence they were not to return for over four years.

July 1914 found Prince Louis of Battenberg as First Sea Lord, in place of Sir Francis Bridgeman, whose health had failed the previous year. He wisely decided to postpone the demobilisation of the Fleet, and instead, ordered it to proceed to its war station at Scapa Flow. Sir George Callaghan was in command, but his health had given the Board some anxiety, and it was decided to recall him to the Admiralty, and appoint Sir John Jellicoe in his place as Commander-in-Chief of the Grand Fleet. And so August 4 found the Navy prepared—although, strangely enough, no steps had been taken to make its war station safe, and until booms and defences had been prepared, the Fleet was more secure at sea than at anchor !

A number of warships were completing for abroad at this time, and all were at once taken over and modified to suit our requirements. Thus, three battleships, five coast-defence ships, four cruisers, and a number of destroyers and submarines were added to the Fleet in due course, and excellent reinforcements they made. Owing to an ignorant and ignoble clamour on the part of the lower strata of the Press, Prince Louis resigned his post in October, and the Navy lost the services of its best organiser and most brilliant thinker. To his place Mr. Churchill recalled the veteran Lord Fisher, and for a hectic period the Navy was again ordered by one who could only "think in oceans," and acknowledged no limits where his conceptions of new construction were concerned.

During his régime, Lord Fisher completely metamorphosed the Admiralty. His strategy avenged Coronel and wiped out Von Spee's squadron ; his plans for a Baltic expedition plunged us into an orgy of new construction which included the three white elephants of the *Furious* class, a host of monitors, and divers types of coastal craft. He changed the *Revenge* class into oil-burners—and thus accentuated the difficulties of oil shortage which they were intended to help avert—and transformed two of the "R"-class battleships into lightly armoured battle-cruisers which Jellicoe was unable to use, because of their vulnerability, until additional armour had been fitted to them.

Then the Baltic project faded out ; the Dardanelles became an immortal gamble which failed ; schism and opposition embittered him ; and finally a petulant resignation ended a wonderful service career which placed him amongst the greatest men of his time.

The long-looked-for day when the Grand Fleet should meet the High Seas Fleet dawned on May 30, 1916, and the battle of Jutland provided material for debate and recrimination for the next decade. Broadly, it may be summed up as (1) a battle-cruiser action which went against us ; and (2) a subsequent fleet action in which we had the best of it, but failed to make good our opportunities. Subsequent encounters with the enemy forces did not gain the Navy new laurels, and by 1917 the virtual command of the seas was becoming a dead letter, owing to the success of the U-boat campaign against our shipping. Only the wonderful heroism of the Mercantile Marine and work of the auxiliary fleet units saved us from starvation, and until the entry of America into the fight in 1917 released a sufficiency of escorting vessels, which made convoy possible, our sunken tonnage was in excess of what we could build.

The latter days of the war saw some extraordinary ships join the flag. Aircraft-carriers grew from cross-Channel packets, with a hangar aft, to converted liners like the *Campania* and monstrosities like the *Furious*, which shed her two 18-in. guns in place of flight-decks and hangars ; bulges were invented as a torpedo defence, and were attached to old cruisers to enable them to operate off-shore with impunity ; big-bellied 15-in.-gunned monitors gave pride of place in gun-power to cousins carrying 18-in. guns, with a range of 45,000 yards ; steam-driven submarines of the "K" class accompanied the Fleet to sea, and did their 25 knots on occasion ; seemly light cruisers like the *Arethusa* developed into tripod-masted, castellated- and centre-line-gunned ships of the "C" class ; "Q" ships ; "P" boats ; paddle-sweepers—the variety was legion. All did what they were built to do, and from Archangel to the Tigris they made a cordon which enabled our seamen to face the underseas peril with the old faith that achieves the end.

And finally the end came, when demoralisation drove the High Seas Fleet to mutiny, and instead of coming out in a last desperate sortie against Beatty, they crept over the North Sea to surrender on Nov. 21, 1918 . . . and later to scuttle themselves at Scapa. . . . And the ships which had fought and worked for victory made their last voyage to the scrapper's yard, and a New Navy, built during the war, reigned in its stead.

But America had in hand a vast armada of mastodons she no longer required, and Japan was building to match her. Our own constructors had prepared designs which would outclass them all, and it looked as if again we were to be committed to a competitive fight, but with 40,000-ton ships instead of only 20,000-tonners. And then the Washington Conference was called . . . and the fight was off. The Powers agreed to restrict their fleets and scrap their superfluous tonnage ; future battleships were limited to 35,000 tons and 16-in. guns, and cruisers to 10,000 tons and 8-in. guns, and so on. And so, since 1923, the Powers have built cruisers with this tonnage and gun-calibre, although nobody wants them—and we thought fit to use up our allotted battleship tonnage in the *Nelson* and *Rodney*.

In order further to limit expenditure, a second Conference was called at London and a further Treaty was drawn up . . . and Britannia came away from it shackled and humiliated, debarred from building the ships she needed, and reduced to providing herself with cruisers inferior to any building abroad. Until 1936—and then she will be free to size and shape her shield and trident as she will. Meanwhile, the Fleet built and building consists of the reconstructed *Queen Elizabeths*, the *Revenges*, two *Repulses*, and the *Hood* ; several oversized carriers, with limited 'plane-stowage ; 17 large and 40 light cruisers—many of which are over age—187 destroyers, 66 submarines, and a meagre backing of small craft. Until 1936.

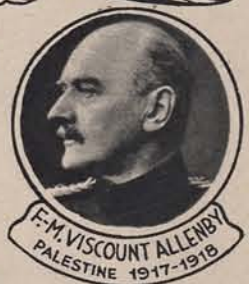
An explanatory note concerning the portraits in the borders of this article will be found in the Index pages preceding the Frontispiece.

THE BRITISH ARMY 1910-1935

BY CAPTAIN E. W. SHEPPARD,

Author of "A Short History of the British Army to 1914."


F.-M. EARL HAIG
BRITISH C.-IN-C. 1915-1920


F.-M. VISCOUNT ALLENBY
PALESTINE 1917-1918


F.-M. EARL KITCHENER
MINISTER OF WAR. 1914-1916


GEN. LOUIS BOTHA
S.W. AFRICA 1914-1915

IN the halcyon days of the nineteenth and the early twentieth centuries, the British Army had been a long-service force, designed for the garrisoning of the nodal points of a world-wide overseas Empire, and for keeping the peace within its territories. But by the time of his present Majesty's accession, the machine had been reassembled for a new and unprecedented purpose. That the danger of a European war on a vast scale was close at hand was clear to everyone in authority, and that the British Army would be called on to play a part in it scarcely less so. Consequently Lord Haldane, our greatest War Minister since Chatham, set to work to reorganise Britain's heterogeneous, but by no means negligible, military resources so as to ensure the safety of the country from invasion, and prepare a striking force that could be rapidly sent abroad to fight beside a Continental ally. This striking force was to number one cavalry and six infantry divisions, 150,000 odd men, with some 200,000 reserves available to fill up gaps caused by casualties. The mass of second-line units of all sorts and sizes were organised into a new Territorial Army of fourteen divisions and fourteen Yeomanry brigades—260,000 strong on paper—for the safeguarding of the home country. He also provided a "thinking department," the General Staff; a fully detailed scheme for rapid mobilisation; an admirably up-to-date supply and transport service, based largely on the newly popularised motor vehicle; an excellent signal service to act as the nerves of the army; and a small but—within its limits—efficient Air Force.

For its size, the miniature machine was as good as anything it was likely to meet or fight beside; "Man for man as good as our own," said the Germans, when they had learnt to know it, and there could be no higher praise. But it was only a little one; and as all the pundits believed—and many continued to believe, long after the logic of facts should have shown them their error—that a European war on the gigantic modern scale expected must of necessity be short, sharp and decisive, no machinery had been thought out whereby our little Regular Army might be expanded into the millions-strong national force we were soon so urgently to need.

The war came in August 1914, and the British Expeditionary Force, shorn of a third even of its exiguous initial strength—the spearhead of the 725,000 men shown by paper returns as being in some sense trained to arms—was mobilised and silently flitted overseas. Almost before the people at home read the tale of its first heroic doings, Lord Kitchener, the new Minister for War, was planning to expand it to twenty-five army corps—and this despite the military experts contemptuously asking what could be the use of any new troops who could not take the field for six months, within which time the war must surely be over and won. But it went on for nine times six months, and brought with it the greatest expansion of armed force ever known in our, or any other nation's, history. By the time the guns at last fell silent, there were close on five million of our fellow-countrymen with the colours, and more than two million of them beyond the British seas; another million were dead,

"SOME GENERALS OF THE GREAT WAR": A PORTRAIT GROUP BY JOHN S. SARGENT, R.A., PRESENTED BY SIR ABE BAILEY TO THE NATIONAL PORTRAIT GALLERY.

This picture, exhibited at the Royal Academy in 1922, includes: (left to right) Gen. Sir W. R. Birdwood; Gen. J. C. Smuts; Gen. Louis Botha; Gen. Lord Byng; Gen. Lord Rawlinson; Major-Gen. Sir H. T. Lukin; Lieut.-Gen. Sir J. Monash; Gen. Lord Horne; Gen. Sir G. F. Milne; Field-Marshal Sir Henry Wilson; Major-Gen. Sir A. H. Russell; Field-Marshal Lord Plumer; Gen. Sir J. Cowans; Field-Marshal Lord Haig; Field-Marshal Lord French; Field-Marshal Sir W. Robertson; Lieut.-Gen. Sir F. S. Maude; Field-Marshal Lord Allenby; Lieut.-Gen. Sir W. R. Marshall; Gen. Sir A. W. Currie; Lieut.-Gen. Lord Cavan; and Major-Gen. Sir C. M. Dobell. The ranks and titles are given as they were at the time.


GEN. BARON HORNE
1ST ARMY 1916-1918


GEN. SIR JOHN MONASH
AUSTRALIAN COMMANDER


GEN. SIR IAN HAMILTON
MEDITERRANEAN 1910-1915


F.-M. BARON PLUMER
MESSINES 1917


F.-M. SIR HENRY WILSON
IMP. GEN. STAFF 1918-1922


F.-M. SIR W.R. ROBERTSON
IMP. GEN. STAFF 1915-1918

LORD KITCHENER RECEIVING LORD ROBERTS AT THE WAR OFFICE DURING THE WAR: TWO OF BRITAIN'S GREATEST SOLDIERS IN CONFERENCE.

Field-Marshal Earl Kitchener of Khartoum was made Secretary of State for War directly hostilities began in 1914, and he held the post until his death at sea on June 5, 1916. It was he who formed Britain's new Army. He is seen at the War Office in October 1914, visited by Field-Marshal Earl Roberts, then eighty-two years old, who was to die in France the following month.

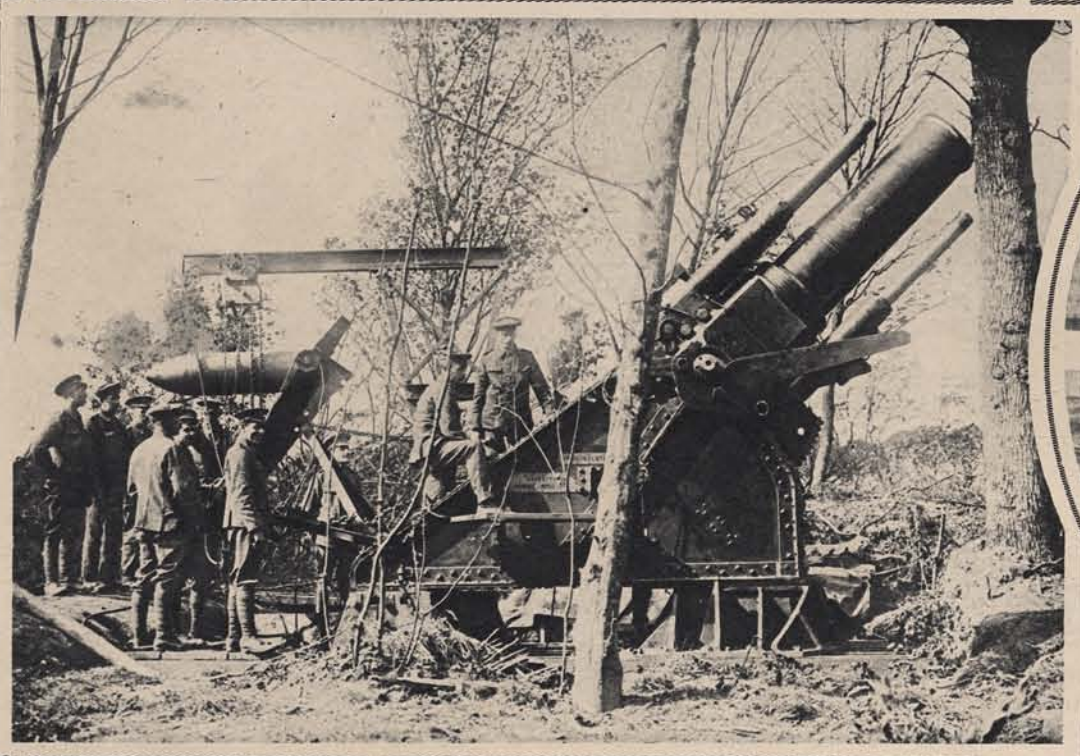
OMNIBUSES AT THE FRONT: BRITISH SOLDIERS BOARDING THEM AFTER COMING OUT OF THE FIGHTING AT MONCHY IN 1917.

Every sort of object was, if possible, put to some military purpose during the war. Even the omnibus, that peaceful feature of the London streets, was used at the front. In the early days of the war it still wore its exact familiar form and carried its usual advertisements; but the buses shown here, in 1917, have a somewhat drabber aspect. The men boarding them are on their way back from the line.

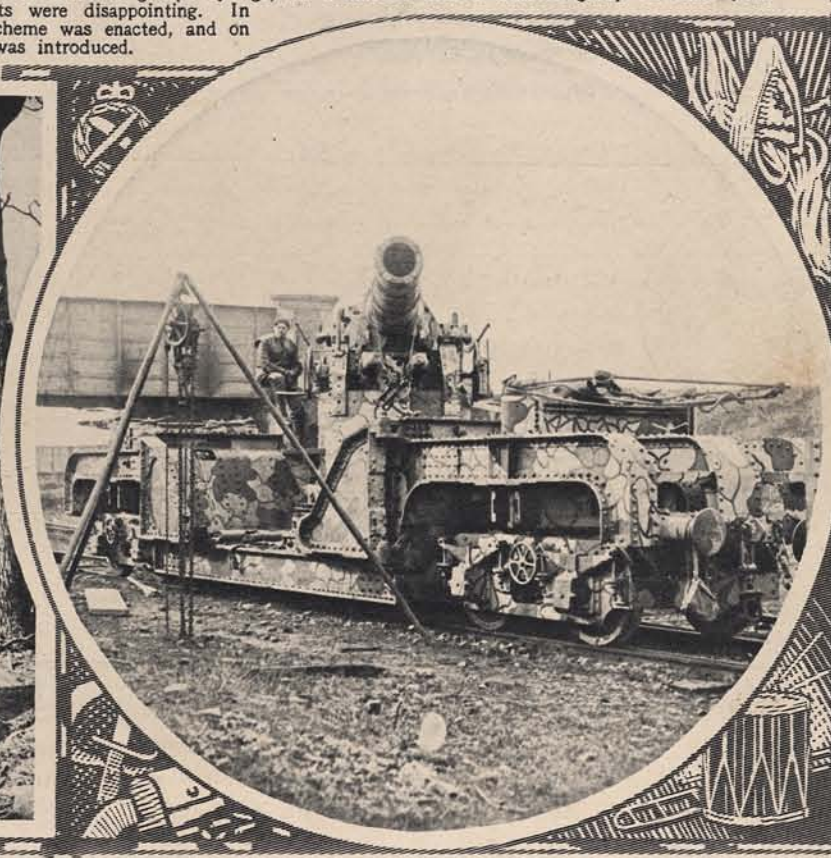
A RESPIRATOR OF APRIL 1915—A COTTON-WOOL PAD (ABOVE); AND (BELOW) A GAS-MASK OF NOVEMBER 1915.

THE DERBY RECRUITING SCHEME: A QUEUE OF MEN WAITING TO ENLIST UNDER THE GROUP SYSTEM IN DECEMBER 1915, WHEN THERE WAS A RUSH OF APPLICANTS—A MEASURE FOLLOWED IN 1916 BY CONSCRIPTION.

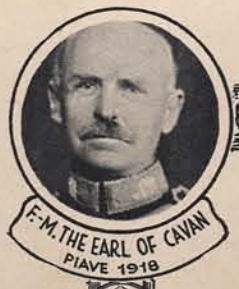
On October 6, 1915, a new post came into being, that of Director of Recruiting. Lord Derby was appointed to it, and under the Derby scheme men between eighteen and forty-one were asked to enlist in groups by age, an unmarried and a married group for each year. In spite of a rush of recruits in December, the results were disappointing. In January 1916 a compulsory supplement to the Derby scheme was enacted, and on May 3 a general Compulsory Service Bill was introduced.



A BIG BRITISH HOWITZER IN ACTION ON THE WESTERN FRONT IN 1916: A TYPE OF ARTILLERY WHICH, OWING TO THE STEEP ANGLE AT WHICH ITS PROJECTILES DESCEND, WAS OF SPECIAL VALUE IN THE TRENCH WARFARE OF THE GREAT WAR.



A BIG BRITISH RAIL-MOUNTED GUN, NEWLY ARRIVED AT THE WESTERN FRONT IN EARLY 1918: A GIANT PAINTED WITH A CAMOUFLAGE DESIGN.



and of the rest, close on half had at one time or another been wounded or evacuated sick. The nation had passed *en masse* into the Army, and the Army had become the nation in arms.

Men of British race fought and died in France and Belgium, in Italy, in the Balkans, in Russia, in Palestine, in Mesopotamia, in India, in the Far East, in North, South-West, and East Africa, and on all the seas of the world ; and blazoned on the records of our historic regiments a hundred names of new battles, besides which those of the past might well seem in size but skirmishes, and in import but trifles, had the result always borne due relation to the effort and sacrifice involved.

During these four and a half years of war, our military machine underwent striking changes, not only in size but in nature. New units meant new formations in which they could be incorporated ; new formations meant new hierarchies of command, new staffs and staff officers ; our initial handful of divisions swelled rapidly into army corps, and these, in turn, into armies and groups of armies, one for each particular theatre of war. New forms of transport, motorised for the more civilised theatres, animals (horse, mule, donkey, camel, and even sleigh-dog) in those areas where the motor-vehicle could not go, had to be provided in immense numbers. All the rear services, in fact, were vastly swollen, for the needs of the armies grew not only greater in bulk, but more various in nature as their functions became more specialised and their problems more complicated ; and by the end of the war there were fewer fighting men in the armies than men behind labouring to handle and bring up to them what they needed for their task.

GENERAL ALLENBY ENTERING JERUSALEM ON DECEMBER 11, 1917, AFTER HIS VICTORIOUS CAMPAIGN AGAINST THE TURKS : AN ENTRY ON FOOT, WITHOUT MILITARY POMP.

The transformation of the fighting arms themselves was no less marked. By 1918 each division's machine-guns had been multiplied more than ten-fold, and there had been added to it a wealth of new infantry weapons in the shape of grenades and mortars of all natures. Masses of heavy guns, of a size never before brought into the field, were available to prepare the way for attack, or serve as the framework of defence. A highly efficient gas service had been organised to exploit the newest and most hateful of civilised man's weapons. Another new device, an armoured and armed cross-country vehicle, known as the "tank," had also risen from humble and unpopular beginnings to play a decisive rôle in the last year of the war in the West, and to be cast for a star part in the projected campaign for 1919, had such been necessary. Never in all the long history of its wars had this nation furnished so large an army, or one more lavishly equipped for victory. It was, perhaps, inevitable that the gigantic scale of the conflict and the size and complication of the weapons to be wielded, should have reduced those called to high command to the status rather of military artisans than of artists, and rendered even rarer than before any manifestation of brilliant inspiration recognisable as military genius.

The war came to its sudden end, and the millions-strong armies of England melted away again into the civil life whence they had come. With them, back to every region of our far-flung Empire, went also those magnificent men of the Dominions and Colonies, and of India, who had massed to the help of the Mother Country in her time of crisis. The Imperial contribution was as impressive in numbers and quality as in achievement. The Dominions and Crown Colonies had raised a million and a half men in arms, and of these one third had become casualties ; India had enlisted as many again, and though not all of these had gone overseas, her losses, too, came to over a hundred thousand. Of what they had done, the history of every theatre of war tells an eloquent tale. The Canadians were in the line in France within nine months of the outbreak of hostilities, and soon won for themselves a reputation as storm troops of the first order. The Australians' and New Zealanders' fame was no less, and on Gallipoli, in Egypt, and in Palestine they won a glory more peculiarly their own. South Africans fought not only in the West, but all over the Dark Continent, in bush, desert, and jungle ; and India, besides sending a corps to France at the crisis of 1914, played a preponderant and honourable part in the Near Eastern theatres.

By 1919 the World War was over, but over much of the Eastern Hemisphere there was as yet no real peace ; and on the Rhine, in the Near East, and in Russia British soldiers — many of them short-service men, enlisted to tide over the period necessary for the re-formation of a peace army on the old model, or lads too young to have seen active service in the field— stood ready to keep the peace in lands where the heady winds of self-determination and liberty threatened to whip up the smoulderings of national, racial, and religious feuds into a destroying flame. In a sort of puzzled good humour, and with an impartiality effective by reason of, rather than in despite of, their ignorance of the fierceness of the passions around them, these tiny contingents were usually able to forbid any serious or large-scale outbreaks. But in many places there were sporadic little campaigns, trivial-seeming, no doubt, after the gigantic upheavals of the Great War, but which called, none the less, for firm action and skilful handling. There was a little war in miniature in North Russia ; fighting in the Caucasus ; a perilous rising in Mesopotamia, and a serious Indian campaign against Afghanistan. There were troubles in Egypt and Palestine, and in some of the Crown Colonies ; and a hateful form of fighting in disordered Ireland at our very doors, not to speak of widespread domestic unrest at home. In all of these episodes the British Army played, or stood ready to play, its part, while still in the throes of the process of remoulding and refashioning itself anew for its normal peace-time rôles of Imperial police and garrison.

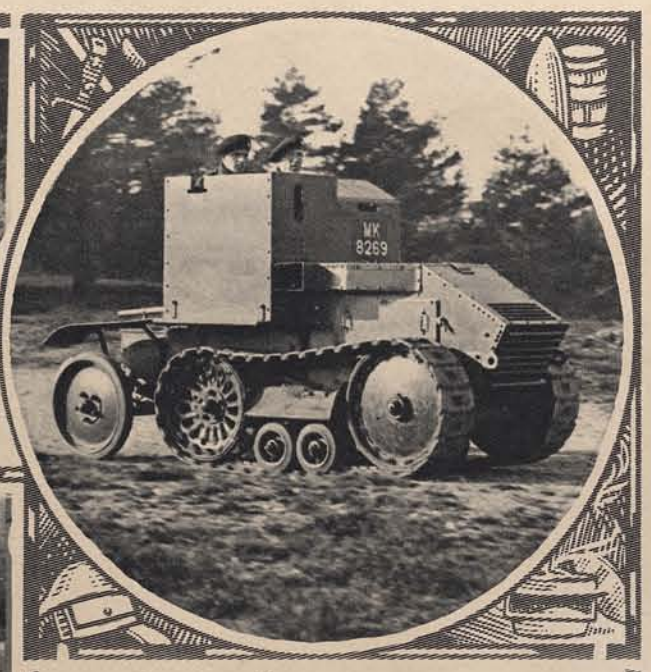
The liquidation of these widespread and embarrassing commitments took months and years, and as a result

PHASES OF THE BRITISH ARMY'S PART IN THE GREAT WAR.

