

VICTORY ARCH ERECTED IN TOKYO



This is the allied victory arch erected in Hibiya park, Tokyo, in celebration of the signing of the armistice. The placing of the allied flags on the arch was the main feature of the ceremonies.

AIR RAID DAMAGE IN LONDON TOLD FOR FIRST TIME

Lifting of Censorship Permits Telling of Story.

ZEPPELINS USED AT FIRST

Machines Proved Unwieldy as Offensive Weapons and Soon Gave Way to Taubes and Gothas—90 Bombs Dropped in First Attack; Six Killed—“Aurora Borealis” Demonstration Last March Ended Effective Series.

Fifty-one raids by airships caused the death of 498 civilians and the injury of 1,236 and the killing of 58 soldiers and sailors and the injury of 121. Fifty-nine airplane raids killed 619 civilians and 238 soldiers and injured 1,650 civilians and 400 soldiers.

Relaxation of the censorship now permits for the first time publication of some of the effects of enemy air raids on London, from the first Zeppelin attack in May, 1915, to the “Aurora Borealis” demonstration last March, which ended the effective series.

In the beginning the attacks were made by Zeppelins, usually on dark nights. These machines proved unwieldy as offensive weapons, and they were soon succeeded by Taubes and Gothas, which crossed the Channel from enemy airdromes in Belgium. Then followed a series of daylight raids, which were succeeded by moonlight visits, that condition of atmosphere reducing the detective power of searchlights.

Anti-aircraft defense in the beginning was feeble and ineffective. It was speedily improved and finally a long-range barrage encircled London, making hostile approach highly cautious and really possible only when atmospheric conditions were favorable. Coincident with the improvement, the Royal air force was greatly augmented for home defense, and gave excellent account of itself.

The first Zeppelin flew over London May 31, 1915, and dropped 99 bombs, most of them incendiary. Considering the cost in munitions, results were small, for only three fires required the attention of the fire brigade. Six civilians were killed and three injured. In Balls Pond Road, Dalston, an aged couple were killed while kneeling at their bedside. Some damage was done in Shoreditch.

Twenty Killed, 86 Injured. September 7, 1915, the Bermondsey district was the target, with light casualties. The next night, a bomb destroyed a motor bus near the Liverpool street station, and a train was hit. The chief damage was in Wood and Fore streets, where city warehouses were set afire and several firemen were injured. Twenty persons were killed and 86 injured, and the money loss to buildings and contents was about \$2,500,000, one firm suffering to the extent of \$500,000. Crowds assembled in many parts of the city to watch the raiding Zeppelin, which was visible for several minutes.

Up to September, 1916, raiders visited Leytonstone, Walthamstow, East London, Central London and South-east London, inflicting some damage at each visit. In one of the raids a bomb hit a girder in the Lyceum theater, bending it and exploding in the street. The audience escaped injury but there were casualties among persons standing at the exits. Blackheath was raided August 24 and 25, 1916.

The greatest of the Zeppelin raids up to that time occurred the night of September 1-2. A fleet of 13 Zeppelins crossed the North sea and dropped bombs on English territory. Only three of the craft got as far as the outskirts of London. Two of the three were driven back by gunfire and one was brought down at Cuffley by Lieutenant Lee Robinson with a new type of incendiary machine gun bullet. The airship caught fire and the people of London and of a wide outside area enjoyed the spectacle of an aerial conflagration. Some of the fleet that crossed the sea lost their bearings in the dark and sped homeward with the first signs of dawn.

Raid by Twelve Airships. September 23-24 twelve airships crossed the sea and undertook a raid. One came to grief in Essex, another near Billerica and a third near Mersea Island. Only three reached London. They bombed the Streatham and Brixton districts and blew a tramcar into pieces. There was damage to dwelling and shop properties in North-east London, notably in Bridgehead road. Chief Inspector Ward of Scotland Yard was killed that night and a building near Leyton, which had suffered the year previously, got another bomb.

No airships reached London in the next two raids, in the second of which a craft was brought down near Pot-

ter's Bar, while trying to approach the city from the north.

The first airplane attack occurred November 28, 1916, when a single machine in daylight dropped bombs which damaged Victoria Palace music hall, opposite Victoria station, and hit several mansions in Brompton road. June 13, 1917, a long stretch in the East End suffered from a series of bombs dropped by daylight raiders, falling about one-quarter of a mile apart. In that raid ten children were killed and fifty injured in a school in Poplar, and there were several deaths in the houses of working people along the route. A train was struck outside the Liverpool street station.

Twenty-four Gothas raided London July 7, 1917, in daylight. One of the bombs struck the general post office. It penetrated two of the upper floors and damaged much telegraph apparatus. The raiders sailed over the city at altitudes of from 2,000 to 15,000 feet, keeping their regular formation to the end. This ended the daylight raids, all subsequent ones having been by moonlight, except the last, which chose a dark night, and another under cover of a mist.

First Night Visitor.

The first night visitor came September 4, 1917, and went away without having done any mischief. Three weeks later, when a squadron advanced to an attack, a barrage was in action. Those that got through hit the Bedford hotel in Southampton row and wrecked a shop in King's Cross road.

There were five raids between September 25 and October 1. One of the craft, September 25, emptied its cargo of bombs within a narrow area of crowded streets abutting Old Kent road, doing some damage to property and causing several deaths. Officers' quarters in Chelsea hospital were wrecked by a 500-pound bomb October 4, when damage was done to the Grosvenor road railway bridge.

October 19, a misty night, a Zeppelin fleet made a trip to England which proved unhappy for itself. Only one of the number reached London, on which it dropped three heavy bombs, one of them in Piccadilly Circus, damaging the shop of Swan & Edgar and causing casualties in a crowd waiting there for an omnibus; another damaging houses in Camberwell and the third wrecking house property in Hither Green. Five of the fleet, having accomplished nothing in England, were brought down in France, on the trip homeward, when others were seriously damaged. There was an early morning raid on Dulwich September 6, with small results.

Try to Bomb Hospital.

Raiders December 18, 1917, dropped a bomb which narrowly missed Charing Cross hospital and demolished a shop in Agar street. Another bomb killed several persons on the Thames embankment and damaged Cleopatra's Needle. A third set fire to a piano factory in Clerkenwell road.

A raid of January 28, 1918, partially wrecked the Oldhams printing establishment in Long Acre, in the basement of which many persons had taken shelter. Machinery and debris from the upper floors fell into the basement, killing 47 persons and injuring 193. The same night a bomb almost destroyed the old French flower market, Covent Garden, and another fell in a side street near the Savoy hotel. February 17 the Midland Grand hotel, St. Pancras, was damaged by three bombs, one of which brought down the tower spires.

Then came in swift succession a series of raids, the most memorable of which was on the moonless night of March 7, 1918. This was the “Aurora Borealis.” A 600-pound bomb on that occasion proved very destructive to property in Maida Vale, where six houses were destroyed and several hundred damaged. Mrs. Lena Ford, an American, author of “Keep the Home Fires Burning,” was among those killed that night by the raiders.

Learns of the War.

A woman was discovered in this city yesterday who has lived all through the great war and did not know that it was going on. She is an aged woman of German birth. Her age kept her son from telling her about the horrors of the invasion of Belgium and of the sinking of the Lusitania. He didn't wish her to worry and fret. But the day of the peace demonstration made it impossible to keep silent. The old lady heard the whistles blowing and the crowds cheering and she demanded to know what it was all about. When they told her she