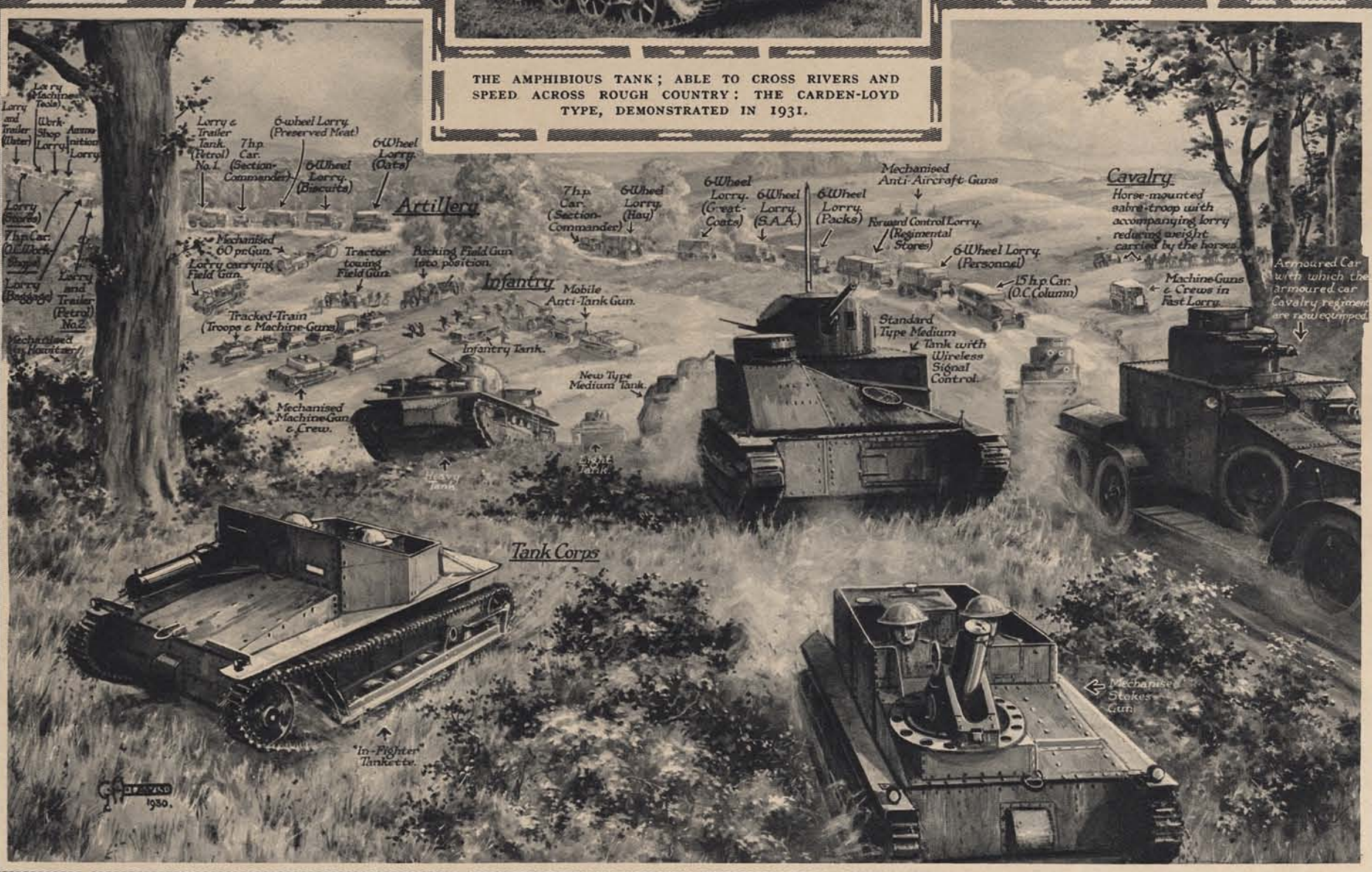
THE ONE-MAN TANK: A 1926 VERSION OF THE KNIGHT IN ARMOUR; ABLE TO TRAVEL AT A SPEED OF THIRTY MILES AN HOUR.

THE "HALF-TRACK CATERPILLAR" CAR: A PARTY OF OFFICERS TESTING ITS CROSS-COUNTRY CAPACITIES IN THE ARMY MANŒUVRES OF 1927.

THE AMPHIBIOUS TANK; ABLE TO CROSS RIVERS AND SPEED ACROSS ROUGH COUNTRY: THE CARDEN-LOYD TYPE, DEMONSTRATED IN 1931.



THE "TANKETTE": A MACHINE ON RECONNAISSANCE WORK DURING A WAR OFFICE DEMONSTRATION NEAR ASH, SURREY, IN 1927.

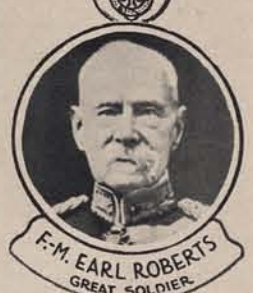


THE TRANSITION FROM HORSE TO HORSE-POWER: MECHANISED INFANTRY, CAVALRY, ARTILLERY, AND SUPPLY COLUMNS OF THE BRITISH ARMY—A DRAWING SHOWING MANY OF THE TYPES OF MOTOR TRANSPORT IN USE SINCE THE HORSE GAVE WAY TO THE PETROL ENGINE.

This drawing may be taken to recapitulate the chief phases of the gradual mechanisation of the British Army. When we first published it, in our issue of July 26, 1930, we wrote: "In the foreground of our illustration may be seen the little two-man 'tankettes' which go forward with the infantry, fighting as they hurry along over every sort of ground that will give their tracks any grip. Behind them follows a typical medium tank, such as is in general use to-day. . . . To the left, a 'heavy' is just breasting the hill. . . . On the extreme right is one of the new type armoured cars which have already entirely replaced horses in many cavalry regiments, and will ultimately become the mechanised cavalry of to-morrow."

THE POWER OF THE MODERN TANK: A MEDIUM-SIZED TANK OF 1930 CRASHING THROUGH A NINE-INCH-THICK WALL OF BRICKS CEMENTED TOGETHER.

MECHANISED HAULAGE: A "CATERPILLAR" TRACTOR PULLING HEAVY ARTILLERY OVER A ROUGH PIECE OF GROUND DURING DEMONSTRATIONS IN 1927.



of one of them, the occupation of the Dardanelles, we were brought once more within uncomfortable range of war on a really large scale. Long before our scattered detachments had got home again, the pressing need to set our financial house in order had clogged with serious handicap the task of remaking the British Army ; and the new model, when finally constructed, seemed startlingly and unduly like the old one to those who still retained a vivid recollection of the Great War and its lessons—the helplessness of infantry and cavalry before the fire-power of even the thinnest defence, the power of many guns and heavy guns, the still unfathomed potentialities of armoured fighting vehicles ; of gas and of smoke ; and of the immensity of the scope of the air arm. But in the immediate post-war period, when we might reckon on ten years at least of European peace, the responsible authorities decided that the old pattern military machine would serve our immediate purposes, and could, in time, be modified, as research and trial pointed the path of future progress. So gas was banished into limbo ; the fleet of tanks that was to have thundered its way to victory in 1919 was left to rust on a Dorset heath ; the guns returned to their former numbers and calibre ; and only the experimental schools and workshops were left to busy themselves with the newest ideas about the new weapons that had won the greatest war of history. Meanwhile, few of the elements of the old Army emerged unscathed from the crucible of the war. Famous cavalry regiments, with records up to 1914 second to none, lost their identity in amalgamations ; and the Irish infantry regiments, heirs of the heroic corps of John Company's army, disappeared from the Army List, as did the extra battalions of all the line units that owned more than two. The Territorial Army, now officially appointed to serve overseas if need be as an army of the second line, was even slower in reforming. It was a sadly truncated British Army that had to make head, in the third decade of the century, against all the turbulences of an Empire many parts of which were suffering severely from the growing pains of adolescence.

GENERAL SIR CHARLES HARINGTON (LEFT), WHOSE DIPLOMACY DID MUCH TO AVERT WAR WITH TURKEY IN 1922 : THE MILITARY PEACE-MAKER WITH ISMET PASHA AT MUDANIA.

Gradually the cessation of these troubles, the return of the Army of Occupation from the Rhine, and the abolition of some of the smaller overseas garrisons, enabled money and time to be made available for certain tentative attempts to modernise the machine ; at least in part. All transport up to unit vehicles was motorised, and in some cases these too were converted from a horse-drawn to a petrol basis. The cavalry exchanged some of their sabres for more machine-guns and light scout cars and, in the case of two regiments, their horses for armoured cars. The infantry, too, was allotted more machine-guns, in some units tractor-drawn, and a heavier weapon for defence against tanks. The artillery, also, motorised all its heavier, and a proportion of its field, batteries, which surrendered their horse teams for various means of motor-haulage.

But it was the main weapons of mechanical warfare, the tanks, that came most into the military mind and eye. Our small Tank Corps received in 1924 new machines, designed for open warfare, to replace its now obsolete war-time vehicles ; in 1927 the first experiments with an armoured force, completely mechanised throughout, were carried out, and continued in succeeding years until, in 1934, a Tank Brigade, complete with its quota of tanks, the new medium and light machines, and mortar tanks, transport and services, came officially into permanent existence. The progress of research, experiment, and thought had been even more striking than that of actual material : a text-book laying down a doctrine for the mechanised warfare of the future was issued by the War Office ; and the basic ideas of the advocates of the tank, once regarded as wild ravings of cranks and faddists, won through to complete official and unofficial acceptance throughout the Army.

Experiment and research even now go on day by day ; and with the host of new weapons has come the need for a new type of officer to handle, and of men to wield them. Soldiering is no longer, as in the halcyon days before the war, for the officer too often a pleasant part-time interlude in a life of sport and social affairs, or one only suited to a rank and file recruited from the less desirable elements of the population. The officer's profession, if he is to live up to his obligations, is one of hard work and much thought and responsibility. The men are, and must be as regards physique, morale, and intelligence, at least up to, if not above, the average of their civilian brothers.

The difference in the relationship of soldier and civilian in pre-war times and nowadays is itself testimony to the altered character and status of the British rank and file since the date of King George the Fifth's accession to the throne. One of the most potent causes of this change is the fact that, thanks to the increase of mechanisation in the Army, and to the institution of vocational training for civil life for a proportion of men about to leave the colours, the military profession is no longer an entirely blind-alley occupation, taking men in their teens and discarding them still in their twenties, ignorant of and unfitted for the world outside—though there is admittedly much to be done before this reproach can be entirely a thing of the past.

One may safely say, then, of the British Army in the Jubilee Year of King George V. that, from the human point of view, it is not only as good as ever it was, but better. Naturally, there is still much to be done to fit it fully for any future great war, should another unhappily come upon us ; but at least it is true to say that the machinery is available so to fit it far more readily and rapidly than ever before in our history.

Perhaps, on the other hand, it may be—may it be !—that the last great war was really the last, and the task of armed forces will now be to stand guard as a sort of international police over the peace of an ordered and happier world. For that duty too, we may be sure, should it be called upon to share in it, the British Army will stand—none more so—fitted and ready.

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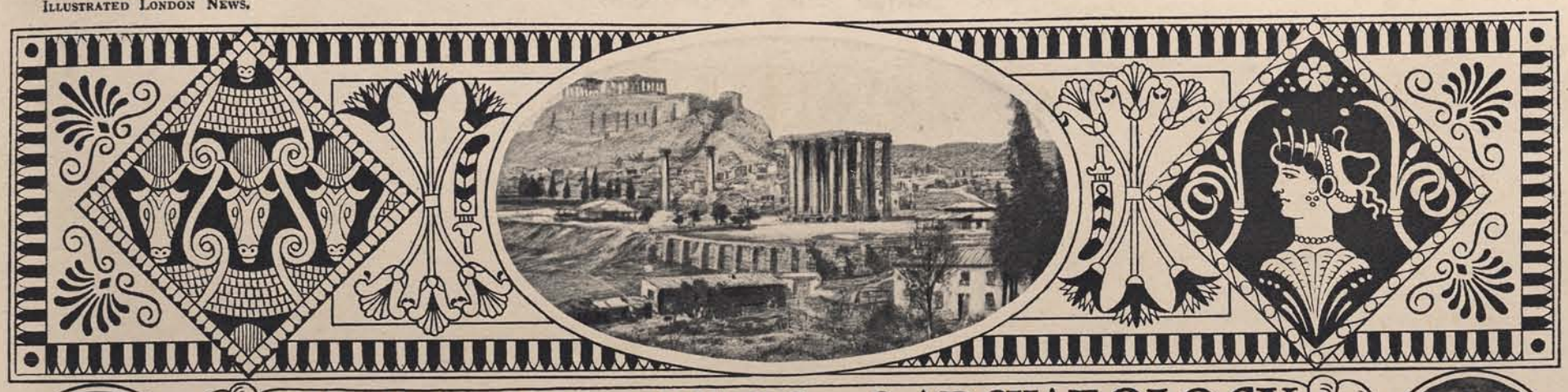


TWENTY-FIVE YEARS of ARCHAEOLOGY


SIR ARTHUR KEITH


SIR GEORGE F. HILL


SIR FREDERIC G. KENYON

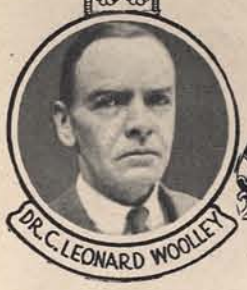

SIR G. ELLIOT SMITH


SIR ARTHUR EVANS


SIR JOHN H. MARSHALL


SIR AUREL STEIN


SIR FLINDERS PETRIE


DR. C. LEONARD WOOLLEY


DR. JOHN GARSTANG

BY A. J. B. WACE,

Laurence Professor of Classical Archaeology, Cambridge University.

BRITISH archæologists have every reason to be proud of the results obtained in the twenty-five years since 1910, wherever they have worked. In studying the earliest history of man, they have been well to the fore, though naturally, as always, the implication and meaning of their discoveries has to be worked out in co-operation with the results of foreign colleagues. In 1911 and 1912, Mr. Dawson found more skull fragments at Piltdown, but the exact form and type are still in doubt. Since the war, evidences of early man have accumulated rapidly. Some are accidental finds, like the Boskop skull in South Africa, the Lloyds skull from London, and the most important Broken Hill skull from Northern Rhodesia, where scientific investigation, if it had been undertaken in time, would have been of the utmost value. In Palestine, Mr. Turville-Petre and Miss Garrod have scientifically explored caves and found Neanderthal skulls associated with stone implements of Levalloisian type, but full details are not yet available. In East Africa, a wonderful series of early cultures was found in 1931 at Oldoway, and in 1933 Mr. Leakey found, at Kanam, the oldest fragment of a real ancestor of man yet discovered. The Kanam man, who is not of the Neanderthal type, is apparently to be regarded as contemporary with Piltdown man, who is more nearly related to *Homo sapiens* than to any other known human type, but is to be considered a branch of the same stock.

THE LATE EARL OF CARNARVON, A PATRON OF ARCHÆOLOGY: THE JOINT DISCOVERER, WITH DR. HOWARD CARTER, OF TUTANKHAMEN'S TOMB.

DR. HOWARD CARTER: THE EMINENT EGYPTOLOGIST, WHO, WHILE WORKING WITH LORD CARNARVON, LOCATED THE TOMB OF TUTANKHAMEN IN 1922.

The archæology of Britain is a good illustration of co-ordinated scientific work. In the Palæolithic Age, the most important discoveries are those of Mr. Moir at Cromer and of Mr. Warren at Clacton, which have added a new culture to those previously known in England. The Neolithic Period is only just being understood, and discoveries since the war have quite changed its aspect. The stone axes, which lasted into the Bronze Age, are no longer regarded as the sole criterion, and attention is paid instead to the "camps" and the pottery. Investigation of the long barrows, as in Lincolnshire, and the flint-mines, indicates a new culture introduced by European invaders about 3000 B.C. The problems of Stonehenge and its date are not yet solved, though Dr. Thomas has shown that its "blue stones" were brought from Pembrokeshire, and Mr. Crawford, by air survey, has revealed interesting new facts. Woodhenge, near by, had been known as an earthwork, but air photographs, in 1925, revealed it as a complicated enclosure with six "circles" of post-holes. About 1800 B.C., the Bronze Age in Britain began with the Beaker People (probably Celts), so called from their typical pottery. Here the mapping and study of finds by Lord Abercromby, Mr. J. G. D. Clark, Sir Cyril Fox, and others tell the history of their coming and their connection with the round barrows.

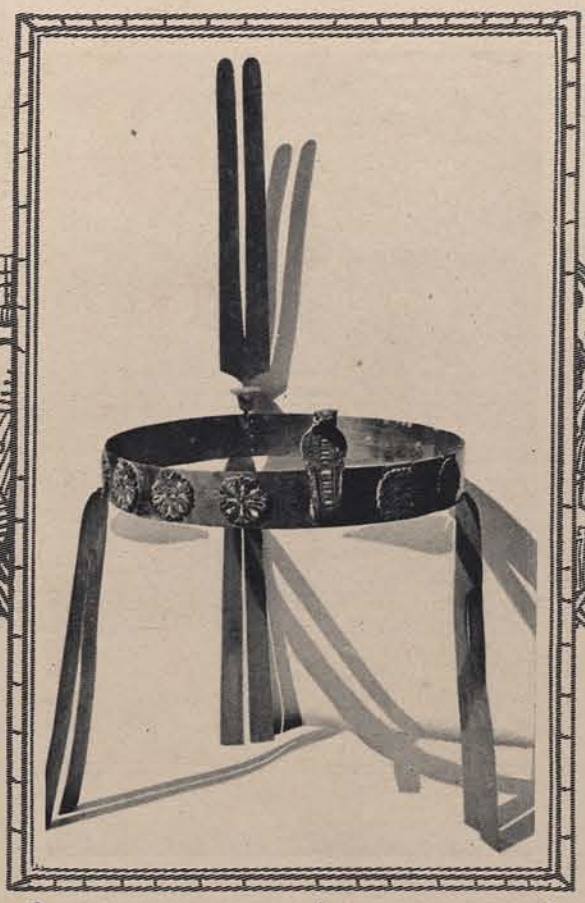
In the early Iron Age, too, Britain received a constant trickling of immigrants from Europe by two main routes, either across the Channel and North Sea, or from the Atlantic coasts of Western Europe into the south-west. The correlation of excavated hill-forts, burials, lake villages, like those at Meare and Glastonbury, and scientific study of apparently unimportant discoveries, have shown that about 75 B.C. a new tribe, probably the Belgæ, spread in south-east England, north of the Thames, and in Wessex. One of their centres was the pre-Roman Verulamium, where Cassivellaunus, Cæsar's opponent, ruled. The burial found in the Lexden Tumulus at Colchester, where Cunobelinus (Cymbeline) had his capital, helps to show that, long before the Roman conquest, the British had begun to adopt Roman civilisation.

In the study of Roman Britain, the same methods have been adopted, and here the debt to Professor Haverfield, Sir G. Macdonald, Dr. Collingwood, Mr. Bushe Fox, and Dr. Wheeler is great. The history of the Roman invasion and occupation has been re-written, and their salient events re-dated.

In Scotland, Traprain Law has yielded evidence for habitation at various periods, and a wonderful silver treasure, probably an accumulated booty from Gaul of Saxon sea-raiders in the fifth century A.D. The clearing of "Pictish" villages by Professor Childe, at Skara Brae in Orkney, and by Mr. Curle at Sumbrough, in Shetland, has given a vivid picture of life in those islands in the late Bronze Age.

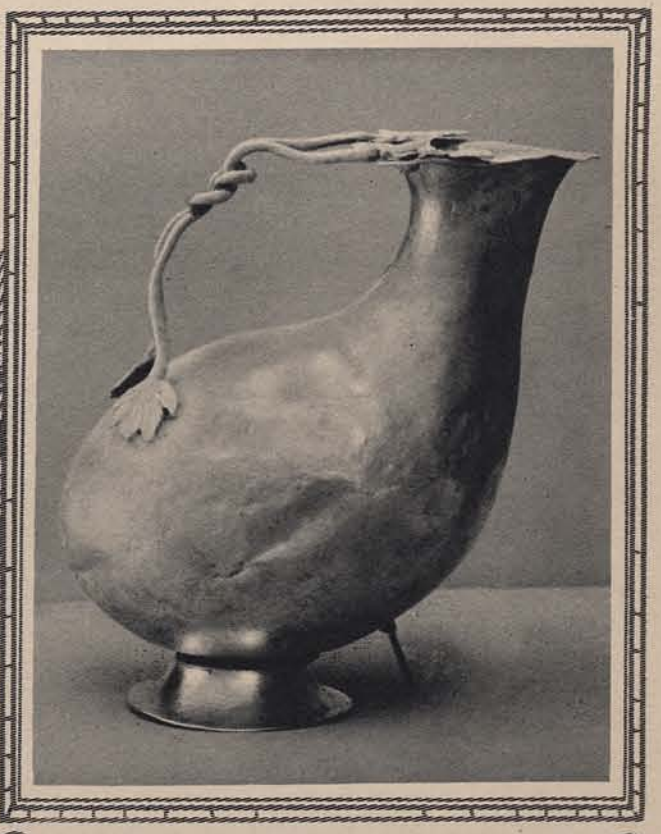
CENTRAL ASIA: A HIGH-HATTED LADY ASTRIDE A HORSE—A CLAY TOMB FIGURE.

This painted clay figure was dug out by Sir Aurel Stein on his Central Asian Expedition of 1913-16 from a tomb of the seventh century A.D. at Astana, Turfan. It represents a woman astride a dappled maroon horse. She wears green trousers and a black steeple-crowned hat.



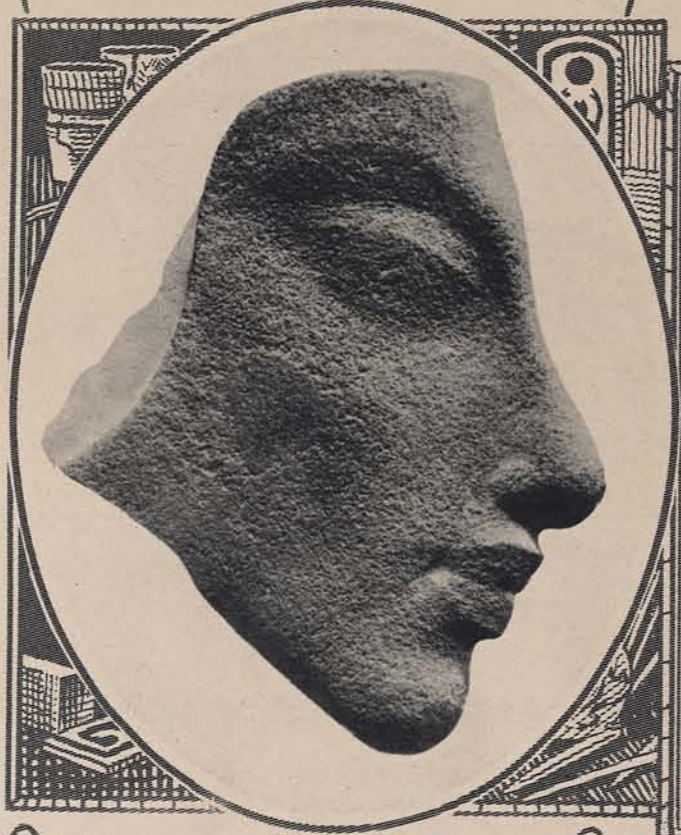
LAHUN: A PRINCESS'S CROWN WITH GOLD PLUMES AND STREAMERS.

In 1914 Sir Flinders Petrie discovered wonderful treasure at Lahun, sixty miles south of Cairo, near the pyramid of the 12th-dynasty Senusret II. (*c.* 2100 B.C.) This diadem is one of the finest specimens known of Egyptian work in gold.



TAXILA: A SILVER FLAGON INSCRIBED WITH ITS OWNER'S NAME, FROM AN INDIAN HOARD.

A remarkable *cache* of gold ornaments and silver vessels was found at Taxila, in the north of the Punjab, in 1927. Dating from the first century A.D., it represented, perhaps, the spoils of ancient burglaries. This fine flagon is inscribed with a satrap's name.



TELL EL-AMARNA: A QUARTZITE PORTRAIT OF AKHENATEN, THE HERETIC PHARAOH.

During excavations in 1933 at Tell el-Amarna, where Akhenaten (of the eighteenth dynasty) founded his capital as the centre of sun-worship, this inlay relief portrait of the Pharaoh was found by the Egypt Exploration Society Expedition. It is a work of exquisite delicacy.

UR: THE GOLDEN HEAD-DRESS OF QUEEN SHUB-AD—A 5000-YEAR-OLD COIFFURE.

One of the finest discoveries made by Mr. C. Leonard Woolley at Ur, in Mesopotamia, was this head-dress of gold and beads, found in 1928. It lay on the Queen's skull inside her stone-built tomb chamber. The head shown here is a reconstruction.

KISH: A PAINTED HEAD MOULDED FROM A LIVING SUMERIAN BEFORE 4000 B.C.

This painted pottery head of a bearded man (shown here in a reconstruction drawing) is by far the oldest object illustrated on this page. It was found at Kish, Mesopotamia, in 1929 by an expedition under Dr. Stephen Langdon. It dates from before the Biblical deluge.

LUBAANTUN: AN INCENSE-BURNER FROM BRITISH HONDURAS—A MAYA RELIC.

The expedition to Central America under Dr. Thomas Gann in 1924 found the Maya city of Lubaantun. Dr. Gann wrote: "Some 2000 years ago the Maya seem to have descended on Central America from the clouds, fully equipped with a high civilisation."

KNOSSOS: PART OF A PAINTED FRIEZE IN RELIEF, SHOWING BULL-HUNTING SCENES.

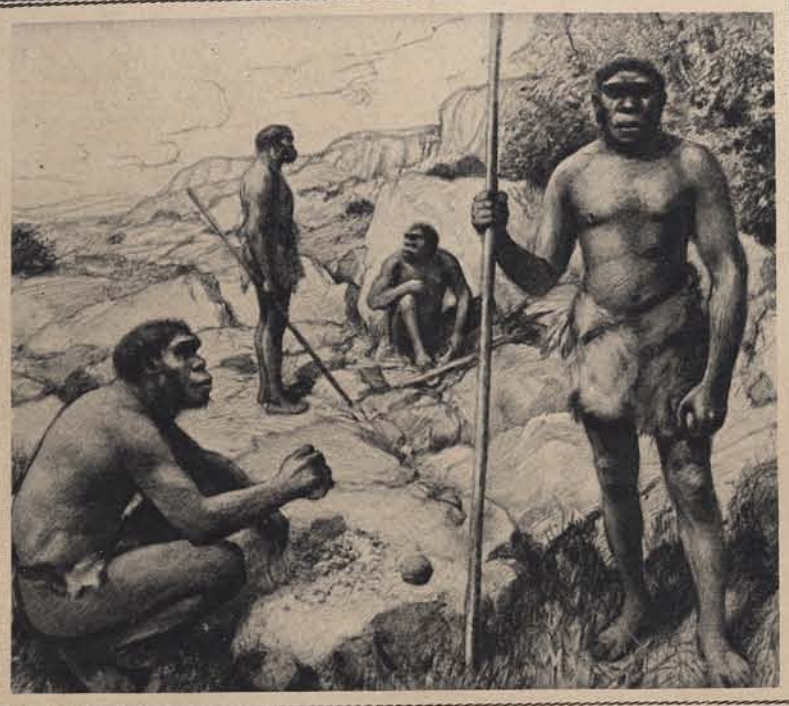
The work of Sir Arthur Evans at Knossos, Crete, in 1930 included the discovery of magnificent coloured frescoes of bull-hunting scenes on the north portico of the palace. Here is a restored design from a section showing a charging bull. Its date is about 1600 B.C.

MOHENJO-DARO: A FINE INDO-SUMERIAN LIMESTONE STATUE OF A BEARDED MAN.

Sir John Marshall's excavations at Mohenjo-daro, in the Indus valley, revealed a previously unknown civilisation flourishing about 3000 B.C. In this fine limestone statue, found in 1925, the eyes are inlaid with shell and the patterning is done in red ochre.

THE MOST COMPLETE ARCHÆOLOGICAL DISCOVERY OF THE REIGN: TUTANKHAMEN'S TOMB.

THE SOLID GOLD PORTRAIT-MASK WHICH COVERED THE HEAD OF THE YOUNG PHARAOH'S MUMMY.



RHODESIAN MAN: A RECONSTRUCTION FROM THE SKULL AND LIMB BONES FOUND AT BROKEN HILL.

The discovery in 1921 of primitive human remains in the Broken Hill Mine, Northern Rhodesia, was of peculiar anthropological interest. They were assigned to a new species, *Homo rhodesiensis*, which, in the words of Sir Arthur Keith, "has certain points of kinship to Neanderthal man, but stands in his major characters near the ancestral line of modern man." In brain and skull he is exceedingly primitive, but geological evidence makes it possible that he survived to be contemporary with Neanderthal man in Europe.

THE CHATHAM ELEPHANT: A RECONSTRUCTION FROM THE REMAINS OF *ELEPHAS ANTIQUUS*; WITH A MAN OF THE PERIOD FOR COMPARISON.

In our description of the Chatham elephant after its discovery, we wrote: "The fossil remains of an elephant of enormous size, discovered in 1913 near Chatham, in clay dating back to the dawn of the Pleistocene epoch, some 400,000 years ago, is said to show the greatest development ever reached by this species of animal. . . . The Chatham elephant rose to 15 feet and its tusks were nine feet in length and almost straight. Contemporaneous with these huge creatures was the oldest type of man known to have existed in this country—the Piltdown man."

THE TAUNGS SKULL: PROBABLY A YOUNG ANTHROPOID APE, EXHIBITING MANY HUMAN TRAITS.

Late in 1924 a skull was found at Taungs, Bechuanaland, which caused great interest and considerable controversy. It was classified as *Australopithecus africanus*. In Sir Arthur Keith's opinion it represents an extinct form of anthropoid ape, probably of early Pleistocene date. The skull is more man-like than that of any modern ape.

THE TAUNGS SKULL: A RECONSTRUCTION DRAWING OF *AUSTRALOPITHECUS AFRICANUS*.

This reconstruction drawing of the Taungs skull (illustrated on the left) was done by A. Forestier under the direction of Sir G. Elliot Smith. It combines the prognathous simian jaw with a more human cranium, an incipient sense of humour, and a dawning light of intelligence.

THE GALILEE SKULL: THE FRONTAL BONE OF A NEANDERTHAL MAN—THE FIRST SUCH RELIC TO COME FROM ASIA.

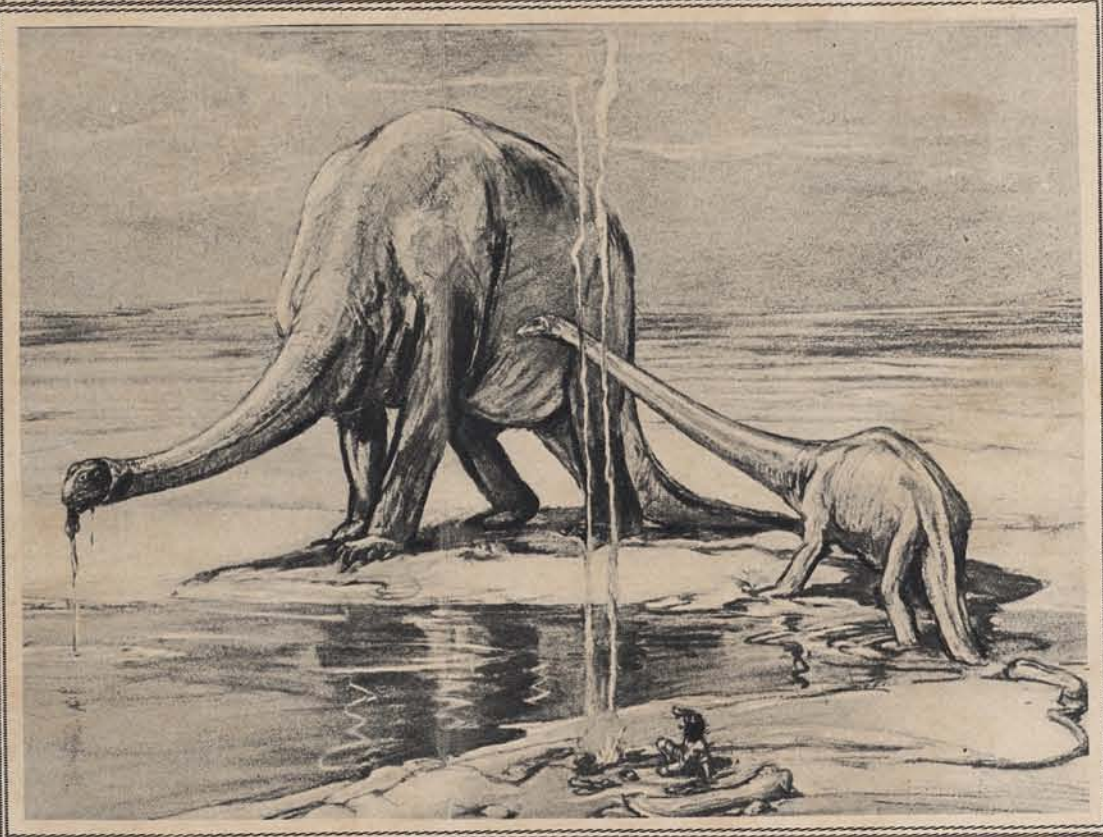
In excavations near Tabgha, north of Tiberias, in 1925, Mr. F. Turville-Petre found a Neanderthal skull, with the typical big brow-ridges, thick bone, and receding forehead. It was of interest as being the first Neanderthal remains found in Asia. It was associated with Mousterian implements.

PILTDOWN MAN: A PORTRAIT BY FORESTIER BASED ON THE FRAGMENTS FOUND IN SUSSEX.

The human remains found at Piltdown, Sussex, in 1912, rank with those from Java and Pekin as one of the three most important anthropological discoveries ever made. *Eoanthropus*, of Piltdown, lived several hundred thousand years ago. His jawbone is markedly simian.

PEKIN MAN: A RECONSTRUCTION BY FORESTIER FROM THE FOSSIL SKULLS FOUND AT CHOU KOU TIEN.

Professor Davidson Black's discovery of human fossil remains near Pekin in 1927, supplemented by later discoveries, brought to light a type of man (*Sinanthropus pekinensis*) who ranks in antiquity with *Pithecanthropus* of Java and *Eoanthropus* of Piltdown. His implements were found too.



GIGANTOSAURUS: A RECONSTRUCTION OF THE LARGEST LAND ANIMAL EVER KNOWN, FROM DINOSAUR BONES FOUND AT TENDAGURU, IN TANGANYIKA—"A FOSSIL-HUNTER'S DREAM."

A British Museum expedition visited Tanganyika in 1924 to obtain the bones of Gigantosaurus, a dinosaurian reptile of stupendous size, which was discovered by the Germans a few years before the war. This colossal creature is the largest known of the varied reptile forms which flourished, millions of years ago, in the Mesozoic era. Mr. Sidney F. Harmer, of the British Museum, wrote at the time: "The dimensions of Gigantosaurus may be appreciated by a comparison of the well-known skeleton of Diplodocus in the Reptile Room at South Kensington with a cast of the humerus of Gigantosaurus. Diplodocus exceeded 80 ft. in length and its humerus measures about 3 ft. 6 in. The humerus of Gigantosaurus is over 7 ft. long."

Twenty-five Years of Archæology


PROF. V. GORDON CHILDE


M.C. BURKITT


MISS DOROTHY GARROD


BISHOP WILLIAM C. WHITE


T.A. JOYCE


CHARLES DAWSON

In Egypt, some of the most striking discoveries have fallen to British excavators. Sir Flinders Petrie found the Treasure of Lahun, perhaps the richest discovery of the art of the Twelfth Dynasty. In 1922, after long and patient work, Lord Carnarvon and Dr. Howard Carter found, in the Valley of the Royal Tombs at Thebes, the tomb of Tutankhamen, one of the last kings of the Eighteenth Dynasty, who died young, after a short reign in the middle of the fourteenth century B.C. His tomb, though disturbed by robbers in ancient times, had fortunately been concealed by masses of fallen débris, and is the first burial of an ancient king of Egypt to be found unplundered. At Tell el-Amarna, the Egypt Exploration Society has resumed its useful work illustrating the palace and surroundings of the heretic King Akhenaten, whose reign was a brilliant period of naturalism in both painting and sculpture. At Meroe, the capital of the Kings of Ethiopia, the Liverpool Expedition had great success: a royal treasure was found, a bronze head of Augustus, now in the British Museum; inscriptions, and other important objects. Most striking, too, has been the contribution by British archæologists to the study of the evolution of the primitive pre-dynastic inhabitants and cultures of Egypt, notably at Badari.

In Greek lands, Sir Arthur Evans has continued his work at Knossos, where a great quantity of frescoes of high artistic interest has been recovered, dating from about 1600 B.C., and a large royal tomb of remarkable plan. This had unfortunately been plundered, but it dates from the seventeenth century B.C., and in its combined character as tomb and shrine it recalls the account of the legendary tomb of Minos. The British School at Athens has carried out important work at Mycenæ, where rich chamber tombs, dating between 1600 and 1200 B.C., were scientifically explored, and new plans of the palace and of the famous beehive tombs were made. The School has since re-explored Sparta, where a fine marble statue of a warrior came to light, and is now engaged in the excavation of a shrine of Hera at Perachora, near Corinth. This has yielded a vast quantity of objects in all materials dedicated at the sanctuary, an unusually fruitful site for archaic Greek art. In Macedonia, Mr. Heurtley has carried out a series of excavations on the early mounds, partially investigated by the British Army during the war, and has established a chronological sequence of its culture and history from the Stone Age, through the Bronze Age, to the early Iron Age.

Before the war, the Palestine Exploration Fund was engaged in work at Beth Shemesh, and also at Petra. Since then, archæological work has been much facilitated by the establishment of a British School of Archæology in Jerusalem, and by the activities of British scholars serving in the Department of Antiquities. Sir Flinders Petrie has been at work near Gaza, and fresh light has been thrown on the Hyksos and the Philistines, and the Egyptian occupation of Palestine. Professor Garstang has re-attacked Jericho, where rich tombs have been excavated and much historical evidence obtained, especially in connection with the entry of the Israelites into the country. At Samaria, where British scholars work in co-operation with American, a wonderful find of carved ivories confirms the Biblical mention of the ivory house of Ahab, and the vast strength of the fortifications has been revealed. At Jerash (Gerasa), another combined British and American expedition has cleared much of the Roman city, and laid bare splendid mosaic floors in early churches. At Petra, other British explorers have begun work which may well solve some of the mysteries of that fascinating site. At Tell Duweir (Lachish), Mr. Starkey has found Hebrew inscriptions and much important material of historical interest. Just before the war, a British Museum expedition, under Hogarth, was at work on the Citadel of Carchemish, where sculptures were found, the walls traced, and cemeteries discovered. Here fresh information about the mysterious Hittites came to light.

In Mesopotamia, since the war, in the new Kingdom of Iraq, several British expeditions have been at work, with extremely good results. Even before the end of the war, work had been begun at Ur, which has now been systematically explored by a joint expedition of the British Museum and the University of Pennsylvania Museum. In the higher levels, much of interest for the periods of the Persian Empire and of Nebuchadnezzar was found, and the great Ziggurat and neighbouring temples cleared. In the cemeteries, royal tombs, antedating the first dynasty, of about 3500-3200 B.C. were found, with astounding artistic treasures in gold and other precious materials. Even more striking was the great number of slaves and attendants who had been buried with the kings and queens to accompany them in the other world. From a careful study of the strata, Mr. Woolley, the leader of the expedition, believes that he has found archæological evidence for the Flood. At Nineveh, Mr. Campbell Thompson has taken up Layard's work again, and has been devoting special attention to the lowest strata, which had not been properly explored hitherto. At Arpachiyah, the newly-founded British School in Baghdad has begun work with extremely promising results. This was facilitated by a bequest from Miss Gertrude Bell, who was responsible for the founding of the Baghdad Museum, and was indefatigable in promoting the study of all periods of archæology in the Near East. Another joint British and American expedition has been at work at Kish, and here again, in addition to many important finds of the historical periods, valuable evidence for the earliest age and its culture has been found. These discoveries at Ur, Kish, and Nineveh show contacts with Persia, and hint at relationship to the remarkable early civilisation of north-western India. There, on the borders of Sind and Beluchistan, at Mohenjo-daro and Harappa, a very early civilisation has been found of quite an advanced type. The outstanding finds are early seal-stones, extremely well engraved with signs of a primitive script. The possible relation of this culture to those of Persia and Iraq may perhaps be elucidated by Sir Aurel Stein's exploration in Beluchistan. In any case, the early ethnology of south-western Asia has taken an entirely new aspect. In India, Sir John Marshall has excavated Taxila, the capital of King Poros, Alexander's opponent, and the objects unearthed admirably illustrate the mutual reactions of Greek and Indian art. Before turning to Beluchistan, Sir Aurel Stein had devoted himself to exploration and excavation in Chinese Turkestan. Here, in the heart of Central Asia, rich finds, paintings, inscriptions, sculptures, and silks, illustrating the westward expansion of Chinese culture and its trade connections with Persia and the Græco-Roman East, have come to light. In China, archæological exploration is still in its infancy, but British collectors and scholars like Professor Yetts have, during the past twenty-five years, by their researches, placed the study of the early arts of China on a sure basis. The culture illustrated by the bronzes, pottery, jades, and jewellery of the Chou, Han, and T'ang periods is a wonderful revelation when compared with that of the Ming period, previously the popular conception of Chinese art.

In Central America, British expeditions have been at work in British territory exploring, under considerable difficulties, the marvellous monuments of the Mayas in ruined cities at Lubaantun and neighbouring sites, and so have carried on the pioneer work of Alfred Maudslay.

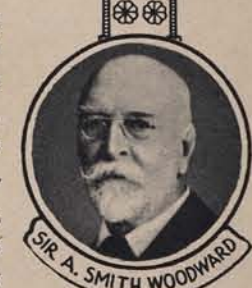
An explanatory note concerning the portraits in the borders of this article will be found in the Index pages preceding the Frontispiece.


PROF. STEPHEN LANGDON


SIR CYRIL FOX


MISS GERTRUDE BELL


PROF. A.H. SAYCE


SIR A. SMITH WOODWARD


DR. D.G. HOGARTH

WRITERS of the PRESENT REIGN

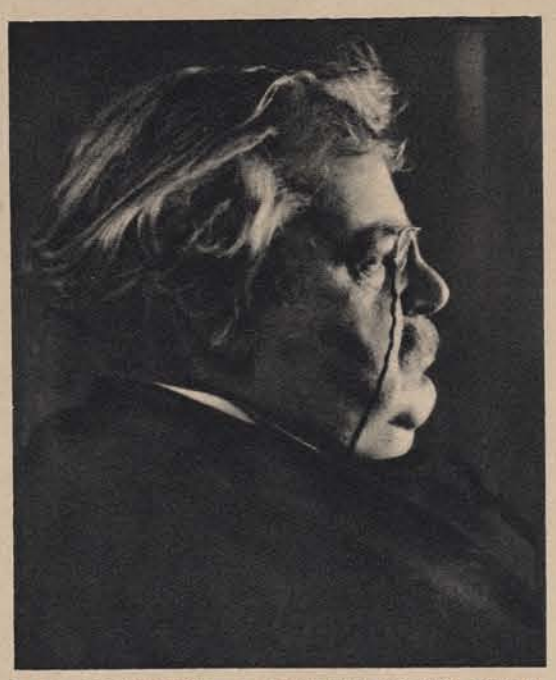
BY G. K. CHESTERTON.


AUGUSTINE BIRRELL
LITTÉRATEUR AND STATESMAN

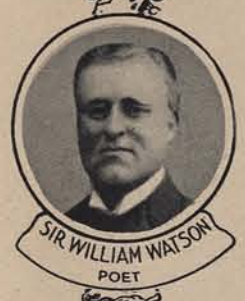
THE Reign of King George the Fifth, considered as a piece of history, is not merely a certain length measured along a continuous road. It is emphatically a bridge. After the revolution that raged over Europe on the conclusion of the war, we are one of the few nations which still has a King. After the counter-revolution, which raged over Europe after some years of the peace, we are one of the few nations which still has a Parliament. A man must be very dead in the human elements of history and memory who does not, whatever his own opinions about reconstruction or revolution, feel a certain sentiment of dignity, and even of glory, in inheriting institutions so stable, and in many ways so native to the nation, that neither revolution nor counter-revolution has yet been strong enough to make us feel them as anything but normal.

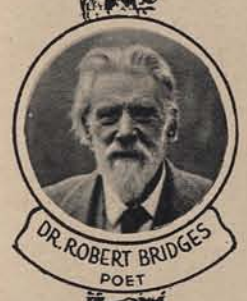

PROF. GEORGE SAINTSBURY
LITERARY CRITIC

Just after the war I happened to come upon that famous passage in Gibbon in which he justifies the claim of Fielding to assert, without incongruity, his connection with the great House of Habsburg, saying that the novel of "Tom Jones" "may outlast the Palace of the Escorial and the Imperial Eagle of Austria." Touched by a vicarious vanity of English letters, I said at the time: "Well, it has already outlasted the Imperial Eagle of Austria." Since then there have been other movements, and the Imperial Eagle may yet come back to its nest. But there is another way of considering that famous prophecy, which illustrates rather luminously the particular point involved here. If we ask under what conditions that prophecy was made or that romance written, if we ask in what sort of England Fielding wrote "Tom Jones" or Gibbon wrote the "Decline and Fall," the answer will be of a sort now rather unusual in European nations. They were written under a King called King George; under a Constitution by which he acted with the consent of the Lords and Commons; with Ministers and Judges appointed much as they are appointed now; with a small professional Army in which Gibbon was a soldier; with an amateur territorial magistracy in which Fielding was a magistrate.



G. K. CHESTERTON: A PORTRAIT OF THE GREAT LITERARY FIGURE AND BRILLIANT ESSAYIST WHO HAS NOW FOR NEARLY THIRTY YEARS WRITTEN "OUR NOTE-BOOK" IN "THE ILLUSTRATED LONDON NEWS."

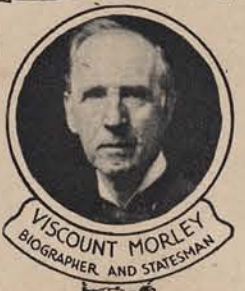

SIR WILLIAM WATSON
POET


DR. ROBERT BRIDGES
POET

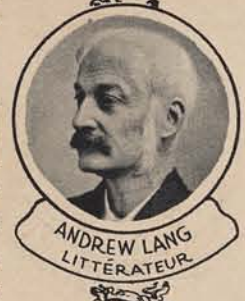
Here, however, we are concerned rather with the last phase of the literature handed down by Fielding and Gibbon than with what has happened, or not happened, to princes or ministers or magistrates. This great English intellectual heritage would remain, even if a historian were now writing of the Decline and Fall of the British Empire. It has remained through changes of fashion and costume that have made the conventional figure of John Bull as antiquated as that of Tom Jones. Nor is it altogether irrelevant to start from these standard figures of the eighteenth century; because it is really true, as it happens, that they appear in some sense at the end of the story as well as at the beginning. If I had to sum up the last literary change in a sentence, instead of having to sum it up equally inadequately in an article, I should say that the very latest literary news has been something very like a return to the eighteenth century. But it was only a return to half of the eighteenth century. There has been no return to Gibbon; but there has, in a sense, been a return to Fielding; and still more to Smollett. That is, nobody to-day dares to attempt the classic, the style which some feel as stately and some as stilted. But many are attempting the undress, even the ugly undress, of the eighteenth century; the greasy night-cap worn instead of the powdered wig. But it is very hard to state impartially any such return to the realistic, or, in some ways, to the rational. Those who dislike the Moderns will say they have abandoned the marble but preserved the mud. Those who like them will probably say that they have regained the humour but got rid of the humbug. Neither is just; for though Swift threw quite as much mud as Mr. Aldous Huxley, such mud not only sticks, but sometimes quickens with seed like the black mud of Nile. And the marble of the classical style was not humbug, like a florid piece of plaster; its firmness was the expression of certitude, if it were only negative certitude; and compared with many of our contemporaries, Gibbon the infidel reposes in the security of his faith.

But this last development has come last, and was reached by stages, of which the story can only be given in the rudest outline. When the King assumed his crown, the crowns of literature were mostly worn by men who had won their laurels already, and some of them long ago. The field of fiction lay in the vast shadow of Thomas Hardy; for most would agree that it was a mighty shadow, even those who could not help feeling it was a shadow rather than a shelter. Men still young in attitude and outlook were no longer very young in years, like Mr. Bernard Shaw and Mr. Arnold Bennett, and especially Mr. H. G. Wells. Mr. Wells was always thinking about the future, and Mr. Bennett was only thinking about the present; but they had both, in many subtle ways, begun to shine chiefly as reminders of the much greater hope and happiness of the past. Mr. W. B. Yeats, probably then as now the greatest poet writing in English, still represented a mood that recalled the Celtic Revival or even


ISRAEL ZANGWILL
NOVELIST


VISCOUNT MORLEY
BIOGRAPHER AND STATESMAN

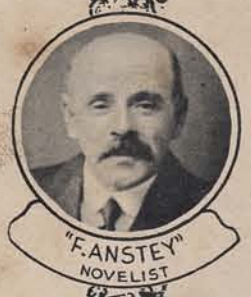

LYTTON STRACHEY
BIOGRAPHER AND HISTORIAN


ANDREW LANG
LITTÉRATEUR


SIR JULIAN CORBETT
HISTORIAN


ALICE MEYNELL
POETESS

Writers of the Present Reign



the Pre-Raphaelite Brotherhood. And Alice Meynell, far and away the first lady and finest "feminist" in modern letters, came like a sort of embassy from Coventry Patmore and the first Catholic Revival. Sir James Barrie, original as was the first twist of his genius, did in some sense succeed to Stevenson in a Scottish dynasty ; and all these figures stood in a sort of sunset-light of the old romance. It is yet more significant that Galsworthy, consciously and conscientiously worried by current problems, yet did to the last continue something that may truly be called a Saga, since it traced the family of a Victorian almost as remote as a Viking. Criticism was still parentally presided over by Edmund Gosse and Augustine Birrell ; and E. V. Lucas, though a charming essayist on the most varied themes, was perhaps most widely known as an authority on Lamb. Mr. Belloc's bold political satire, dating from the Boer War, remained unimitated, if not inimitable ; but his verse was as monumental as Landor's. Mr. Maurice Baring's method was quite individual, but his opinions were the reverse of individualist.

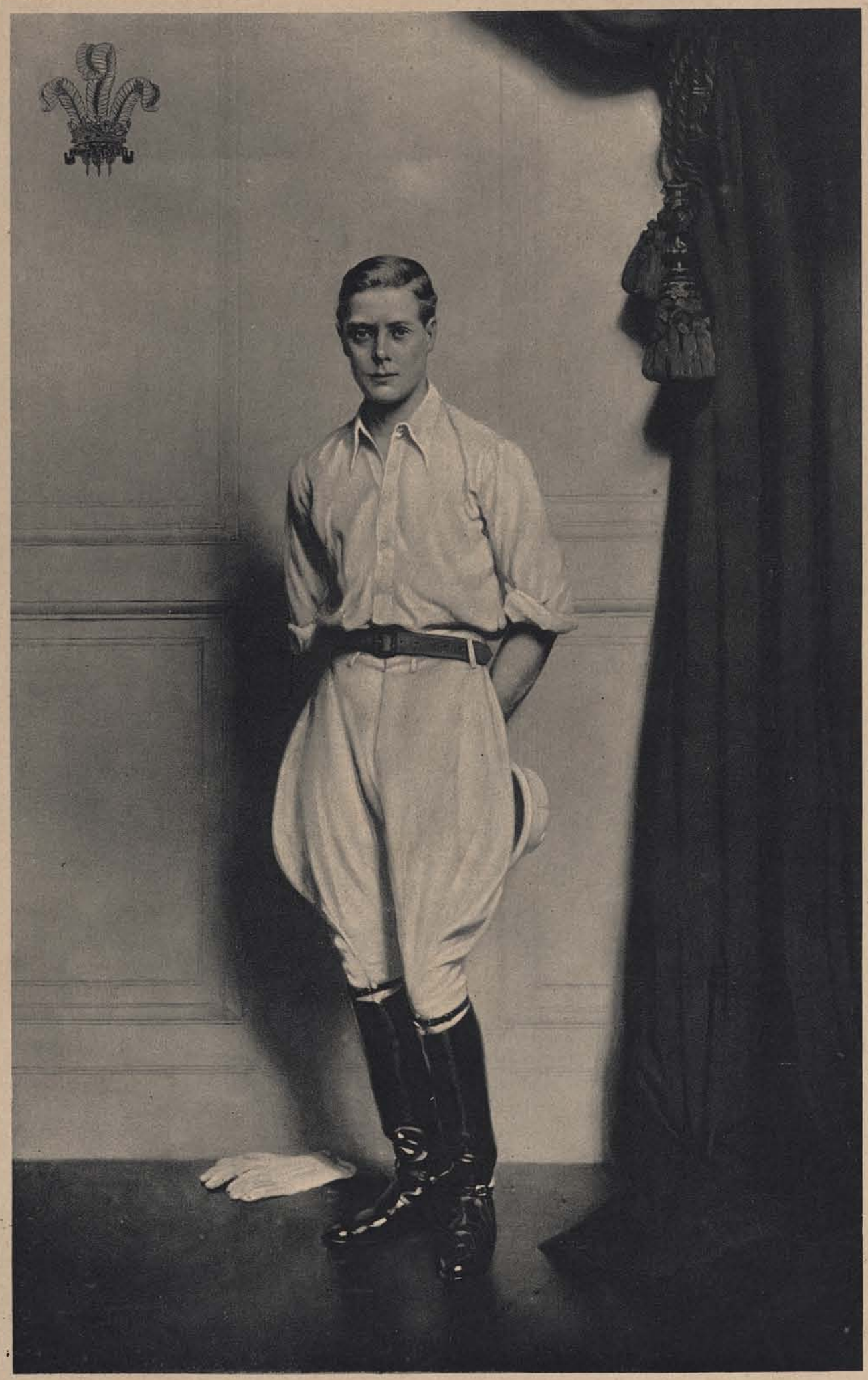
Even among those more strictly Georgian, many continued to be, in a healthy sense, traditional. It is appropriate that the present Poet-Laureate was largely a Georgian discovery, but he began with rousing buccaneer ballads which connect him with the Stevenson of the pirate ships ; while Mr. A. A. Milne has inherited, through Barrie, more of the Stevenson of the paint-box and the play-box. Mr. Hugh Walpole rather typifies the alternative, for he began by reaching out towards Turgenev and ended by retiring upon Trollope. I warmly agree that there are few better things to which to retire. Mr. Compton Mackenzie had begun with modern levity and gone back to romantic loyalty. Afterwards, Mr. Priestley had almost met Mr. Pickwick on the old road of Good Companions. Sir John Squire, himself an original poet and a splendidly original parodist, founded the *London Mercury* largely as a breakwater against a tide of formlessness ; and the authoritative critisism of Mr. Desmond MacCarthy is equally classic. Perhaps the purest elemental energy in the period was the imagination of Mr. Walter de la Mare, which was so pure that it hardly needed to be classic. No man had more of that mystical good taste, which men hail in Keats and a very few others as the vivid vocation for poetry. But the point is, that in all this intermediate group there was nothing raising the question of abnormality or anarchy. Mr. Alfred Noyes, Mr. John Drinkwater, Mr. Lascelles Abercrombie, Mr. Humbert Wolfe and others, struck a high note in normal English versification. Only there was, perhaps, a tiny hint of horror amid the many magnificent melodies of James Elroy Flecker. The tale of torture in "Hassan" must be judged with remembrance of the very recent fact that Christian martyrology had been denounced for dealing with matters so morbid ; "the ghastly glories of saints and dead limbs of gibbetted gods." But martyrology had at least described the horrors to celebrate man's triumph over his agony. Only enlightened moderns would describe the same horrors to celebrate his defeat.

With the war came the real horrors—and the real heroisms. Everyone had the impression that it began with a burst of singing, represented by the almost Byronic legend of Rupert Brooke. And it is true that numberless soldiers supplied a commentary that was lyric rather than tragic. There was, perhaps, no time when poetry was so popular. It was not the fault of the poets, still less of the soldier, that poetry has not remained popular ; that poetry has become rather anti-popular ; or that (to speak frankly) poetry has become rather anti-poetical. I am doubtless missing countless valuable names ; one cannot so sum up a society and mention all that was there. But here they suffered badly from something that was not there. In one sense, prose must support verse : in the sense that philosophy must support poetry. The English never learnt how right they were, in the war in which they died by the million. They had not the historic theory by which countless Continentals could justify the view of Prussia as a poison. So, after the passing of the first patriotism born of peril, and the first hatred born too often of mere journalism, the lyric inspiration was lost and poetry turned against patriotism. Brilliant poets like Mr. Siegfried Sassoon became merely bitter against their military memories ; and with that began a revolt rather unique among revolutions.

It was not Utopian, like the world of Mr. Wells. It did not march in mass formation, like the old Liberals or Socialists. Mr. Middleton Murry "joined" the Reds ; but most intellectuals were not joiners, and no two colours were of the same shade. It is typical that debates revolve round two types so different as D. H. Lawrence and Aldous Huxley. Lawrence tried to escape through the body, and Huxley through the brain ; but it is doubtful if either of them did escape. Perhaps Lawrence was the happier, because, being less educated, he took longer to find out his mistake. He remained in the old romantic attitude of revolt ; and that against some things, such as industrial materialism, which are really revolting. Huxley seems to have started with the general post-war tradition of being disgusted with the past. His own acuteness and experience of the most modern things soon made him equally disgusted with the present. And in the great satire of "Brave New World" he has become equally disgusted with the future. Or, at least, with what most futurists offer as the future. He began with all the modern bias for Emancipation ; but it looked as if it would ultimately mean Emancipation by Elimination. He seems confronted with the puzzle of what not to eliminate. Light could be thrown on these things through such names as Ezra Pound or T. S. Eliot, but we cannot count them as under the rule of George the Fifth, for causes that must be discussed with George the Third.

Of course, much modern work is done admirably, apart from these modern debates ; such as the fiction of Virginia Woolf or the poetry of Vita Sackville-West. But even on that path we cannot travel long without meeting Miss Gertrude Stein. The point of this post-war scattering is that the latest writers refuse to return, not so much to remote things, as rather specially to recent things. They were scattered—I will not say scatter-brained ; but they were scattered by an explosion. And an explosion is not an explanation. There is that amount of truth in the rather absurd trick of talking as if every modern person were born shell-shocked. We sometimes wonder against what the most modern of the Moderns are rebelling ; but they are rebelling against Modernity. This gives its real importance to something accorded a rather false importance in fashion ; the literary experiment of the Sitwell family. Gossip gave it out as a society novelty ; it is more important that the poets are innovators in form and almost antiquarians in theme. They were supposed to be guided by the New Curiosity, but it guided them to a very Old Curiosity Shop. In spite of all, they are English and traditional ; and their garden-paths curve backwards to something behind us. The more the map is studied, the more it will be found that the most adventurous paths have now taken that curve. Perhaps, after all, we shall not end in the brave new world as seen by Huxley, but as seen by Miranda ; the eternal woman wonderful and full of wonder.

An explanatory note concerning the portraits in the borders of this article will be found in the Index pages preceding the Frontispiece.



The Heir Apparent: H.R.H. the Prince of Wales.

By John St. Helier Lander, R.O.I.

AFTER THE ORIGINAL PAINTING PRESENTED BY "THE ILLUSTRATED LONDON NEWS" TO THE MANCHESTER CITY ART GALLERY IN 1924.

Men of Letters during the Reign

D. H. LAWRENCE
Novelist (1885-1930).

"ANTHONY HOPE"
Novelist (1863-1933)

ARNOLD BENNETT

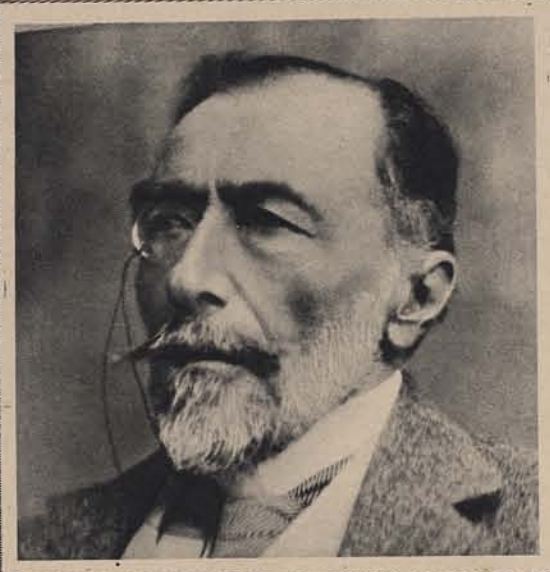
As the author of "The Old Wives' Tale," one of the best of English novels, Arnold Bennett (1867-1931) takes his place among the foremost writers of our day.

SIR T. H. HALL CAINE
Novelist (1853-1931).

SIR A. CONAN DOYLE
Novelist (1859-1930).

MAURICE HEWLETT
Poet (1861-1923).

RUPERT BROOKE
Poet (1887-1915).



JOSEPH CONRAD

Born of Polish parents, Conrad (1857-1924) made himself a master of English prose and wrote a number of superb sea tales and novels.

STANLEY WEYMAN
Novelist (1855-1928).

HENRY JAMES
Novelist (1843-1916).

H. G. WELLS

One of the outstanding literary figures of our time, H. G. Wells has been prolific in novels and in historical, sociological, and scientific works.

JOHN GALSWORTHY

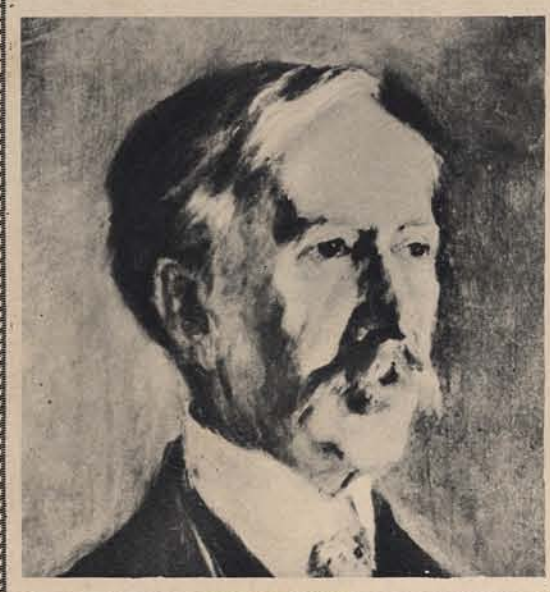
Author of "The Forsyte Saga" and "A Modern Comedy," Galsworthy (1867-1933) interpreted in his novels and plays the England of our time.

RUDYARD KIPLING

A master of the short story, Kipling has been pre-eminently the poet and the prose-writer of Empire. Many of his tales have dealt with life in India.

SIR H. RIDER HAGGARD
Novelist (1856-1925).

SIR EDMUND GOSSE
Littérateur (1849-1928).



GEORGE MOORE

The novels of George Moore (1852-1933) were some of the most distinguished modern English prose works. Here is a detail from a portrait by Mark Fisher, R.A.

HUGH WALPOLE
Novelist.

JOHN MASEFIELD
Poet Laureate and Novelist.

SIR SIDNEY LEE
Literary critic and biographer (1859-1926).

SIR JOHN FORTESCUE
Historian of the Army (1860-1933).

ARTHUR BRYANT
Historian.

G. M. TREVELYAN
Historian.

No photograph of Thomas Hardy is given on this page because his portrait by Augustus John appears on page 72.

BRITISH FEATS of EXPLORATION 1910-1935

By Brigadier-General SIR PERCY SYKES,

Author of "A History of Exploration."

IT is difficult for us to realise the importance of the wonderful events that are happening, but it is clear that, in the period under review, land exploration, in the old sense of vast new areas to be discovered, came to an end just before the invention of flying transformed the entire situation. It is, I think, a subject for thankfulness that the land exploration of the world was practically completed by the old heroic methods.

To commence our survey in the Antarctic, in 1901 Scott had undertaken his first great expedition and had penetrated some 400 miles towards the South Pole. Scurvy attacked the party—vitamins had not been discovered at this period—but the explorers just managed to struggle back to their base. In 1910 Scott started on his second expedition, and on Jan. 16, 1912, the South Pole was reached. But Amundsen had reached it a month earlier. The disappointment was naturally very bitter, and reacted on the party. On the return journey of 800 miles, Evans collapsed and died, and the tragedy deepened when Oates, realising that he was lessening the chances of the survivors, said good-bye and went out into the storm to die. Finally, the three survivors struggled on in vain, and Scott's dying message to the nation was read by a rescue party which found the heroes lying dead in their tent.

The next great explorer in the Antarctic was Mawson, who, while serving under Shackleton, had reached the Magnetic Pole. In 1911 he led an expedition to examine the area between Victoria Land and Kaiser Wilhelm II. Land. This expedition cost two valuable lives, but Mawson, endowed with superhuman strength, struggled back to the base and reported important discoveries.

Finally, Shackleton, who had served in Scott's expedition, and who had led an expedition towards the South Pole in 1908, decided, in 1913, to attempt to cross the entire Antarctic, a distance of 1800 miles. In November 1915 his ship sank, and in the spring of 1916 the explorers, who had camped on the ice, reached Elephant Island. Shackleton, whose courage rose to the height of every emergency, decided to sail to South Georgia, distant 840 miles, to seek relief for the main party. This voyage in an open boat, constituting one of the greatest feats of navigation on record, was finally accomplished, and the party on Elephant Island was rescued. At the present time, an important expedition, under Rymill, has reached Graham Land. It will survey the unknown coastline between Luitpold and Charcot Land, and will probably prove whether or no the Antarctic is divided into two continents.

Arabia, in recent times, has produced two great explorers, Bertram Thomas and Philby. The latter owed his chances of penetrating its deserts to the Great War. Deputed on a Mission to Ibn Saud, in 1917, he speedily realised that the relations between the Wahabi Chief and King Husayn of the Hejaz constituted a serious difficulty. He thereupon decided to cross Arabia by the pilgrim route, which was unexplored ground, but failed to win over King Husayn to his views. In the following year he explored the country to the south of Riyadh, and reached the borders of the sinister *Ruba' al Khali*, at the Dawasir Oasis.

We come now to Bertram Thomas, the conqueror of the *Ruba' al Khali*. Thomas had served in Iraq, Transjordania, and Oman for thirteen years. He had then been appointed Vizier to the progressive Sultan of Maskat. After undertaking two preliminary journeys, in 1930 he started from Dhofar and, crossing "the hill of frankincense" of the "Song of Solomon," he entered the "Empty Quarter" under the escort of a *Shaykh*, who arranged for a change of camels and men in its centre. Avoiding parties, who would have spread the report that a Christian was spying out the land, Thomas finally reached the northern confines of the desert. He still had to traverse one hundred miles of dangerous country, inhabited by the fanatical Wahabi *Ikhwans*, but finally he reached Doha, on the Persian Gulf. It is to be noted that, once he had left Dhofar, he could claim no protection whatever from the Sultan of Maskat. He also perforce carried a large sum of silver money, and never denied his Christian faith. It was only his exceptional personality that could overcome the habitual fanaticism and avarice of the Arabs, and enable him to accomplish the last great feat of land exploration.

We now return to Philby, who, in 1932, started from Hofuf with picked men and camels, all under the control of Ibn Saud. His first objective was the legendary Wabar, famous as the capital of King Ad, which was believed to have been destroyed by fire from heaven. Actually Philby discovered two craters caused by the impact of a shower of meteorites, which had given rise to the wide-spread legend. He then decided to cross the unexplored waterless section of the desert westwards to the Dawasir Oasis. At his first attempt he was defeated by lack of grazing, and retreated. The situation was suddenly transformed by a providential fall of rain, and Philby grimly insisted on renewing the attempt, and finally reached the Dawasir Oasis, having crossed the most waterless section of the "Empty Quarter" for a distance of nearly 400 miles—a splendid feat of exploration.

The last of the important geographical problems to be solved on the Indian borderland was whether the Tsang-po, which had been explored in its upper reaches by Ryder, was the Brahmaputra. In 1913, Moorshead and Bailey were despatched to survey the Dibang River. From it, they crossed to the district of Po-me, and finally struck the Tsang-po at an altitude of nearly 10,000 feet. Following it down for some hundreds of miles, they proved that the enormous sudden fall, which had puzzled geographers for so long, was caused by a succession of rapids, and that the Tsang-po became the Brahmaputra of India. Much credit is due to these two explorers, who had to negotiate a most difficult country, inhabited by primitive races.

THE SUMMIT OF EVEREST, WITH ITS SNOW-PLUME—PHOTOGRAPHED BY THE HOUSTON MT. EVEREST EXPEDITION.

THE BRITISH ARCTIC AIR ROUTE EXPEDITION: MR. RYMILL; MR. H. G. WATKINS; MR. COURTAULD; AND MR. CHAPMAN (L. TO R.).

Mr. Augustine Courtauld, of the British Arctic Air Route Expedition, volunteered in December 1931 to remain alone at the meteorological station in the interior of Greenland. He was dug out from the hut in the encompassing snow-drifts in May 1932.——In April 1933 the carefully planned work of the Houston Mt. Everest Expedition was crowned by successful flights over the summit.——The Mt. Kamet Expedition, led by Mr. F. S. Smythe, reached its objective, the 25,447-ft. peak, on June 21, 1931.

THE CONQUEST OF MT. KAMET: BRITISH CLIMBERS REACH THE HIGHEST SUMMIT EVER ATTAINED BY MAN.

SCOTT'S LAST EXPEDITION: A GROUP OF SOME OF THE PARTY; INCLUDING DR. E. A. WILSON, THE ZOOLOGIST AND ARTIST (SITTING, FIRST ON LEFT); LIEUT. H. R. BOWERS (SITTING, SECOND ON LEFT); CAPTAIN R. F. SCOTT (FIFTH FROM RIGHT); AND CAPTAIN OATES (RIGHT).

The story of Captain Scott's last Antarctic expedition is one of the most famous in the history of exploration. To recapitulate briefly its last phase: the party of five (Scott, Wilson, Bowers, Oates, and Petty-Officer Evans) left their comrades on January 4, 1912, to cover their last stage to the Pole. They reached it on January 18, to find that Amundsen had forestalled them by a month. The return journey was undertaken in the face of sickness, insufficiency of food, and severe weather. Oates sacrificed himself for his comrades by walking out into a blizzard, but none returned alive.

"BERTRAM THOMAS"; BY W. W. RUSSELL, R.A.: A FINE PORTRAIT OF THE EXPLORER OF ARABIA.

The wonderful explorations of Mr. Bertram Thomas in Arabia included a crossing of the Rub' al Khali in 1931. With Philby's journey of 1932, this brilliant accomplishment conquered the last great unknown area.—

SIR ERNEST SHACKLETON (1874-1922): THE GREAT ANTARCTIC EXPLORER.

Shackleton led expeditions to the Antarctic in 1908 and in 1914. On the second occasion, his ship, the "Endurance," was caught fast in the ice; and an unbelievable journey was made in an open boat, from Elephant Island to South Georgia, across 840 miles of sea.

"COL. LAWRENCE"; BY AUGUSTUS JOHN, R.A.

The extraordinary exploits of T. E. Lawrence in Arabia during the war, as well as his inscrutable personality and the superb prose in which he recorded the story of "Revolt in the Desert," have combined to make of him a figure of romance. (*By Courtesy of the Artist and of the Tate Gallery.*)

British Feats of Exploration 1910—1935


G. L. MALLORY


A. C. IRVINE

During the last fifteen years, great efforts have been made by British explorers to scale mighty Everest, which rises to a height of just over 29,000 feet. Indeed, no fewer than four expeditions have been despatched.

In May 1921 the first expedition started from Darjeeling. Its leader was Howard Bury, who had been successful in the difficult task of securing the necessary permission from the Tibetan authorities. In due course it reached the Rongbuk Monastery, under Mount Everest, and the Base Camp was established at 16,500 feet. Mallory, after going into the question most carefully, decided that the route to be followed was that by the north-east ridge, which alone was practicable. The highest point reached in this reconnaissance was some 23,000 feet, while valuable geographical and geological surveys were accomplished.

In the second expedition, led by Bruce in 1922, the great height of 26,800 feet was attained by Mallory and Norton, while Finch attained 27,235 feet. Thus all previous climbing records were broken by some 3000 feet. Unfortunately, an avalanche, which swept down on the climbers' party, led to the tragic loss of seven gallant porters. Thus, according to local belief, the gods of the mountain punished the intruders for their insolent sacrilege.

The third expedition, of 1924, was organised by Bruce, but Norton led it when Bruce unfortunately broke down. Starting earlier than previous expeditions, it reached the base camp at the end of April. On June 3, Camp VI. was established at 26,700 feet ; and on the following day Norton and Somervell reached 28,130 feet. On June 8, Mallory and Irvine started off from Camp VI. intending to conquer Everest—but they never returned. The discovery of an ice-axe by the 1933 expedition pointed to a fatal accident, probably in the ascent. Thus ended the tragic but glorious story of the third expedition.


LIEUT.-COL. E. F. NORTON

In 1933 Ruttledge led the fourth and the largest expedition, the keynote of which was slow and methodical advance. Weather conditions were unfavourable, and Smythe had to turn back with success almost within view.

To conclude, the last chapter of the Epic of Everest has not yet been written. Ruttledge has laid down that it requires three days of consecutive fine weather, with the presence on the spot of four to six climbers at the top of their form. Each expedition has made the way less difficult for its successors, and, sooner or later, Everest is doomed to be conquered by British explorers.

The most successful attack on the giant peaks of the Himalaya was that of Smythe, who, in 1931, conquered Kamet, the great peak in the Central Himalaya, which, rising to 25,477 feet, dominates the landscape. The party, starting from Ranikhet, crossed the beautiful Garhwal country, and the base camp was established at a height of 15,500 feet. The final climb of 2300 feet cost the explorers eight-and-a-half hours' work, gasping for oxygen in the thin air and exhausted by cutting steps in the ice ; but at last Kamet, which had defeated a long list of explorers, was conquered. All honour to Smythe and his companions !

In 1933 Clydesdale and Blacker decided to attempt to fly over Mount Everest. The care shown in the construction of the machines, and in heating not only the clothing but even the spectacles of the flyers, was unrivalled. During the flight a sudden down-draught from the mountain nearly caused disaster, but the magnificent aeroplane, the gift of Lady Houston, finally enabled the airmen to circle over Everest and to take photographs of some scientific value.

HUGH RUTTLEDGE

We now come to the splendid work of Stein, who, in expedition after expedition, has not only explored Chinese Turkestan, the Gobi, and parts of China, but has brought to England an unrivalled collection of unknown scripts, of ancient textiles, and Buddhist bas-reliefs.

To turn to Africa, its major problems were settled by Livingstone, Speke, and other great explorers of the Victorian Era. But the deserts surrounding Egypt have now been explored. Hume and Ball have done work of geographical importance on the right bank of the Nile, and, thanks to mechanical transport, with support in some cases from aeroplanes, the innermost recesses of the Libyan Desert have been penetrated by Bagnold and Penderel, and a rich harvest of rock-paintings in four colours has been reaped.

In South America, Fawcett ranks as our greatest explorer and boundary-maker. In 1925 he disappeared into the vast forests of the Xingo, where he hoped to discover a civilised race that had lost contact with the outer world. In 1928, Dyott, an experienced explorer, found relics of Fawcett, and concluded that he had been killed by hostile natives.

This review commenced with British achievements in the Antarctic, and perhaps it is not inappropriate to finish it in the Arctic. The greatest of modern explorers in the Canadian Arctic was Stefansson, who was able to support his party almost entirely on hunting. Commencing operations in 1913, for five years the Beaufort Sea and the Arctic Ocean to the east and west of Prince Patrick Island were surveyed. The expedition lost its ship in 1914, but, thanks to Bartlett, the crew was ultimately rescued from Wrangel Island.

To turn to North-East Land, Binney, in 1914, led an Oxford University Expedition to survey it, and was the first explorer to utilise a seaplane for survey and photography purposes.


F. S. SMYTHE

Greenland has loomed large on the horizon of British explorers. Wordie led Cambridge University Expeditions in 1923, 1926, and 1929, which surveyed and scientifically examined the country to the north of Scoresby Sound and climbed Petermann Peak. In 1930 Watkins, a Cambridge undergraduate, led an expedition to examine the possibility of organising an air route from London to Canada *via* Iceland and Greenland. Their base was established some fifty miles from Angmagssalik, and the country was studied, more especially with reference to meteorological conditions. Long land journeys, supported by aeroplane flights, were undertaken, and a voyage in boats round South Greenland was accomplished. On a second expedition, in 1932, Watkins was drowned when hunting from a *kayak*, but the task of the expedition was carried to its conclusion by Rymill.

In the past year, Martin Lindsay led a party of three across the enormous ice-cap of Greenland from the west. His intention was to survey the unknown range situated between Scoresby Sound and Mount Forel. The crossing of the ice-cap at an elevation approaching 10,000 feet was successfully accomplished, thanks to good preparations and the endurance of the explorers, but the survey of the range was hindered by unfavourable weather.

To conclude, Richard Hakluyt wrote of exploration in the sixteenth century : " wherein God hath raised so general a desire in the youth of this Realme to discover all parts of the face of the earth." May we not claim that the explorations of " the youth of this Realme " have shed lustre on the reign of his Majesty King George the Fifth ?

An explanatory note concerning the portraits in the borders of this article will be found in the Index pages preceding the Frontispiece.

CAPT. F. KINGDON-WARD

1910

ROE TRIPLANE

DUNNE

1911

BRISTOL BIPLANE

MARTIN-HANDYSIDE

1912

THE FIRST AMPHIBIAN

THE FIRST CABIN AEROPLANE

1913

EARLY FIGHTING AIRCRAFT

"B.E.2E."

AVRO "504"

1914

THE SOPWITH SEAPLANE WHICH FIRST WON THE SCHNEIDER TROPHY FOR GREAT BRITAIN.

SOPWITH "CAMEL"

"F.E.2B."

"R.E.8"

D.H.4.

BRISTOL "FIGHTER"

"S.E.5A"

SHORT SEAPLANE

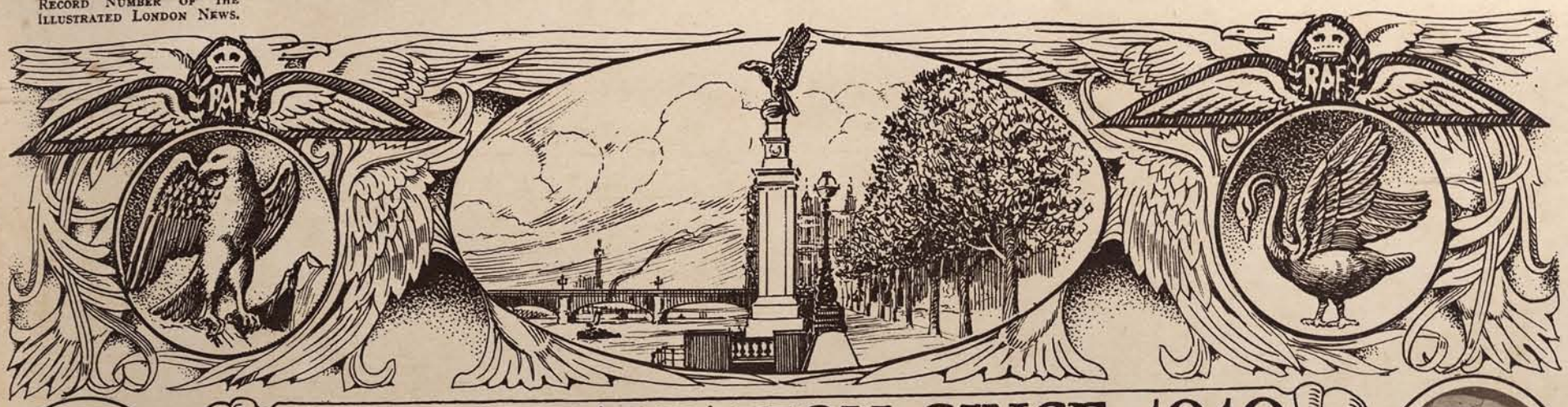
T2A" FLYING BOAT

HANDLEY-PAGE "0400"

OUTSTANDING AIRCRAFT OF THE GREAT WAR

THE PROGRESS OF AVIATION DURING THE 25 YEARS OF KING GEORGE'S REIGN.—PART I.

FROM THE PAINTINGS BY G. H. DAVIS.



BRITISH AVIATION SINCE 1910


LT.-COL. J.T.C. MOORE-BRABAZON


COL. S. F. CODY


SIR. A. VERDON ROE


MR. H. G. HAWKER


MR. C. GRAHAME-WHITE


MR. GUSTAV HAMEL


MR. T. O. M. SOPWITH


CAPT. SIR J. W. ALCOCK


CAPT. B. C. HUCKS


SIR. A. WHITTEN BROWN

BY C. G. GREY,

Editor of "The Aeroplane."

THE year 1910, in which our gracious King George V. came to the throne, was also the year which saw the beginning of British aviation. In the previous year a few foreign aviators had come over here and shown us how to fly, and a few early experimenters, such as Mr. A. V. Roe, the Short brothers, Mr. Geoffrey de Havilland, Mr. Robert Blackburn, and Mr. Howard Wright, had made experimental flying machines, but they could hardly be said to fly.

In 1910 there were flying meetings at Wolverhampton, at Bournemouth (where the Hon. Charles Rolls, the originator of the Rolls-Royce car, was killed), and at Blackpool—the second in that enterprising town, with the difference that at this meeting there was a lot of flying, whereas, at the so-called meeting the previous year, hardly anybody flew at all, and then only foreigners.

In 1910, also, Lord Northcliffe's big prize for the first flight from London to Manchester was won by a Frenchman, Louis Paulhan, who defeated Mr. Claude Grahame-White. Paulhan started on this flight from a field at Hendon which was later bought by Grahame-White and Richard Gates (since deceased), and so became the Hendon Aerodrome, which, up to the outbreak of war in 1914, was a regular week-end resort of tens of thousands of people who went to see the Saturday and Sunday air racing. To-day it is the base of the London squadrons of the Auxiliary Air Force, and hundreds of thousands of people go there annually to see the Royal Air Force Display.

The year 1911 was the *Annus Mirabilis* of British aviation. Major Lindsay Lloyd had made the inside of the famous motor-track at Brooklands into a first-class aerodrome. It was the starting and finishing point of the Circuit of Britain for a £10,000 prize put up by Lord Northcliffe. As usual, we were behind-hand—the first and second prize-winners were two Frenchmen, and the third was a naturalised American, S. F. Cody, who disputed with Mr. A. V. Roe the honour of being the first person to fly in Great Britain.

Here I may remark that in 1933 the Royal Aero Club held an enquiry to decide who was the first British subject to fly in Great Britain. Sir Alliott Roe claimed that his hops at Brooklands were the first flights. The R.Ae.C. decided that they were only hops and not flights, and there was fair evidence that S. F. Cody had actually done as much hopping a few days earlier at Aldershot—but, at that time, was an American citizen. So finally the Committee decided that the first flight in Great Britain was made by Mr. J. T. C. Moore-Brabazon (now Lieut.-Colonel and M.P.), an Irishman, in a French aeroplane, at Leysdown, on the Isle of Sheppey, in 1909.

The year 1911 was also the year in which the King's Fighting Services began flying. Their Lordships of the Admiralty generously allowed four officers—Lieuts. Samson, Gregory, and Longmore, R.N., and Captain Gerrard, Royal Marines—to draw full pay while they were taught to fly at the Royal Aero Club Aerodrome on the Isle of Sheppey by Mr. G. B. Cockburn (since deceased), a member of the Club, on Short biplanes, lent to these officers by Mr. Frank McClean (now Sir Francis). There is interest in noting that Naval Aviation was started by private charity.

The pioneer of Army Aviation was Captain J. D. B. Fulton, R.A., who bought a French monoplane with money awarded to him for inventions in artillery, and taught himself to fly on Salisbury Plain in 1910. In 1911 other sheds were built to house the Air Battalion Royal Engineers, which came into being in that year. Alongside were others put up by the British and Colonial Aeroplane Co., Ltd., now the Bristol Aeroplane Co., Ltd., which was founded by Sir George White, Bt., the great pioneer of electric tramways, who foresaw the importance of military flying to the British Empire, and thus founded the first limited company specifically to supply armament for air power.

The year 1912 is of historic interest, because it saw the formation of the Royal Flying Corps, which consisted of a Naval and a Military Wing, to supply air arms for both Services, much as the Royal Air Force does. The Naval Wing of the R.F.C. soon became the Royal Naval Air Service, and wore naval uniform instead of the uniform of the R.F.C.—also it adopted different rank titles. But the Central Flying School on Salisbury Plain remained a joint Navy and Army affair, at which officers of both Services were taught to fly together. The political founder of the R.F.C. was Colonel Jack Seely—at that time Under-Secretary of State for War, and now Lord Mottistone, and Chairman of the Air League of the British Empire. The founder of Army Aviation was Brig.-General David Henderson (since deceased), Director of Military Training at the War Office, who became the first Director of Military Aeronautics. The founder of Naval Aviation was Captain Murray Sueter, R.N., who was made Chief of the Air Department at the Admiralty—now Admiral Sir Murray Sueter, M.P.

The Commandant of the Central Flying School was Captain Godfrey Paine, R.N., later a member of the first Air Council, who died a few years ago as Admiral Sir Godfrey Paine. Under him, as Chief Staff Officer and Assistant Commandant, was an Infantry major named Hugh Trenchard, who had been sent home from Nigeria to die, and on returning to health was appointed to the C.F.S. He is now Marshal of the Royal Air Force Lord Trenchard, Chief Commissioner of the Metropolitan Police, after being for more than ten years Chief of the Air Staff. As General Officer Commanding the Royal Flying Corps in the Field from 1914 to 1918, he so inspired his officers and men that they definitely won the command of the air. After the war he saved it from being split up between the Navy and the Army, and made it the most efficient fighting force the world has yet seen.

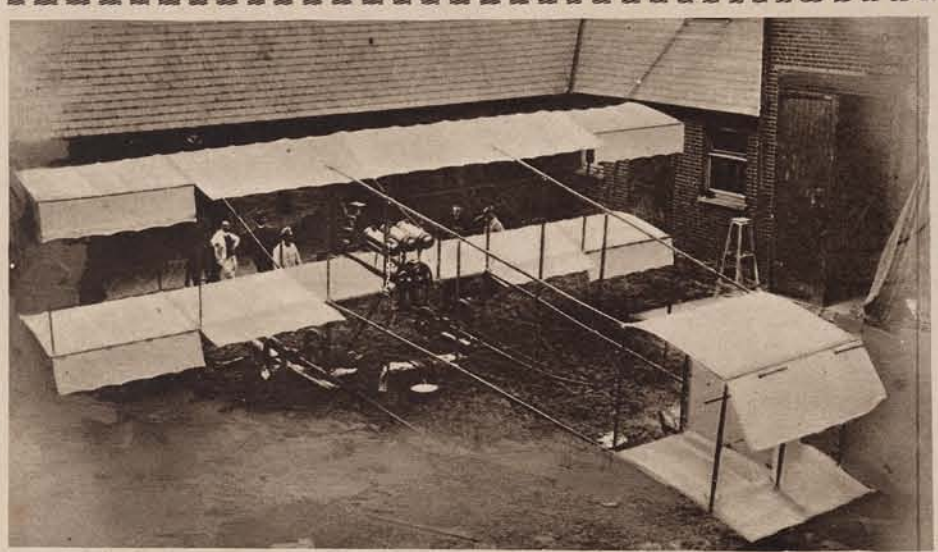
In 1913-14 there was a steady development of aviation. Various commercial firms were formed to make aeroplanes for the Navy and the Army, but mostly

1910: THE FIRST BRITISH VICTIM OF AVIATION AND A NOTED PIONEER PILOT—THE HON. C. S. ROLLS IN HIS WRIGHT MACHINE.

A pioneer pilot whom British aviation could ill afford to lose, the Hon. C. S. Rolls, lost his life at the Bournemouth flying meeting of July 1910, being the first British victim of the young science. In the previous month he had made a double crossing of the Channel, accomplishing the return flight without alighting. This was the first time that anyone had flown from England to France.

1913: THE SOPWITH SEAPLANE IN WHICH MR. H. G. HAWKER MADE HIS GALLANT ATTEMPT TO FLY ROUND BRITAIN—THE MACHINE AT YARMOUTH.

In August 1913, Mr. H. G. Hawker, the Australian aviator, with Mr. H. Kauper as passenger, attempted to win the £5000 offered by the "Daily Mail" for a seaplane flight round Britain. The course of 1540 miles (Southampton—Ramsgate—Yarmouth—Scarborough—Aberdeen—Cromarty—Oban—Dublin—Falmouth—Southampton) had to be covered within 72 hours. After a magnificent flight, the seaplane crashed near Dublin.



1910: MR. GRAHAME-WHITE'S FARMAN BIPLANE, IN WHICH HE ATTEMPTED A FLIGHT FROM LONDON TO MANCHESTER.

This was the machine which Mr. Claude Grahame-White, one of the outstanding pioneers of British aviation, piloted with spectacular success in the summer of 1910. It was a Henry Farman biplane with a 50-h.p. Gnôme rotary engine. On April 23 he had made a wonderful attempt to win the "Daily Mail" £10,000 prize for a flight from London to Manchester—won by M. Paulhan.

1912: FLYING BETWEEN THE UPPER AND LOWER SPANS OF THE TOWER BRIDGE—A HAZARDOUS FEAT BY MR. F. K. MCCLEAN.

In August 1912, Mr. F. K. McClean, on a business visit to London, decided to fly from Eastchurch in his Short seaplane. He followed the course of the Thames, and not only passed between the upper and lower spans of the Tower Bridge, but flew underneath all the four remaining bridges to Westminster, where he alighted. The police made him taxi all the way back to Shadwell Basin.

1911: FLYING INSTRUCTION IN THE DAYS BEFORE DUAL CONTROL—THE PUPIL PLACING HIS HAND OVER THE INSTRUCTOR'S.

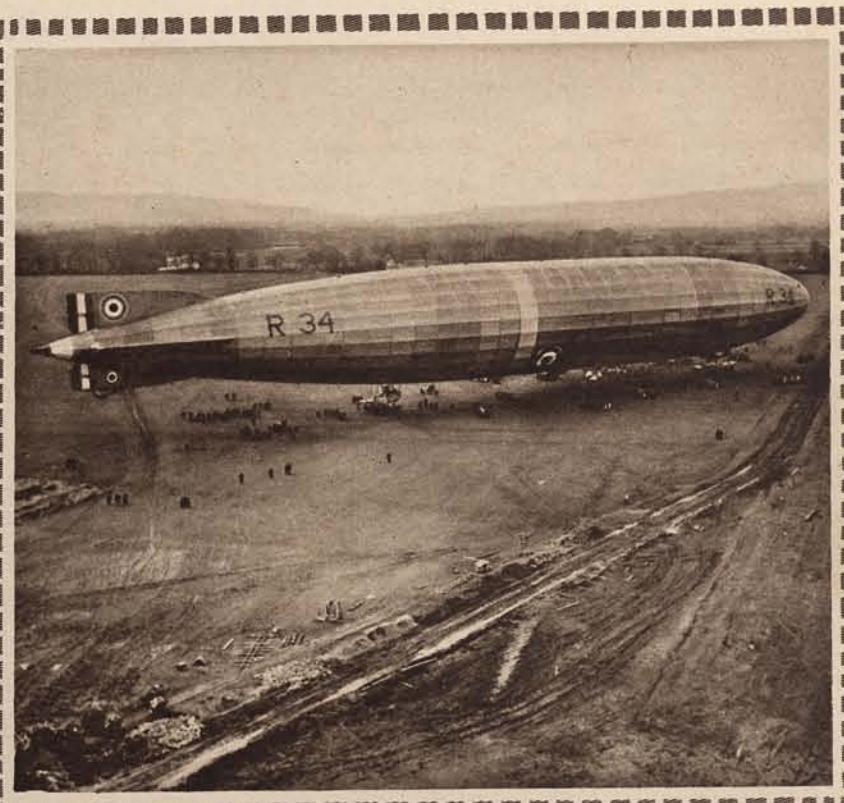
Before the system of instruction by dual control came into use (in 1913), the budding pilot had to learn the "feel" of an aeroplane by putting his hand over that of the instructor on the control lever. That is the stage illustrated here; the pupil sitting behind. Later the pupil was allowed more control, the instructor only correcting him when he was at fault.

1911: AN AIRMAN OVER THE BOAT RACE—ONE OF THE SIX MACHINES WHICH ENTERTAINED THE CROWD AND ANNOYED THE OFFICIALS IN 1911.

No fewer than six aeroplanes flew over the Boat Race course on April 1, 1911. One of these was a Bristol biplane piloted by Mr. Graham Gilmour, the "stormy petrel of British aviation," who repeatedly zoomed up, cut off his engine, and glided down again above the crews. Mr. Gilmour, whose dashing flying had given rise to much litigation, was killed early in 1912, his machine breaking up in the air while flying over Richmond Park.

1911: THE FIRST BRITISH RIGID AIRSHIP BREAKS HER BACK BEFORE EVER FLYING—THE "MAYFLY" WRECKED ON COMING OUT FOR HER FIRST TRIAL.

The series of misfortunes which have throughout dogged the British airship industry began on September 23, 1911, when the naval dirigible "Mayfly," built at Barrow for the Admiralty by Messrs. Vickers at a cost of £40,000, was wrecked when being taken out of her shed for her first trial. The airship was caught by the wind, heeled over, and eventually broke her back. No lives were lost in the disaster.



1919: THE LAUNCH OF "R 34"—THE BRITISH AIRSHIP WHICH TWICE CROSSED THE ATLANTIC BEFORE BEING WRECKED IN 1921.

The Admiralty airship "R 34," built by Messrs. Beardmore at their works on the Clyde, made her maiden flight on March 14, 1919. Her sister vessel, the "R 33," had been launched a few days earlier. The "R 34" made a successful double crossing of the Atlantic in 1919, but she struck a Yorkshire hillside in January 1921, and was wrecked.

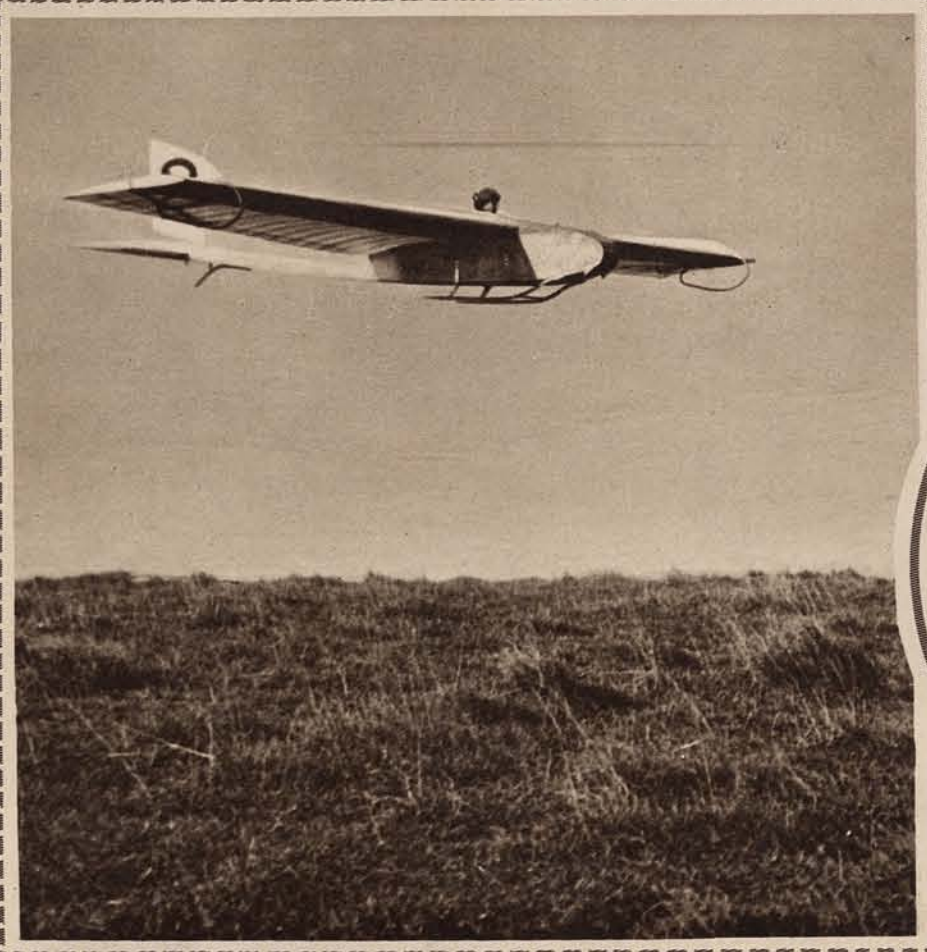
PREPARING TO START THE AIRSCREWS.

1925: THE COMING OF THE AUTOGIRO—A FLYING MACHINE ABLE TO HOVER IN THE AIR AND TO DESCEND VERTICALLY.

On October 19, 1925, the Spanish engineer, Senor Juan de la Cierva, successfully demonstrated before Sir Samuel Hoare and the chief officers of the Air Ministry the autogiro machine which he had evolved after years of patient endeavour. Since that demonstration the inventor has much improved his designs, and autogiros, having proved their worth, are now in official use by the British Army.

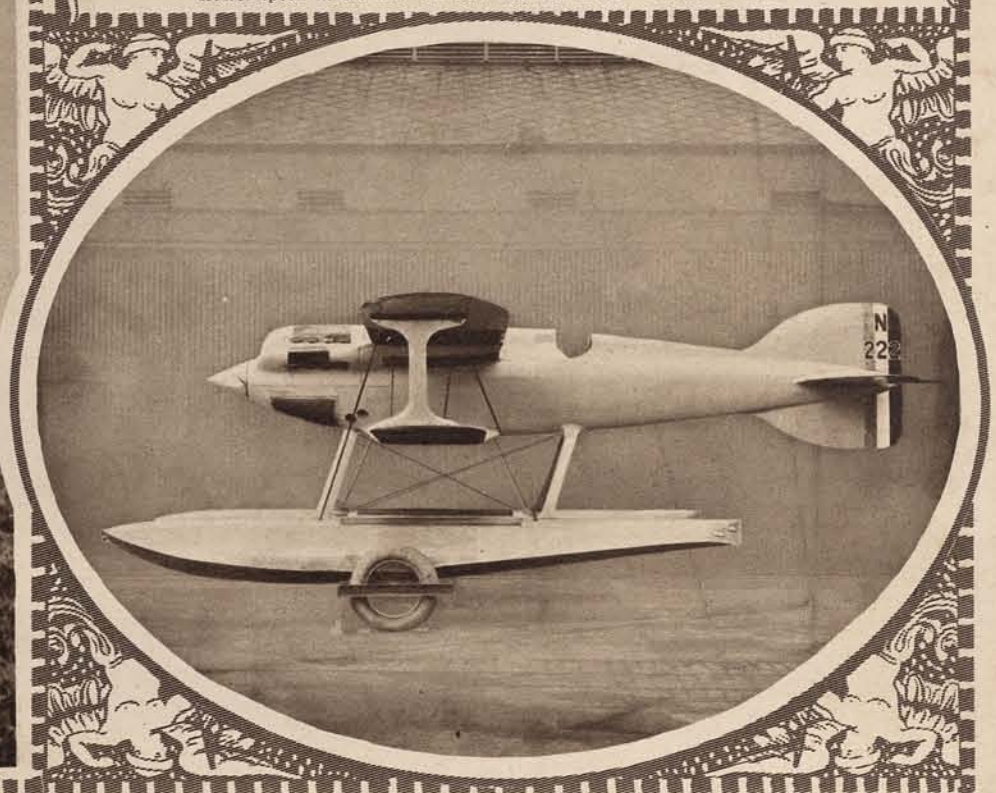
1926: THE SLOTTED WING—AN INVENTION OF OUTSTANDING IMPORTANCE IN REDUCING ACCIDENTS—A HANDLEY-PAGE AIR LINER SO EQUIPPED.

The invention of an automatic slot fitted to the leading edge of the planes of aircraft—a British device which came into use in 1926—removed at once the principal cause of flying accidents. The slot eliminates the loss of control occurring when an aeroplane equipped with ordinary controls is "stalled," and so renders safe a much slower speed in the air. It has been of untold benefit to aviation.



1922: THE DEVELOPMENT OF BRITISH GLIDING—MR. F. P. RAYNHAM GLIDING IN HIS HANDASYDE MOTORLESS MONOPLANE AT ITFORD.

In an attempt to increase British interest in gliding—a sport which had been further developed in Germany than elsewhere—a gliding competition was promoted by the "Daily Mail" and organised by the Royal Aero Club in 1922. The competition began at Itford Hill, near Lewes, on October 16. In 1934 a national centre for gliding was chosen at Sutton Bank, near Thirsk, Yorkshire.



1927: GREAT BRITAIN WINS THE SCHNEIDER TROPHY AT VENICE—THE GLOSTER NAPIER BIPLANE WHICH SET UP A WORLD'S RECORD.

In a race against the Italians over the Lido course at Venice on September 26, 1927, Flight-Lieut. S. N. Webster, in the Supermarine "S 5" monoplane, won the Schneider Trophy for Great Britain. Flight-Lieut. S. M. Kinkead, in the Gloster Napier seaplane, attained in the third lap the speed of 289¾ miles per hour—then the highest ever recorded—but he afterwards had to abandon the flight.


SIR ROSS SMITH


SIR KEITH SMITH


CAPT. F. L. BARNARD


SIR ALAN COBHAM


FLIGHT-LIEUT. S. N. WEBSTER


SQUAD.-L'DR. A. G. JONES-WILLIAMS

for the Navy, because General Henderson believed in standardisation of equipment, and practically all the Army's machines were built to the designs of the Royal Aircraft Factory at Farnborough: The Navy believed in developing private enterprises by competition, to sharpen the brains of the designers. In this way a rich young man named T. O. M. Sopwith, who in 1911 and 1912 was a brilliant amateur pilot, came into the Aircraft Trade, and built aeroplanes in a skating-rink at Kingston. Other young men who began to make their names as aircraft builders were Mr. Frederick Handley-Page, Mr. C. R. Fairey (at that time works manager for Short brothers on the Isle of Sheppey), Robert Blackburn (building experimental machines at Leeds), and A. V. Roe (financed by his brother, Humphrey Roe, who was making good money in Manchester out of manufacturing webbing for braces, so the stock joke was that the early Avro biplanes were kept in the air by "Bull's-Eye Braces"). The Aviation Department of Vickers, Ltd., the great armament firm, was started about the same time by Captain Herbert Wood, a retired officer of Lancers.

In 1913 flying-boats began to develop. T. O. M. Sopwith, in combination with Sam Saunders, of Cowes, who had built many racing motor-boats for him, produced the first amphibian flying-boat. Captain Ernest Bass and Lieut. John Porte, R.N. (ret.), brought over a Curtiss flying-boat from the United States. And Mr. Noel Pemberton-Billing began making flying-boats at the Supermarine Works, Southampton, now a branch of Vickers, Ltd. These were the beginnings of a type of aircraft which will ultimately be of immense importance to the British Empire, and is not yet anything like fully developed.

With the outbreak of war in 1914, aviation assumed a new importance. At Christmas 1914, solitary aeroplanes dropped bombs round about Dover and up the Thames. We, in fact, started the bombing by a raid on Friedrichshafen, the home of the Zeppelins, in November 1914. This was organised by Mr. Pemberton-Billing, who had become an officer in the R.N.V.R.

Later, Mr. Billing entered Parliament, where he started, in alliance with Lord Montagu of Beaulieu and Mr. Joynson-Hicks (later Lord Brentford, since deceased), an agitation in 1916 which brought about a Government enquiry into the organisation of the Flying Services. This, in turn, produced the appointment of an Air Board, which developed in 1917 into an Air Ministry, and this, in turn, created, on April 1, 1918, the Royal Air Force as it exists to-day.

There is a common idea that the importance of aviation in the war pushed forward the progress of aviation. In fact, it had exactly the opposite effect. In the hysteria of war, life and money are regarded as of no value compared with "getting on with the war." Money and life were spent recklessly to achieve performance—that is to say, greater speed and greater ability to carry loads of bombs. Performance was got by cramming more and more power into aeroplanes, instead of making the aeroplanes more efficient. And by the end of the war we definitely held the command of the air. The Royal Flying Corps in the field at the end of 1917, under General Trenchard, who was at once the idol and the inspiration of the personnel, had the upper hand, and the Royal Naval Air Service, built up by Admiral Sueter, had proved that convoys of merchant ships, guarded by aeroplanes and airships, were definitely immune from attack by submarines. Consequently, when the R.A.F. came into being, we had evidence enough that the safety of the British Empire depended, as it must depend in the future, upon air power.

The Air Ministry had been organised by Lord Cowdray, President of the Air Board, and everybody expected him to be the first Air Minister. But, because of some political disagreement, Lord Rothermere became the first Air Minister, in 1918.

The success of Sir Hugh Trenchard and Sir Samuel Hoare in the task of rebuilding the Air Force after the war is seen in the fact that, though numerically ours is to-day only about fifth among the nations, we have definitely the strongest fighting force of all, and certainly we have the best-built machines and the best-trained personnel. Moreover, the Royal Air Force has been intermittently at war ever since the Armistice in 1918, with the curious result that we see in the Air Force to-day young pilots who were children at school when the Armistice was signed, and yet are entitled to wear as many as three war medals and a couple of clasps to them. Which means that our Air Force people are veteran warriors. Sir Samuel Hoare and Sir Hugh Trenchard were responsible for another great development. They decided to try the experiment of maintaining peace in 'Iraq by air power, without an Army. Air-Marshal Sir John Salmond was sent out to command, and, by a process which Sir Samuel Hoare called "control without occupation," the country was put in order. Since then, the North-West Frontier of India, the Aden Protectorate, and Central Africa have been similarly controlled.

Since the War 1914-18, there has, naturally, been much development in Civil Aviation. As soon as civil flying was allowed, Mr. George Holt Thomas, (since deceased), who had founded the great Aircraft Manufacturing Co., Ltd., in 1914, formed a concern called Aircraft Transport and Travel, Ltd., and started an air line between London and Paris. Mr. Handley-Page also started Handley-Page Transport, Ltd. The Instone brothers, coal merchants of Cardiff, also started an air line to Paris. And Mr. Hubert Scott-Paine started a flying-boat line from Southampton to the Channel Islands. All were given Government subsidies on a basis of passengers carried.

In 1921, in the post-war slump following the false boom, all the air lines felt the pinch, and Sir Sefton Brancker, who had been appointed Director of Civil Aviation, persuaded the four lines to amalgamate in 1923 into Imperial Airways, Ltd., which now carries our air mails to South Africa, and, in alliance with associated companies in India and Australia, carries our mails to Australia. Sir Eric Geddes, who, as First Lord of the Admiralty and as Director of Railways in France, did much valuable work during the war, was appointed Chairman of Imperial Airways, Ltd. To-day, although our air mail machines are not as fast as those in the U.S.A., where there are no Customs barriers, we have, at any rate, the safest and the most comfortable passenger-carrying aeroplanes in the world.

In a very different direction, British aviation has led the rest of the world. In 1922 we had a competition for gliders on Itford Hill, near Lewes. The uselessness of gliding, except merely as a sport or as a very limited method of scientific study of air currents, was soon seen by our practical aviation people, and consequently, in 1923, Air Vice-Marshal Sir Geoffrey Salmond, who was then Air Member for Supply and Research on the Air Council, persuaded the Air Ministry to put up handsome prizes for a competition for light aeroplanes. From these developed all those light aeroplanes such as the de Havilland series of Moths and the Avro Avians, and, more lately, the Miles Hawks and the Percival Gulls and the British Klemm Eagles, which have put British light aeroplanes in front of everything else in the world in their class.

Meanwhile, British aviators showed the world that we are still pioneers in the air, as we used to be on the sea. The first direct flight across the Atlantic was made in 1919, by John Alcock and Arthur Whitten


FLIGHT-LIEUT. N. H. JENKINS


FLYING-OFFICER WAGHORN


MRS. AMY MOLLISON


FLIGHT-LIEUT. J. N. BOOTHMAN


FLIGHT-LIEUT. G. H. STAINFORTH


MISS WINIFRED BROWN

THE PROGRESS OF AVIATION DURING THE 25 YEARS OF KING GEORGE'S REIGN. – PART II.

FROM THE PAINTINGS BY G. H. DAVIS.

1911: THE FIRST ENGLISH AIR MAIL—POSTING, IN A SPECIAL POST-BOX AT HENDON, A LETTER TO BE CARRIED BY AIR BY MR. HAMEL.

On September 9, 1911, Mr. Gustav Hamel brought from Hendon to Windsor the first mails ever carried by air in England. In spite of bad weather, which prevented three other airmen from following him, Mr. Hamel made a splendid flight with a strong wind behind him, accomplishing the twenty-one miles at an average speed of 105 miles per hour. In the following week several pilots carried mails.

1911: THE FIRST ENGLISH AIR MAIL AT ITS ROYAL DESTINATION—MR. GUSTAV HAMEL FLYING OVER WINDSOR CASTLE.

King George gave his gracious permission for the inaugural flight of the first aerial post in England, on September 9, 1911, to have as its destination the grounds of Windsor Castle. Mr. Gustav Hamel, carrying the mail in a Blériot monoplane, did not land on the East Lawn at Windsor, as arranged, for fear of colliding with some trees, but near Frogmore Mausoleum.

1919: THE INAUGURATION OF THE LONDON-PARIS DAILY AIR SERVICE—PASSENGERS IN AN AIRCO MACHINE TAKING LUGGAGE ABOARD.

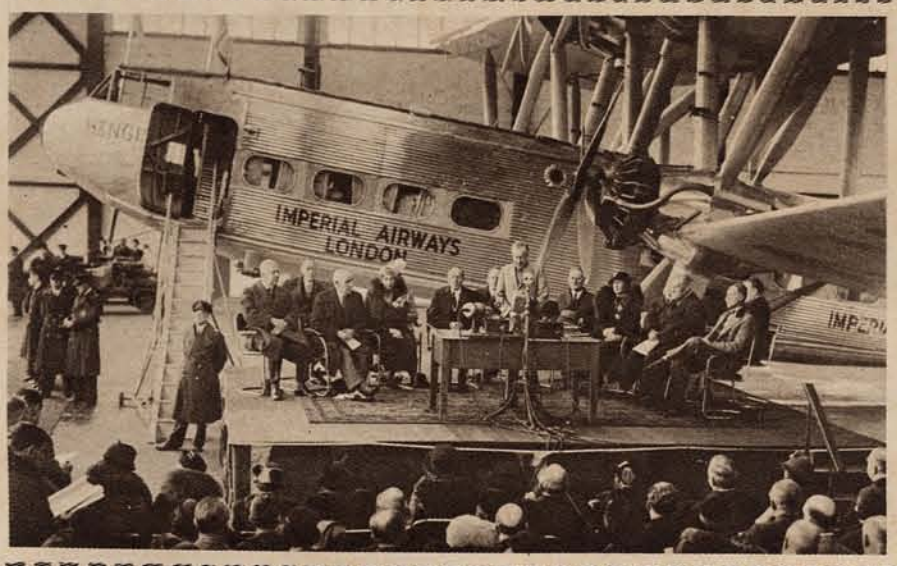
The daily passenger service by air from London to Paris was inaugurated on August 25, 1919, from Hounslow Aerodrome. This photograph shows the Airco 16, belonging to the Aircraft Travel and Transport Company. Carrying four passengers, of whom the Editor of "The Illustrated London News" was one, it reached Paris in two hours twenty-five minutes.

1929: THE AIR MAIL LEAVING CROYDON FOR INDIA—THE START OF A SERVICE THAT BROUGHT KARACHI WITHIN A WEEK OF ENGLAND.

The first air mail service between England and India was inaugurated on March 30, 1929, when an Armstrong-Siddeley Argosy air liner of Imperial Airways left Croydon for the initial flight over the first stage of the route to Basle. Operating over 5000 miles, this service was then the longest air mail service in the world. On April 7 a return air mail left Karachi for Croydon. The Eastern service was gradually extended, till now it reaches Melbourne.

1932: THE FIRST AIR MAIL FROM LONDON TO CAPE TOWN—THE IMPERIAL AIRWAYS MACHINE "CITY OF KARACHI" ARRIVING AT BULAWAYO.

On January 20, 1932, Imperial Airways inaugurated their regular weekly air mail service from London to Cape Town. The first sections of the route—from England to Kenya—had been working since March 1931. The first Imperial Airways machine to extend the service to Southern Rhodesia is seen as a centre of interest after its arrival at Bulawayo. The service carries both passengers and mails.



1934: THE FIRST REGULAR AIR MAIL FROM ENGLAND TO AUSTRALIA—SIR KINGSLEY WOOD MAKING HIS INAUGURAL SPEECH.

The first of the regular air mails from England to Australia left Croydon in the Imperial Airways liner "Hengist" on December 8, 1934. Thus the Mother Country was linked by air with her antipodean Dominions twenty-three years after Hamel's pioneer flight with a mail-bag. The "Hengist" carried two tons of mail, including some 100,000 letters and 500 lb. of parcels.

1910: "JOY-RIDING" AT TEN GUINEAS A TIME—WOMEN TAKING TICKETS FOR AEROPLANE FLIGHTS AT RANELAGH.

Describing this drawing, we wrote at the time: "There was a curious scene at Ranelagh on Saturday last (May 27, 1910), a scene which, unique at the moment, seems likely to become a commonplace ere long; all of which is to say that, in an aeroplane shed, it was possible to book places for aeroplane flights. The price charged for each flight with a skilled pilot was ten guineas."


SQUAD. L'D'R. B. HINKLER


MR. A. C. BUTLER


MISS JEAN BATTEN


MR. C. W. A. SCOTT


BARON TRENCHARD (MARSHAL, R.A.F.)


SIR SEFTON BRANCKER


MR. J. A. MOLLISON


AIR COMMODORE SIR C. KINGSFORD-SMITH


MR. G. E. COLLINS


MR. T. CAMPBELL BLACK


BARON THOMSON


MR. C. J. MELROSE

Brown. The first flight to Australia was made by the brothers Ross and Keith Smith. Pierre van Ryneveld and Quinton Brand made the first flight to the Cape. All six were knighted for their services to British aviation. Then Alan J. Cobham flew, with Sir Sefton Brancker as passenger, to Burma and back. Afterwards he flew to the Cape and back, and then to Australia and back; and he also was knighted. Then Charles Kingsford-Smith made various record flights to and from Australia, and was knighted. So none can say that the pioneers of British Civil Aviation go unrewarded. Those of them who combine commercial acumen with flying skill and personal courage have, incidentally, made money as well as fame.

Many fine flights followed those of the pioneers. Bert Hinkler, an Australian, and one of the best-loved of our pilots, beat the Australian record, and flew a light aeroplane from New York to Jamaica, from Jamaica to Brazil, from Brazil to Africa, and from Africa to England, only to be killed through flying into a mountain-side in Italy when trying again to beat the record to Australia. Miss Amy Johnson became the first woman to fly to Australia, and afterwards beat the record between London and Cape Town. Mr. James Mollison, whom she later married, also beat the England-Australia record and the England-Cape Town record. The Australian record has also been beaten by Mr. A. C. Butler, in the smallest of small aeroplanes, a Comper Swift, and by Mr. C. W. A. Scott. The latest of our civil heroes of the air are the said Mr. Scott and his partner, Mr. Tom Campbell Black, who won, in October last, the great race from England to Australia (from Mildenhall to Melbourne) for a prize put up by Sir Macpherson Robertson, an Australian millionaire, to celebrate the centenary of the city of Melbourne. Their mount, a de Havilland Comet with two Gipsy motors, is by far the fastest long-range small aeroplane yet produced. It cruises at considerably more than 200 miles an hour, and, with its crew of two, can travel between 2000 and 3000 miles non-stop.

The latest development in British aviation is the spread of internal air transport. A whole network of what we hope will become regularly operative air lines is growing all over the British Isles. Considering our weather, the regularity which these lines have already achieved is quite remarkable. And, besides, many small firms run taxi services.

The de Havilland Company, which popularised the Moth, has again filled a national need by producing aeroplanes of medium size, with two or four motors to assure safety, which have a very high cruising speed. Airspeed, Ltd., of Portsmouth, backed by big shipping interests on the Tyne, have produced high-speed twin-motor monoplanes which carry eight or twelve people at about 150 to 160 miles an hour, and lead the world in carrying their passengers faster for less h.p. per head, and consequently less expenditure, than any others. Thus we are not falling behind in Civil Aviation any more than in Service Aviation.

Let us now return to consider the Royal Air Force again. After Sir Hugh Trenchard retired, Sir John Salmond became Chief of the Air Staff, and consolidated the work which his predecessor had done. As a first-class war pilot himself, and as the officer who commanded the R.A.F. in the field for the last eleven months of the war, he won the complete confidence of active-service pilots of all ages and ranks. And the present high morale of the Air Force is largely due to his leadership. He retired as a Marshal of the Royal Air Force, which corresponds to a Field-Marshal in the Army, and is now a director of Imperial Airways, Ltd., where his experience is being of equally great service to Civil Aviation. His successor as Chief of the Air Staff is Air Chief-Marshal Sir Edward Ellington, a staff officer of the highest ability. To him has fallen the great, and surely agreeable, task of building up and organising the greatly increased Air Force to which the present Government agreed last year, when the League of Nations at Geneva failed to agree on Disarmament.

British enterprise in the construction of lighter-than-air craft has not, on the whole, met with good fortune. Our airships began with an attempt by the Navy to build a rigid airship, in imitation of a Zeppelin, in 1908, at Barrow-in-Furness. Jokingly, the Navy people themselves called it the *Mayfly*, but unfortunately it did not. During 1914 the Royal Naval Air Service acquired a German Parseval airship and a French Astra Torrès, which did good work in the early days of the War 1914-18. Two Naval officers, Commander Neville Usborne and Lieut. de Courcy Ireland, conceived the idea of attaching an aeroplane underneath the envelope of an airship, so that the aeroplane might be kept up in the air on patrol by the balloon, from which it could slip away to attack invaders. Unfortunately, they were both killed in experimenting with the idea. But from it arose the large family of little airships known as "Blimps," which grew into the North Sea type, and did so much to kill the submarine menace and assure our food supplies during the war.

The Zeppelin raids led the Navy to build imitation Zeppelins, with the result that, by the end of the war, we had some quite good ships. One of these, the *R 34*, piloted by Major Scott, accompanied by Air-Commodore Maitland, both since deceased, made the first crossing of the Atlantic and back by airship in 1919. After that, airships were neglected till the *R 100* was built by the Airship Guarantee Company at Howden, financed by Vickers, Ltd. The moving spirits in its construction were Sir Dennistoun Burney, Mr. B. M. Wallis, of Vickers, Ltd., and Mr. N. S. Norway, now of Airspeed, Ltd. This ship, commanded by Sq.-Ldr. R. S. Booth, made the first crossing from England to Canada and back in July and August 1930. It was ultimately broken up by order of the Air Ministry, when we abandoned our airships.

The Air Ministry Establishment at Cardington in rivalry to it built the *R 101*, which was a bad ship from the start. Very unwisely, it was started off on a voyage to India, and crashed in France on Oct. 5, 1930, killing Lord Thomson, the Air Minister, Sir Sefton Brancker, Major Scott, and practically all its own designers.

During the years since the war, British aviators and aeroplanes have held their own very well against international competition. The Schneider Trophy, which was won by Mr. Pixton, in a Sopwith biplane, in 1914, and went to Italy in 1920, was brought back from Italy by a Supermarine flying-boat in 1922, and was won from us by the U.S. Navy in 1923. After being won from America by Italy, it was won by a succession of Supermarine monoplanes on floats in 1927, 1929, and 1931, when it became permanently the property of the Royal Aero Club.

British aeroplanes have made several attempts on the World's Long-Distance Record, and it was won by the Fairey long-range monoplane, by a flight from Cranwell to Walvis Bay, South Africa, on Feb. 6, 1933, piloted by Sq.-Ldr. O. R. Gayford and Flt.-Lieut. G. E. Nicholetts, a record which lasted for a considerable time. Flt.-Lieut. Cyril F. Uwins, in a Vickers biplane, elevated by a Bristol Pegasus motor, beat the World's Height Record by going to a height of 43,976 ft. on Sept. 16, 1932, and this record also lasted for a considerable time. Flt.-Lieut. George Stainforth, in one of the Schneider Supermarine machines, beat the World's Speed Record on Sept. 29, 1931, with a speed of 407·5 m.p.h.

An explanatory note concerning the portraits in the borders of this article will be found in the Index pages preceding the Frontispiece.

ART and ARTISTS of TWENTY-FIVE YEARS

BY FRANK DAVIS.


AUGUSTUS JOHN, R.A.

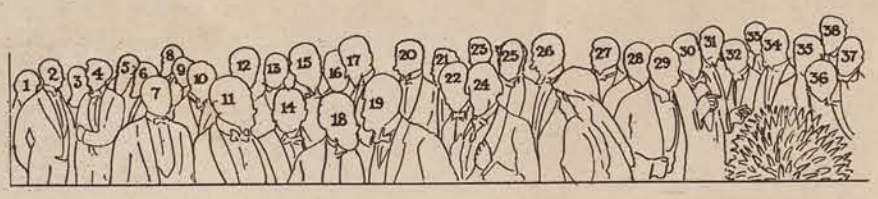

SIR D.Y. CAMERON, R.A.

A QUARTER of a century is a very short time in the history of art; true, it provides a sufficient span in which a genius can be born or die, and it gives plenty of opportunity for the critic to arrive at a number of false conclusions, of which he will probably be heartily ashamed if he lives for another twenty-five years; but it does not, most emphatically, enable him to survey the achievement of a period which is necessarily his own with the dispassionate enthusiasm he can reserve for the more distant past.

When he tries to look down to-day, as it were from the eminence of the Bench, one thing strikes him very forcibly—that is, the way in which devotees of tradition and lovers of modernity have learnt to tolerate one another. During the first few years of his Majesty's reign, the opposing camps of the little world of art were uncommonly bitter. The word "Bolshevik" had not been invented in 1910, when Sir Edward Poynter was President of the Royal Academy: it would have been a welcome epithet for use by æsthetic diehards in those days, who thought Mr. Augustus John such a terrible fellow, and had to abuse him in language not nearly so expressive. Mr. John has long since become a Royal Academician himself; though it is, I am informed, still possible to find in odd corners of England ancient top-hatted and frock-coated gentlemen who blush with indignation at the manner in which Burlington House has failed to live up to standards of Edwardian respectability. Indeed, with the passing of the Hon. John Collier, himself a most competent portraitist—though his opponents insisted blandly that he would have made a much better photographer than painter—with his passing, I repeat, the courage of the old straightforward know-what-I-like-no-nonsense-about-me theory of art seems to have petered out; or, at least, if it still survives, it is by no means so vocal. And now that a room is definitely set apart at the Academy for paintings which are, on the whole, rather outside the academic tradition, those numerous and eloquent enthusiasts who for decades have abused the powers that be in the official world of painting have been driven to less noisy grumblings about the amount of wall-space allotted to the younger men.

What most of the critics seem to me to forget is that the Academy Exhibition, not only during the present reign but from its foundation, has been something much more than an art show. It is a social occasion, a solemn recognition on the part of everyone concerned that art plays an important part in the national life. It is to the credit of the governing body of that august institution that the supercilious attitude of the bad old days is no more; and bad old days they must have been when one remembers that a veteran painter of the calibre of Mr. Wilson Steer, O.M.,

ROYAL ACADEMICIANS OF 1910: A PORTRAIT GROUP OF THIRTY-EIGHT R.A.'S AT THE BEGINNING OF THE KING'S REIGN.



1. Mr. Peter Graham.
2. Mr. James J. Shannon.
3. Mr. William Frederick Yeames; Librarian.
4. Mr. A. Stanhope Forbes.
5. Mr. Henry W. Banks Davis.
6. Mr. John MacWhirter.
7. Mr. Andrew C. Gow.
8. Mr. George Dunlop Leslie.
9. Mr. David Murray.
10. Mr. William Hamo Thornycroft.
11. Sir Luke Fildes.
12. Mr. Briton Riviere; Trustee.
13. Mr. John Belcher.
14. Mr. Edwin A. Abbey.
15. Mr. John S. Sargent.
16. Mr. Thomas G. Jackson; Treasurer and Trustee.
17. Mr. Frank Dicksee.
18. Sir Lawrence Alma-Tadema.
19. Sir Edward J. Poynter, Bt.; President and Trustee.
20. Mr. Marcus Stone.
21. Mr. Henry Woods.
22. Mr. John William Waterhouse.
23. Mr. Ernest Crofts; Keeper and Trustee.
24. Sir William Blake Richmond.
25. Mr. James Sant.
26. Mr. Benjamin Williams Leader.
27. Sir George James Frampton.
28. Mr. Walter William Ouless.
29. Mr. Thomas Brock.
30. Sir Hubert von Herkomer.
31. Mr. W. Goscombe John.
32. Mr. Solomon J. Solomon.
33. Sir Aston Webb.
34. Mr. George Clausen.
35. Mr. John Seymour Lucas.
36. Mr. George Aitchison.
37. Mr. William Lionel Wyllie.
38. Sir Ernest Albert Waterlow.


SIR JOHN LAVERY, R.A.


W.R. SICKERT, R.A.


JACOB EPSTEIN

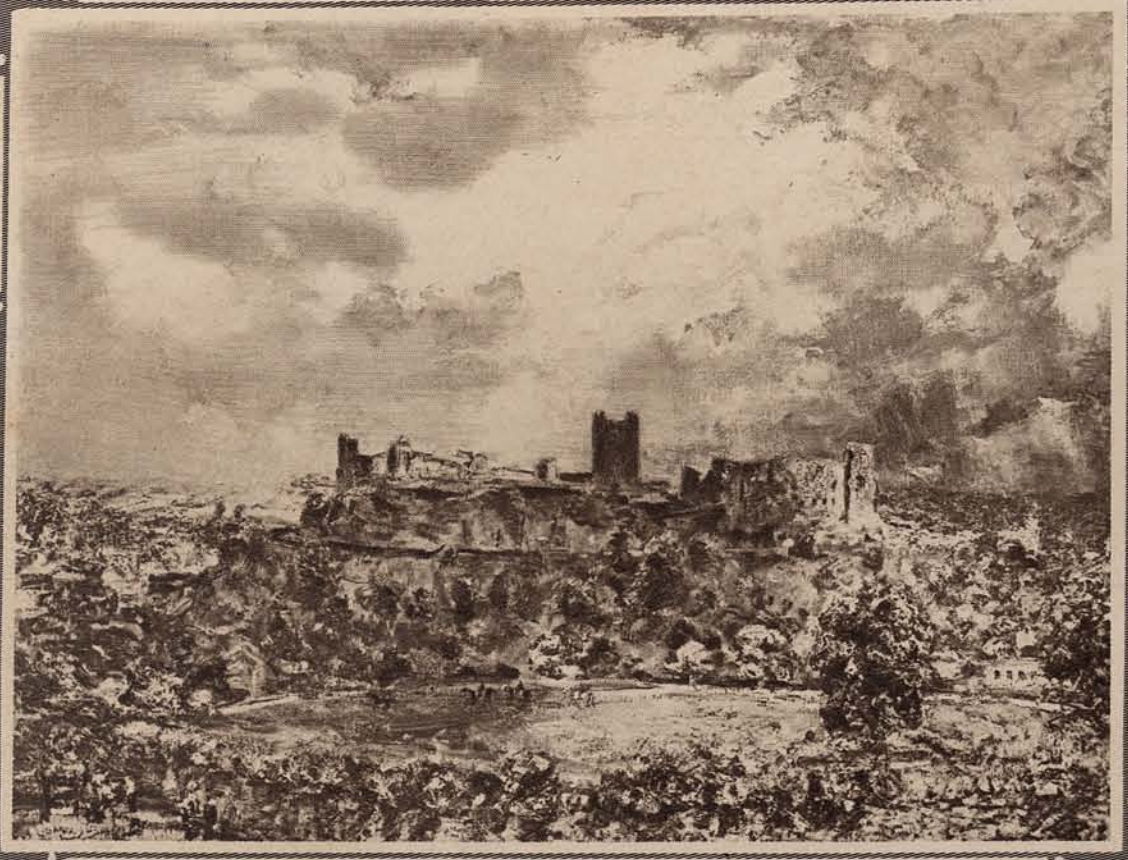

SIR WILLIAM LLEWELLYN, P.R.A.

SIR EDWIN LUTYENS, R.A.

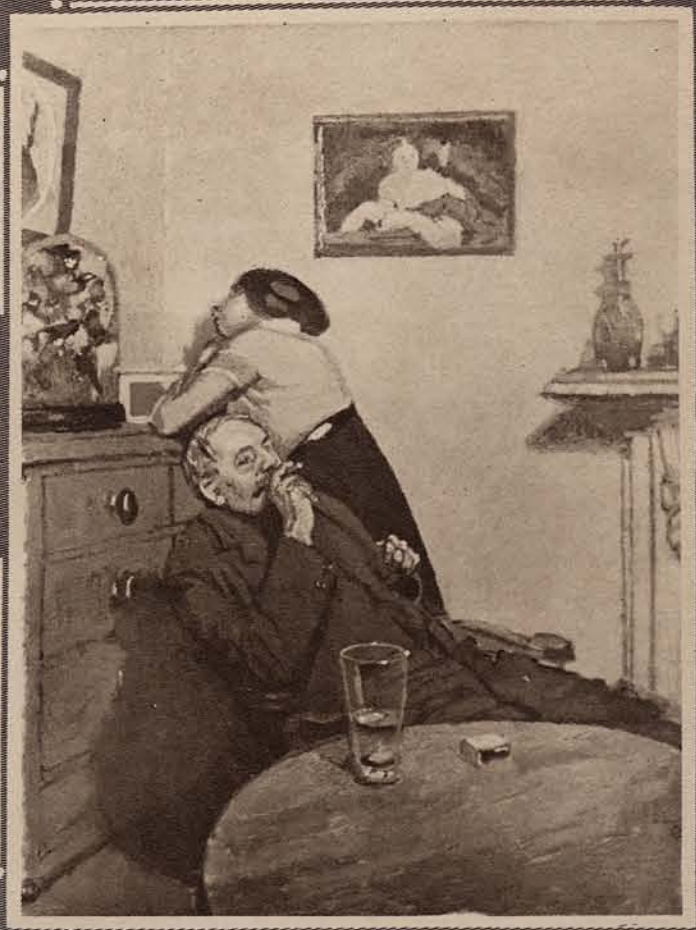
SIR ERIC MACLAGAN


GEORGE PIRIE, P.R.S.A.

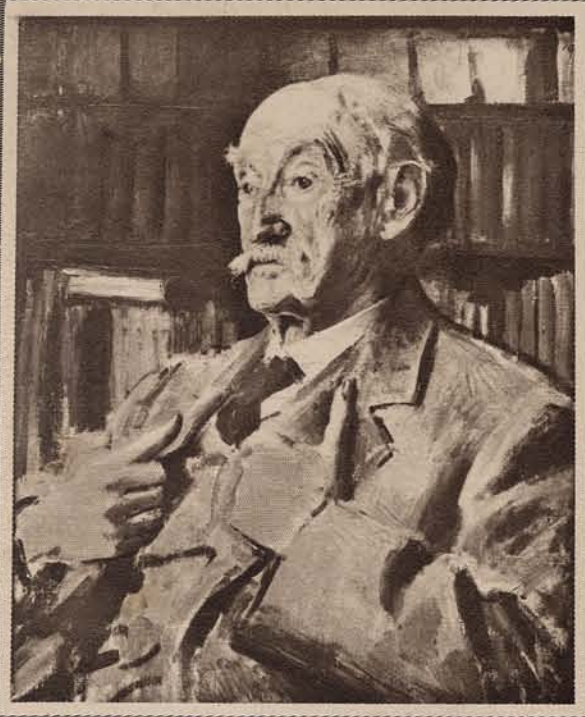

SIR GILES GILBERT SCOTT, R.A.



"RICHMOND CASTLE."—BY PHILIP WILSON STEER.
By Courtesy of the Artist and of the Tate Gallery.



"ENNUI." BY WALTER RICHARD SICKERT.
By Courtesy of the Artist and of the Tate Gallery.



"THOMAS HARDY."—BY AUGUSTUS JOHN.
By Courtesy of the Artist and of the Fitzwilliam Museum.

"H.M.S. VICTORY."—BY W. L. WYLLIE.
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W. L. Wyllie, "interpreter of ships and the sea." Both those artists, and Sir J. J. Shannon, are dead. From the others, P. Wilson Steer, W. R. Sickert, Augustus John, and Frank Brangwyn, it is permissible to hope for a long continuance of their highly distinguished work. On a later page we give further representative examples of paintings by modern British artists.

THE British artists whose work is represented on this page are referred to by Mr. Frank Davis in his accompanying article. He writes of the "strange and beautiful colour experiments" of Charles Sims, and of

(Continued above on right.

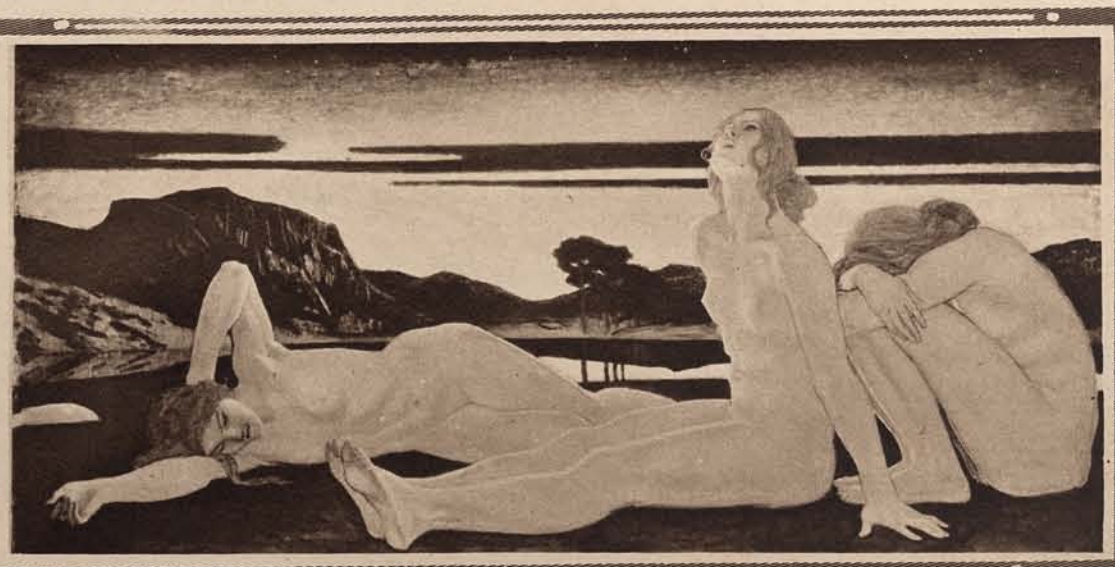
"THE FLOWER GIRL."—BY SIR J. J. SHANNON.
By Courtesy of the Tate Gallery.

"THE FESTIVAL."—BY CHARLES SIMS.
Copyright Reserved.

"THE POULTERER'S SHOP."—BY FRANK BRANGWYN.
By Courtesy of the Artist and of the Tate Gallery.

Examples of Recent British Art

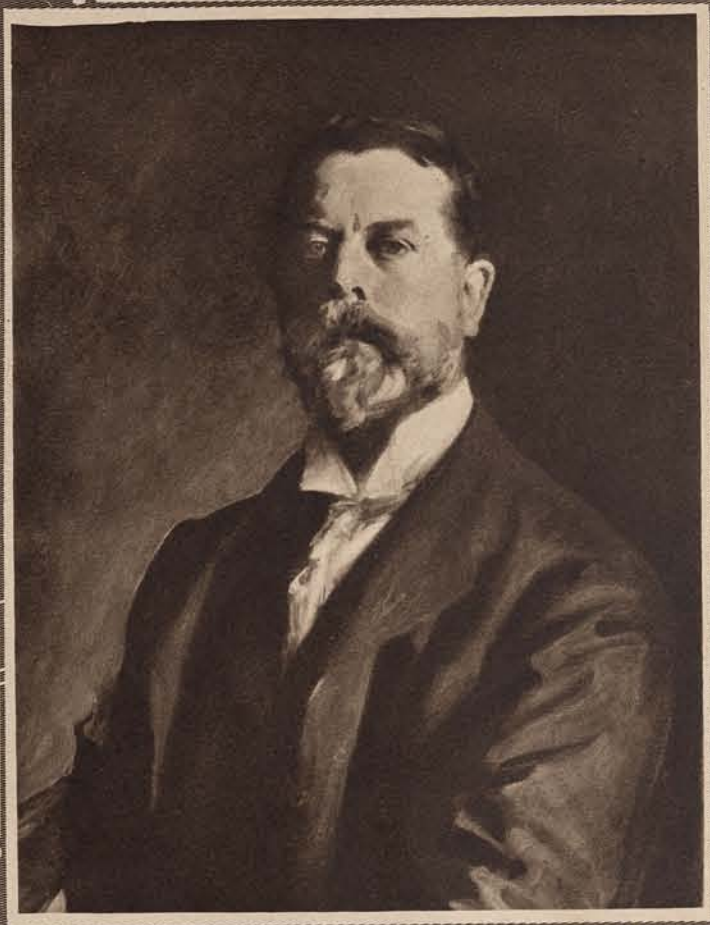
"THE MIRROR."—BY SIR WILLIAM ORPEN.
By Courtesy of the Tate Gallery.



"DAWN."—BY MAURICE GREIFFENHAGEN.
By Courtesy of the Tate Gallery.

BRITISH ART during King George's reign contains no greater names than those of Sir William Orpen, John S. Sargent, and Sir John Lavery. Their work is represented on this page — as is that of Sir D. Y. Cameron, Maurice Greiffenhagen, and Ambrose

[*Continued below*

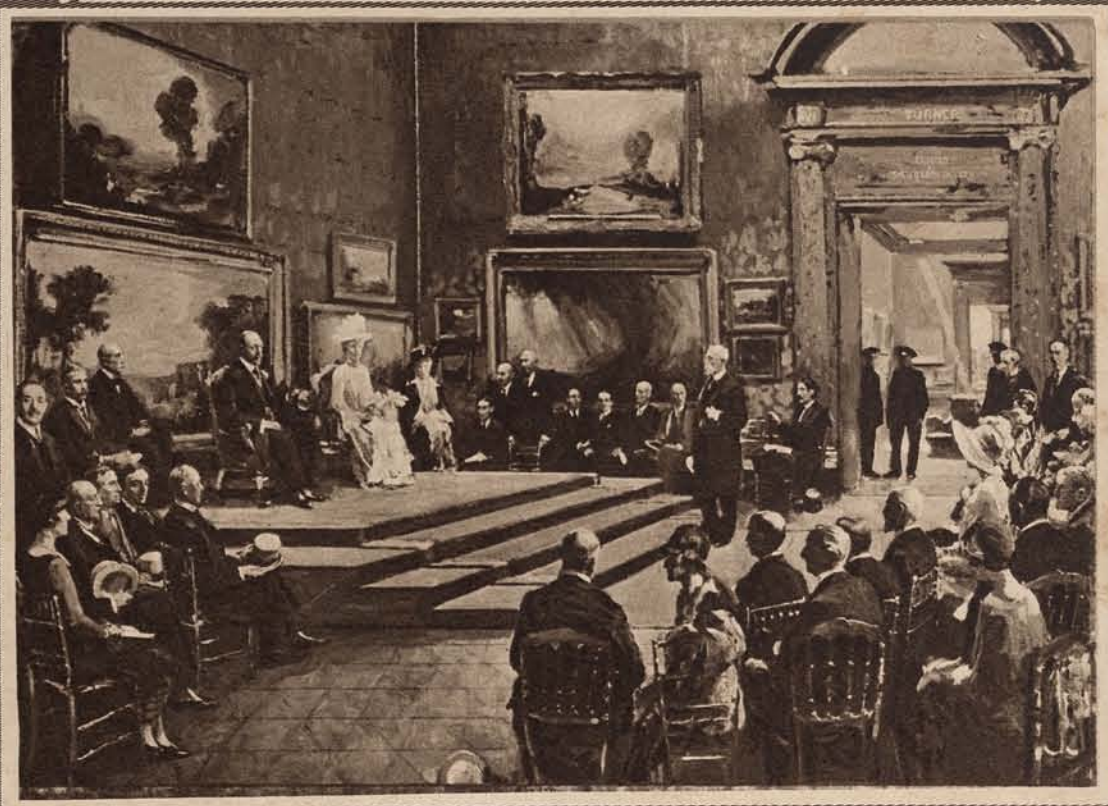


'SELF-PORTRAIT."—BY JOHN SINGER SARGENT.
From the Painting in the Uffizi Gallery, Florence.

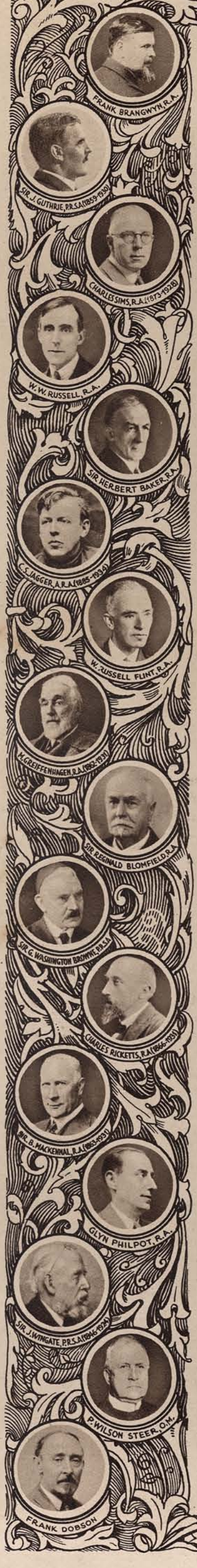
"STIRLING CASTLE."—BY SIR DAVID YOUNG CAMERON.
By Courtesy of the Artist and of the Tate Gallery.

McEvoy. Of these, six artists, Sir John Lavery and Sir D. Y. Cameron are the only ones alive to-day. In his accompanying article, Mr. Davis makes reference to them and describes how, for many years, Orpen and Lavery, until Orpen's death in 1931, "almost monopolised attention" at the Royal Academy.

"THE EAR-RING."—BY AMBROSE McEVOY.
By Courtesy of the Tate Gallery.



"THE ROYAL OPENING OF THE DUVEEN GALLERIES, MILLBANK, 1927."—BY SIR JOHN LAVERY.



has had too great a contempt for the Academy ever to exhibit. Indeed, for many years, if one wanted to see good painting by serious artists who were not hide-bound by tradition, who had something to say and were not afraid to say it, it was essential to go to the New English Art Club, to mention only the oldest and most admired of various rebel groups, and to avoid Burlington House like the plague.

In 1910 there was a new A.R.A.—William Orpen. In 1911 there was another—John Lavery. These two (until Orpen's death in 1931) have almost monopolised attention. It is a great and enviable success to know that visitors open their catalogue solely for the purpose of seeing what and how many pictures you are showing ; yet how difficult is the rôle of the eminent portrait-painting R.A., his work the target of ridiculous criticism, his professional reputation at the mercy of dinner-table talk ! The wonder is not that so few first-class portraits are painted, but so many. This is particularly the case with official presentation pictures, for clients generally demand a portrait of the office rather than of the office-holder ; the robes and chain of the Lord Mayor rather than the Lord Mayor as he lives ; which is really worse than trying to paint a man's portrait as his wife would like him to be, rather than as you see him. It is this, more than anything, which brings Academies and portrait-painting into contempt—the bad example of that elegant flatterer Van Dyck, after his arrival in England. One has seen many modern versions of the Van Dyck tradition since 1910, and not a few quite admirable interpretations in the manner of Hals (Orpen, for example) and Reynolds (Messrs. Brockhurst, Birley, and Jack), and a somewhat faint echo of Gainsborough (the late Ambrose McEvoy) : what one has not seen has been a modern portraitist whose painting of his Majesty has been in any way comparable with Velasquez' portrait of Philip IV. of Spain—it is only fair to add that no other country at any period has produced a picture of that sort either.

In 1914 *The Times* found the Academy show "rather better than usual," but added that "the great mass of the pictures are not, and do not try to be, works of art." However, Mr. Sargent, Mr. Orpen, and Mr. Lavery receive their meed of praise.

It was in 1922 that the then President, Sir Aston Webb, announced that "an Academy, if it is to live, must live with living men," and provided a special room for "The More Adventurous Artist" : that was a real break with the past, which must have caused a good deal of heartburning. In 1924, Mr. Sickert was elected A.R.A.—a tardy recognition which finally brought the critics round to the view that the Academy of the reign of King George V. was, after all, an enlightened organisation and not a decaying corpse left over from the 1880's.

Perhaps a list of a few of the outstanding works in recent years will serve as reminders of the type and quality of the paintings which impressed the public. For example, 1921 : "Le Chef de l'Hôtel de Paris" (Orpen) ; 1922, "A Group of General Officers of the Great War" (Sargent ; now in the National Portrait Gallery) ; 1923, "To the Unknown British Soldier" (Orpen) ; 1924, "The Duke of Westminster" (Orpen) and "Sir Philip Sassoon" (Sargent) ; 1925, "Man versus Beast" (Orpen) and "Children's Ward, St. Thomas's Hospital" (Charles Sims) ; 1927, "After the Ball" (Orpen ; reminiscent of Pietro Longhi), "Morning" (Mrs. Dod Procter) and "The Chinese Chippendale Room, Buckingham Palace" (Richard Jack). Add to these splendid work by A. J. Munnings, Dame Laura Knight, Annie L. Swynnerton, Philip Connard, Oswald Birley (*e.g.*, "The King of Siam," in 1929), Algernon Newton ("Dorset Landscape," 1928), Gerald Kelly, Harrington Mann ("H.M. the King," 1932), David Jagger ("H.M. the Queen," 1932—the same year that saw the much-discussed "Raising of Lazarus," by Sickert). Later still appeared (1933) portraits of G. B. Shaw by Dame Laura Knight, of James Maxton by Sir John Lavery, of the late King of the Belgians by Richard Jack, of Delius by H. James Gunn ; and in 1934 a popular Lavery, "The Prime Minister on Holiday at Lossiemouth," "John Wesley" by Frank Salisbury, "James Pryde" by Gunn, and "Sir Almroth Wright" in his laboratory, by Gerald Kelly—this last one of the best things that excellent painter has ever done. The strange and beautiful colour experiments by Charles Sims, exhibited after his death in 1928, vastly increased the reputation of an artist who had previously rather fallen into the vice of prettiness for prettiness' sake.

Of the more or less unofficial painters and sculptors of these twenty-five years, Mr. Duncan Grant finally established himself as the best decorative artist of his time. Frank Dobson is considered by many to be as good a sculptor as M. Maillol, than which no praise can be higher. Jacob Epstein still provokes heated discussion, and will continue to do so for many years : his recent bust of Dr. Einstein reduced hostile critics to admiring silence ; his ambitious allegory, "Genesis," provoked a storm. His detractors have not forgotten "Rima" in Kensington Gardens : both his friends and enemies agree that his drawing "Epping Forest" provided the Underground Railways with their best poster for many years. Few popular works illustrate better the profound truth of the late Mr. Roger Fry's oft-quoted story of the little girl's reply when asked how she drew so well. "I think of something," she said, "and then I draw a line round my think." In this way, all great masters have worked—they impose their own "reality" upon appearances. No mention of poster art is complete without a reference to Mr. E. McKnight Kauffer, American born, but who has spent his working life in this country, to our great benefit ; nor to the enterprise of the London and North-Eastern Railway in commissioning well-known painters to design a notable series of travel posters. Mr. Frank Brangwyn has always been a little outside the narrow current of London life—he goes his own way, and his work will surely live.

Of the members of the New English Art Club still happily with us and as vigorous as ever, Mr. P. Wilson Steer, O.M., has already been mentioned ; he became a member in 1888 ; and Miss Ethel Walker, highly intelligent and more enthusiastic and competent than ever, joined the club in 1900. The club celebrates its fiftieth anniversary this year. Exhibitors at its show last year included the following—some, like Sir Charles Holmes, are veterans, and the younger members are worthy inheritors of a great tradition (among them is Lady Patricia Ramsay, who is a serious artist, and not merely an honorary member)—Miss Cathleen Mann, Sir William Rothenstein, Clara Klinghoffer, Mark Gertler, Muirhead Bone and his son Stephen, Robin Guthrie, Charles Cundall, Ethelbert White, P. H. Jowett, Professor R. Schwabe, Philip Connard, and H. Rushbury. Outside official and club circles, Mr. de László goes on each year from success to success.

Finally, a brief word to pay tribute to the work of three artists of the reign, each of superlative excellence in his own way. First, Maurice Greiffenhagen (A.R.A. 1916, R.A. 1922), whose portraits, with their clean definition and subtle, two-dimensional, appearance, almost brought Holbein back to the twentieth century. Second, W. L. Wyllie, interpreter of ships and the sea, and especially of London's tideway. Third, Sir D. Y. Cameron, a veteran Scot of Scots, shrewd, kindly, and enormously competent, who could interpret his native mountains and lochs with the romanticism of a poet and the disciplined austerity of some great prose writer.

An explanation of the portraits of artists given in the borders of this article will be found in the Index pages preceding the Frontispiece.

MUSIC, The STAGE, and The FILMS

BY IVOR BROWN.


SIR J. FORBES-ROBERTSON


SIR FRANK BENSON


MR. CYRIL MAUDE


MR. CHARLES LAUGHTON

LET us take a walk round the West End in that first week of May 1910, the last week of Edwardian, the first of Fifth-Georgian, London. We shall find that the theatre world was far more settled than it is to-day. While it was richer in personality, it was also more firm in policy; the actor-manager was in residence, in control, in popularity. There was continuity of tenancy and tendency. As soon as a play was announced at a certain theatre, there would be advance booking. The public knew their favourite, and would take his next piece on trust. There is nothing like that to-day, when the same playhouse may offer Shakespeare one week and an American musical comedy the next.

Let us begin, appropriately in a Jubilee article, at His Majesty's. Sir Herbert Tree had just concluded a big Shakespearean festival, with young Henry Ainley as one of his leading juniors. Across St. James's Square, George Alexander was appearing with Allan Aynesworth in a revival of "The Importance of Being Earnest." In Shaftesbury Avenue, the dashing, inimitable Lewis Waller was at his headquarters, the Lyric, in "The Rivals," with the Keen Order of Wallerites, as his "fans" were called, packing the gallery. Cyril Maude was in management at the Playhouse, and his farce of that time was "Tantalising Tommy." James Welch, with his wonderful blend of pathos and of comedy, was at the Criterion in "When Knights Were Bold," and Gerald du Maurier, already an established favourite, was at the Comedy in "Alias Jimmy Valentine."


SIR THOMAS BEECHAM, THE FAMOUS CONDUCTOR, WHOSE REPUTATION IN MUSIC IS INTERNATIONAL.

Those were the days of certainties. There would, of course, be a good George Edwardes musical show at Daly's, decorated by the lovely presence of Lily Elsie, animated by the lively quips of W. H. Berry. Then it was "The Dollar Princess," rivalling in favour the enormously popular piece which had been running for more than a year at the Shaftesbury, namely, "The Arcadians," with Florence Smithson, Dan Rolyat, Alfred Lester, and Nelson Keys, still unknown to fame and taking only a minor rôle. One could rely, too, on spectacular drama at "The Lane"—this time a race-course affair, "The Whip"—and also at the Lyceum ("The Prince and the Beggar Maid"). Foreign attractions were at the music halls, Pavlova and Mordkin dancing into the heart of London at the Palace, while Réjane was at the Hippodrome. George Robey was starring at the Empire, and music-hall art was still all-powerful at the Oxford, the Tivoli, and the "Pav."

Do not let us overlook, in our walk round town, the Duke of York's. It was the scene of an experiment made by Charles Frohman, a short-lived venture, making no profits, but making history in its way. Here was the effort to build up a West-End repertory of serious drama. Mr. Granville-Barker, who had made his name at the Court a few years before, was producing, and among the plays given were his own "Madras House" and John Galsworthy's "Justice," whose picture of solitary confinement in prison was so poignant as to effect an alteration of the penal administration. It is worth our while to stop and look at the play-bills, since so many of the performers in this hard-working school of many talents were soon to be established favourites. Dennis Eadie, Edmund Gwenn, Lewis Casson, Sybil Thorndike, Mary Jerrold, Donald Calthrop, and many others were engaged in this repertory. The promoters of serious experimental drama were, at the same time, doing valuable work in provincial cities. The genius of the Irish Players at the Abbey Theatre in Dublin was already being made felt in England by their tours; while Mr. Iden Payne, who has just been recalled from America to direct the Shakespearean productions at Stratford-on-Avon, was pioneering in Manchester, and Mr. Alfred Wareing in Glasgow. Among the British dramatists encouraged or discovered by the repertory movement were, in addition to Bernard Shaw and Galsworthy, Stanley Houghton, St. John Ervine, Allan Monkhouse, Harold Brighouse, and many others. Houghton's "Hindle Wakes" was the most successful piece of what was called "The Manchester School."

In the London theatre of that time, Mr. Somerset Maugham was already established as a master of light, epigrammatic comedy, offering nice, mischievous parts for the crisp delivery of Miss Marie Tempest, who, celebrating her silver jubilee of stage life in 1910, will have the golden honours this May. Pinero's most important work was done, but he was to create a memorable "first night" at the Duke of York's in 1912 with "The Mind-the-Paint Girl," whose supposed attack on the Gaiety girls provoked a storm in the gallery. A new dramatist arose in Arnold Bennett, whose comedy, "The Great Adventure," magnificently acted by Henry Ainley and Wish Wynne, had an enormous run; so had his "Milestones," in


SIR HARRY LAUDER


MR. GEORGE ROBEY


SIR CEDRIC HARDWICKE


DAME SYBIL THORNDIKE


MRS. PATRICK CAMPBELL

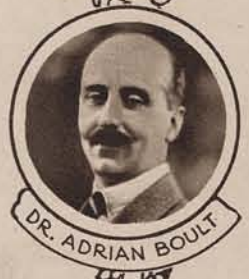

MISS MARIE TEMPEST


SIR LANDON RONALD

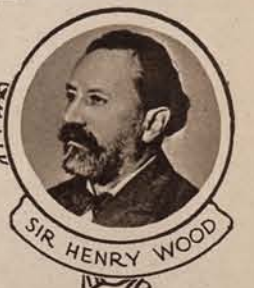

SIR FREDERIC COWEN


MR. ALBERT COATES


SIR HAMILTON HARTY


DR. ADRIAN BOULT


DAME ETHEL SMYTH


SIR HENRY WOOD


SIR EDWARD GERMAN


SIR WALFORD DAVIES


MR. ARNOLD BAX


MR. CYRIL SCOTT


MR. CHARLES B. COCHRAN

which Mr. Edward Knoblock was his collaborator. In this piece, a recent recruit from musical comedy, Miss Gladys Cooper, made a great impression. Shaw had achieved his first long run in London with "Fanny's First Play," produced at the Little Theatre in April 1911.

A new personality surprised London in the same year. This was a Mr. Cochran, who had previously brought prize wrestlers to London and had had many adventures in the world of entertainment; he now brought the wonderful production of "The Miracle" to Olympia. Many fresh influences began to be felt in the theatre at that time. There was a new, lighter, more colourful decoration, typified especially by the Granville-Barker Shakespeare season at the Savoy, in which the Rothenstein scenery and dresses were a brilliant essay in the employment of a fanciful style where hitherto historical accuracy had been the fashion.

An early casualty in the war was the serious drama. The ranks of the actor-managers were diminished by death. New theatrical speculators came in and catered for the public, whose natural demand in the theatre was to forget themselves and to escape for an hour or two from the memories and apprehensions of so terrible a time. Light fare flourished. Syncopated music, which had become popular just before the war, was established in the new revues; the humour was broad, the *tempo* hectic. The best-remembered of the war-time shows were the two "Bing Boy" revues at the Alhambra; the first of these was revived this winter at that house, with Miss Violet Loraine and Mr. George Robey in their original parts. Another tremendous success of that period was the spectacular "Chu Chin Chow," lavishly produced by Mr. Oscar Asche at His Majesty's Theatre in August 1916, where it remained for the stupendous run of 2238 performances, far the longest ever enjoyed by any play on the West-End stage.

After the war there was a decided change of taste. More serious plays were eagerly attended, and those dramatists who had possessed only a limited appeal, being esteemed by critics but no asset to the box-office, found themselves able to command a much larger public. Mr. Basil Dean's productions, under the Reandean management at the St. Martin's Theatre, included great successes with Galsworthy's "The Skin Game" and "Loyalties," and Miss Clemence Dane's "A Bill of Divorcement." In each of these plays, a young actress of rare brilliance, Meggie Albanesi, gave a memorable performance; her flame-like quality had also the transience of flame, and her early death was a bitter loss to the theatre. Bernard Shaw's "St. Joan," presented at the New Theatre in 1924, and later moved to the Regent, had a run of 376 performances, far longer than any of his previous plays. In the opinion of many, this is his greatest piece of work. Of his later plays, "The Apple Cart" (1929) was the most popular; the greatest deposits of Shavian doctrine are in the "pentateuch" "Back to Methuselah," which Sir Barry Jackson produced at Birmingham and the Court Theatre, London, in 1924. It took five nights to perform, and in it there appeared the unknown Cedric Hardwicke, now Sir Cedric, who proceeded, a month later, to delight the town with his sharp-edged pastoral comedy in Mr. Eden Phillpotts's Devonshire farce, "The Farmer's Wife." After that, the actor passed from one memorable feat to another.

In 1920 a young man of twenty-one wrote and acted in a comedy called "I 'll Leave it to You." His name was Noel Coward; he poured out plays and contributed to revues, establishing his first big success with "The Vortex." He then turned out comedies of a brief, bitter, and sardonic kind with immense fertility; he shocked some and delighted more. He became the talk of the town and its chief entertainer. St. John Ervine hit the fancy of a very large public with "The First Mrs. Fraser," whose qualities commended it in every country where it was played. A. P. Herbert worked hard and wittily to revive the contemporary light opera at the house (the Lyric, Hammersmith) where "period" operettas were amusingly revived by Sir Nigel Playfair. The history of that theatre in the first decade after the war was a record of brilliant revivals, with and without music.

There can be no doubt that the theatre is a more intelligent institution than it was twenty-five years ago. Themes which would then have been deemed far too severe or too unhappy for popular entertainment are now faced willingly. When the films hit the provincial theatre and the touring system, many small "repertories" of serious purpose sprang up, and there was also a large development of amateur acting of a most ambitious kind. The annual Festival of the British Drama League, for which Mr. Geoffrey Whitworth has worked with tireless enthusiasm, attracts the competitive efforts of many hundreds of highly skilled societies. Scotland, too, has been burning with the new amateur movement, and has its own dramatic festivals.

The style of acting has been much toned down by the naturalistic method, and is far less flamboyant than it was. Many complain that it has become so quiet as to be inaudible, a grievance often justified. But the sincerity, without egotistical display, of such a newcomer to the front ranks as Mr. John Gielgud has won him an enormous public. His Shakespearean acting in some notable seasons at the "Old Vic" was followed by a long-drawn and fully justified triumph in "Gordon Daviot's" "Richard of Bordeaux," and by his present conspicuous success in "Hamlet." Among the other players who have won premier honours since the war are Mr. Charles Laughton and Sir Cedric Hardwicke; both these players are richly versatile, and have ranged from brutal parts like that of old Mr. Barrett in "The Barretts of Wimpole Street," to Restoration fops and Devonian chaw-bacons. One of the most pleasant experiments of our time was the opening in 1933 and again last year, by Mr. Sydney Carroll, of an Open-Air Theatre in Regent's Park, where a mixed programme of Shakespeare, Milton, Shaw, and ballet was presented; on fine nights there were often several thousand people present, and the theatre added richly to the resources and attractions of London in summer.

The great names in British music during the last twenty-five years were those of Elgar and Delius. Walton's "Belshazzar" has been highly esteemed on the Continent, and Vaughan Williams and Holst were other composers who continually commanded the attention and admiration of other nations. Elgar had been knighted in 1902—two years after "The Dream of Gerontius" had been first performed at the Birmingham Musical Festival—and the well-merited award of an O.M. was one of the earliest honours granted in the new reign. This happened soon after Kreisler had played a new violin concerto by Elgar (Op. 61). During the war, Elgar composed his "Carillon," written to a poem by Emile Cammaerts, and in 1924 he succeeded Sir Walter Parratt as Master of the King's Musicke.

A brilliant young conductor, Dr. Malcolm Sargent, was in charge of the first performances of Vaughan Williams's "Hugh the Drover" and Holst's "The Boar's Head," and youth has also been represented by Mr. Constant Lambert, who, at the age of twenty, was commissioned by Diaghileff to write for the Russian Ballet. The result was his "Romeo and Juliet," followed by "Pomona"; another important work of Mr. Lambert's was his "Rio Grande." He has been official conductor to the Camargo Society and to

ORDERS, MEDALS, AND BADGES CREATED BY KING GEORGE V.

1. DISTINGUISHED FLYING CROSS.
2. DISTINGUISHED FLYING MEDAL.
3. AIR FORCE MEDAL.
4. AIR FORCE CROSS.
5. BRITISH WAR MEDAL.
6. 1914 STAR.
7. 1915 STAR.
8. VICTORY MEDAL.
9. MILITARY CROSS.
10. COMPANION OF HONOUR.
11. BADGE, ORDER OF THE BRITISH EMPIRE.
12. BARONET'S BADGE.
13. DISTINGUISHED SERVICE MEDAL.
14. MILITARY MEDAL.
15. KNIGHT BACHELOR'S BADGE.
16. SPECIAL CONSTABULARY MEDAL.
17. TERRITORIAL WAR MEDAL.
18. MERCANTILE MARINE MEDAL.
19. NEW GENERAL SERVICE MEDAL.
20. NAVAL GENERAL SERVICE MEDAL.

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Great Figures Lost to Music and the Stage

MR. H. B. IRVING
Actor, manager, and author.
Died 1919.

MR. FRED TERRY
Actor and manager. Died 1933.

MISS MEGGIE ALBANESI
Actress. Died 1923.

SIR CHARLES WYNDHAM
Actor, manager, and dramatist.
Died 1919.

SIR H. BEERBOHM TREE
Actor, manager, and dramatist.
Died 1917.

MR. EDWARD TERRY
Actor and manager. Died 1912.

MISS MARY MOORE (LADY WYNDHAM)
Actress. Died 1931.

MR. LAURENCE IRVING
Actor, manager, and dramatist.
Died 1914.

MISS MARION TERRY
Actress. Died 1930.

SIR GERALD DU MAURIER
Actor and manager. Died 1934.

SIR SQUIRE BANCROFT
Actor and manager. Died 1926.

SIR CHARLES HAWTREY
Actor, manager, and dramatist.
Died 1923.

DAME ELLEN TERRY
Actress. Died 1928.

SIR GEORGE ALEXANDER
Actor and manager. Died 1918.

SIR NIGEL PLAYFAIR
Actor and manager. Died 1934.

MR. LEWIS WALLER
Actor and manager. Died 1915.

MR. ARTHUR BOURCHIER
Actor and manager. Died 1927.

MR. SYDNEY GRUNDY
Dramatist. Died 1914.

SIR ARTHUR WING PINERO
Dramatist. Died 1934.

MR. HENRY ARTHUR JONES
Dramatist. Died 1929.

SIR EDWARD ELGAR
Composer. Died 1934.

SIR WALTER PARRATT
Musician. Died 1924.

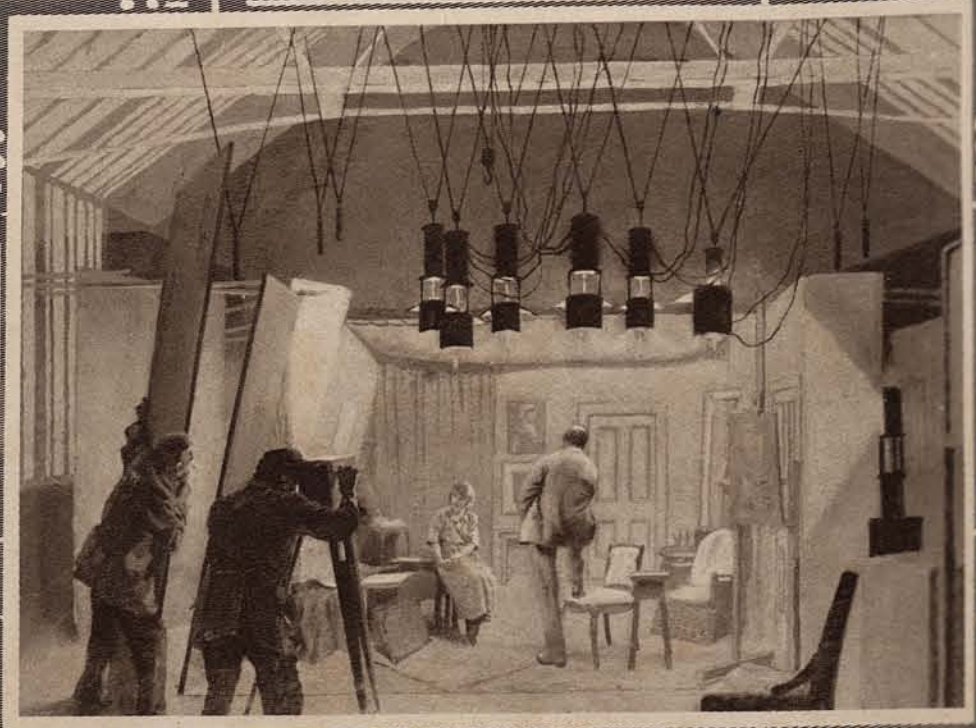
DAME NELLIE MELBA
Singer. Died 1931.

MR. FREDERICK DELIUS
Composer. Died 1934.

SIR W. S. GILBERT
Dramatist. Died 1911.

1914: AN EARLY BRITISH FILM—"AN ENGLISHMAN'S HOME" OCCUPIED BY INVADING GERMANS WHO ARREST THE INMATES.

In the autumn of 1914, when the British cinematograph industry was in its infancy, a film was made of "An Englishman's Home," a play which, originally produced in 1909, pictured the invasion of England and the subsequent capture of a peaceful English villa by the enemy. The film, it was suggested at the time, would have a powerful influence in stimulating recruiting.



1920: AN ENGLISH FILM STUDIO OF FIFTEEN YEARS AGO—AN INTERIOR SCENE IN THE FILMING OF "ANNA THE ADVENTURESS" AT THE HEPWORTH STUDIO.

Here is seen an English cinematograph studio of 1920; the scene set for the filming of Miss Alma Taylor in "Anna the Adventuress," which was based on Mr. E. Phillips Oppenheim's novel of that name. It was a time when British firms were making a strenuous effort to challenge the American monopoly in picture plays. The simplicity of the setting and equipment contrasts strongly with the elaboration of to-day.

1914: THE RUSSIAN IMPERIAL BALLET AT DRURY LANE—"PETROUCHKA."

The presentation of the Russian Imperial Ballet at Drury Lane in 1914 showed London dancing more perfect than had been seen there before, and went far to bring about a revolution in public taste.

1925: PAVLOVA AT COVENT GARDEN—THE FAMOUS RUSSIAN DANCER AS GISELLE, WITH HER PARTNER, LAURENT NOVIKOFF, AS ALBERT—THE ADAM BALLET VERSION OF A ROMANTIC TALE BY GAUTIER.

Mme. Anna Pavlova's several visits to this country after the war gave Londoners an opportunity of seeing ballet dancing at its highest pitch of perfection. Nor was any artist more enthusiastically welcomed here than she. In September 1925 she began a four weeks' season at Covent Garden. Her programme included "Giselle," the Adam ballet version of the romantic Gautier tale of the peasant girl and the Count, which so entranced the 'forties when Grisi appeared in it. She also gave a great selection from her repertoire, including "The Swan" and "The Fairy Doll."

1931: "CAVALCADE," MR. NOEL COWARD'S HISTORICAL DRAMA—THE SAILING OF A TROOP-SHIP FOR SOUTH AFRICA IN 1900.

The production at Drury Lane of Mr. Noel Coward's drama of the nation's recent history, "Cavalcade," coincided with the political and financial crisis of the autumn of 1931, and the "national" spirit of the play was closely in accord with public feeling at the time. Mr. Coward has said that he found his inspiration for the play in "The Illustrated London News."

1932: "THE MIRACLE"—ITS PRODUCTION AT THE LYCEUM—THE SCENE OF THE MAD KING AND THE NUN AT THEIR CORONATION.

In 1932 "The Miracle," Karl Vollmöller's mime play, was seen for the second time in this country, having been produced at Olympia in 1911-12. Mr. Cochran's production at the Lyceum in 1932 included Lady Diana Duff Cooper (Diana Manners) as the Madonna, Miss Tilly Losch as the Nun, and M. Leonide Massine as the Spielmann. The theatre was transformed into the semblance of a cathedral.

1934: "MAN OF ARAN"—THE FURY OF THE ELEMENTS BRILLIANTLY PHOTOGRAPHED IN A MASTERPIECE AMONG ENGLISH FILMS.

The Gainsborough film, "Man of Aran," was made by Mr. Robert J. Flaherty on the barren and stormy island of Aran, thirty miles off the west coast of Ireland. His actors were the simple fisherfolk who there maintain an arduous and precarious livelihood, and the background to the tale was the fury of the sea. The film was produced in London in April 1934, and was universally acclaimed.

1933: A FAMOUS MODERN BRITISH FILM—"THE PRIVATE LIFE OF HENRY VIII."; WITH MR. CHARLES LAUGHTON AS THE KING.

The autumn of 1933 saw the production of the most ambitious British film made up to that date, "The Private Life of Henry VIII." The cast included Mr. Charles Laughton as the King; with Miss Binnie Barnes as Katheryn Howard, Miss Elsa Lanchester as Anne of Cleves, Miss Merle Oberon as Anne Boleyn, and Miss Everley Gregg as Katherine Parr (left to right in the photograph).

1925: "DER ROSENKAVALIER" AT COVENT GARDEN—THE MOST POPULAR OF STRAUSS OPERAS—OCTAVIAN (MME. DELIA REINHARDT) GIVING THE SILVER ROSE TO SOPHIE (MME. ELIZABETH SCHUMANN) IN ACT 2.

The summer season of opera at Covent Garden in 1925 included, as had the season of 1924, "Der Rosenkavalier," the operatic masterpiece of Richard Strauss in his lighter vein. In both years it could fairly be called the success of the opera season. The principal members of the cast in 1925 were the same as before, including Mme. Delia Reinhardt as Octavian, Mme. Elizabeth Schumann as Sophie von Faninal, Mme. Lotte Lehmann as the Princess, and Herr Richard Mayr as Baron Ochs, the elderly and amorous buffoon. This drawing shows the title scene.

1914: RUSSIAN BALLET AT DRURY LANE—"LE SPECTRE DE LA ROSE."

The Beecham season at Drury Lane in 1914 opened on May 20 with a production of "Der Rosenkavalier," and included a number of the Russian ballets. Among them were "Daphne et Chloïs," "Le Lac des Cygnes," and "Les Sylphides."

1926: "THE MIKADO," A FAVOURITE AS EVER—MR. DARRELL FANCOURT AS THE MIKADO IN ONE OF THE OPERA'S MANY REVIVALS.

The Gilbert and Sullivan operas retained throughout the first twenty-five years of King George's reign their extraordinary popularity, and they were revived with great success time after time. In 1926 Mr. Charles Ricketts, A.R.A., designed new settings and costumes for "The Mikado," which in September opened the Gilbert and Sullivan season at the Princes Theatre.

1916: "CHU CHIN CHOW," WHICH HAD BY FAR THE LONGEST RUN ON RECORD ON THE LONDON STAGE, ACHIEVING 2238 PERFORMANCES.

"Chu Chin Chow" was produced at His Majesty's Theatre in the summer of 1916, and had the phenomenal run of 2238 performances, eclipsing every record. It was described as "a mixture of revue, musical comedy, and the pantomime version of 'Ali Baba and the Forty Thieves' played 'straight,'" and was notable for its spectacular effects. Mr. Oscar Asche, in the name part, is seen towards the right.


MR. EDEN PHILLPOTTS


MR. JOHN DRINKWATER


MR. EDWARD KNOBLOCK


MR. ST. JOHN ERVINE


MR. J.B. PRIESTLEY


MR. H. GRANVILLE BARKER

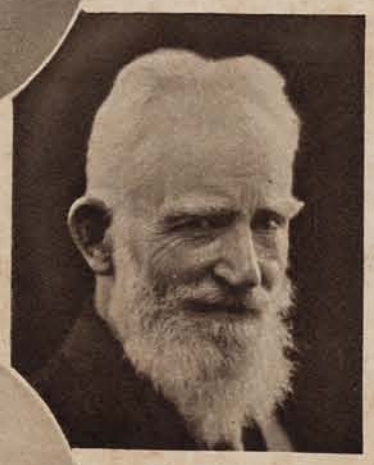
the "Vic-Wells" ballet at Sadler's Wells. At this house, British opera and ballet have been developed with great accomplishment and success, while the Shakespearean work of this great institution has been mainly limited to the historic house in the Waterloo Road.

Dame Ethel Smyth, whose famous opera, "The Wreckers," had appeared in 1909, added to her achievement during our period with "The Boatswain's Mate" (1916), "Fête Galante" (1923), and "Entente Cordiale" (1934). Arnold Bax, whose work is always rich in romantic and mystical poetry, made a hit with "November Woods" in 1917 and a symphony in 1921. He has recently concentrated rather on chamber music. Cyril Scott, who has been called the English Debussy, has also added distinction to our Fifth-Georgian music. Delius, handicapped by age and blindness, contributed memorable music to Flecker's "Hassan," and the theatre was consistently well served in a musical capacity by the late Norman O'Neill.

Of British conductors, Sir Thomas Beecham continues to enhance, year by year, the very high distinction he has attained; while Sir Henry Wood remains to reign magnificently over the ever-popular "Proms." He recently confessed that for some of his own work he had assumed weird foreign names, since plain English does not impress the snobs of the musical world. Sir Hamilton Harty conducted the famous Hallé Orchestra of Manchester from 1920 to 1933, and then moved to the direction of the London Symphony Orchestra. The influence of broadcasting in popularising the best music, without loss of standard, has been powerful, and the name of Adrian Boult must be mentioned in this connection. A tremendous force on the educational side has been Sir Donald Tovey; and Mr. Arthur Bliss is another composer-conductor who has come to the fore.


MR. W. SOMERSET MAUGHAM, THE DISTINGUISHED PLAYWRIGHT, NOVELIST, AND WRITER OF SHORT STORIES.


SIR J. M. BARRIE, O.M., THE SCOTTISH DRAMATIST AND NOVELIST, WHOSE PLAYS INCLUDE "PETER PAN," AND "MARY ROSE."


MR. GEORGE BERNARD SHAW, THE GREAT DRAMATIST AND AN OUTSTANDING FIGURE IN BRITISH LITERATURE DURING THE REIGN.


MR. NOEL COWARD, THE PLAYWRIGHT, ACTOR, AND COMPOSER, WHOSE IMMENSELY POPULAR WORKS HAVE INCLUDED "BITTER SWEET" AND "CAVALCADE."

By 1909 the Cinema had become sufficiently important to have an Act of Parliament of its own; this was designed for protection of the audience against fire; but it remains important because of the regulating powers which it conferred on local authorities, powers which have now been extended to include censorship. The unofficial discipline of the British Board of Film Censors originated in 1912. There were many British films made during the period 1910-14 (Hepworth was an important firm), but they would now seem crude. The war had a disastrous effect on British films, and America, already enjoying superiority of climate for open-air photography, richly exploited the additional opportunities conferred by the closing of British studios. English actors, however, were in demand, and Charlie Chaplin rose from the rough drolleries of the English music hall to be the master-clown of the new art, beautifully mingling the absurd and the pathetic.

After the war Hollywood continued to strengthen its position as the capital of the great new industry. Between 1919 and 1926 the number of big films produced in Great Britain dwindled sadly, and those British artists who believed in the film went across the Atlantic to work. Many English actors then made great reputations in Hollywood, Percy Marmont and Clive Brook being notable examples. Flaherty directed his famous "Nanook" in America. In 1927 the Film Quota Act was passed as a measure of protection. The result was an immediate revival of British film production. In 1928 seventy-eight full-length pictures were shown; the number had nearly doubled by 1932, and is far greater to-day. In 1929 the sound-film finally ousted the silent, and this again assisted the English industry and English actors, who were increasingly demanded in Hollywood, as well as in the English studios. At last the tables were turned, and England, instead of importing nearly all its pictures, began to export to America.

The educational side of film-work was much assisted by the formation of the British Film Institute in 1933. The British studios, now able to command a good market and the services of the best British actors, turned out a constant series of pictures with first-rate entertainment value. Actors like Sir Cedric Hardwicke and Charles Laughton (the latter's film-work has mainly been done in Hollywood) contributed brilliantly to the new "Talkies." Gaumont-British found a talented director in Victor Saville, and London Films in Alexander Korda, whose "Private Life of Henry VIII." was popular all over the world. Hollywood, it is true, made the film of "Cavalcade," but this picture established a young English actress, Diana Wynyard, as a leading film star. An English actor, George Arliss, became a world-favourite, and other British players to succeed brilliantly on the screen were Madeleine Carroll, Merle Oberon, Leslie Banks, Gordon Harker, Tom Walls, Sydney Howard, Jack Hulbert and Cicely Courtneidge, Nigel Bruce, and, most recently, Robert Donat. Most popular of all, at least in England, has been Gracie Fields. Indeed, the stage has been hard put to it to retain its personnel against the clamorous demands of Hollywood and the London Film studios. A singular honour was paid last year to Flaherty's "Man of Aran," which was awarded the Mussolini Gold Challenge Cup at the International Exhibition in Vienna. British films, against great difficulties, have conquered foreign markets from which they were long excluded, and they now command the services of first-rate authors and all the brains and beauty in our theatre.


SIR PHILIP BEN GREET


SIR BARRY JACKSON


MR. SEAN O'CASEY


MR. FREDERICK LONSDALE


MISS CLEMENCE DANE


MISS LILIAN BAYLIS

Further details concerning the portraits in the borders of this article will be found in the Index pages preceding the Frontispiece.

THE END.

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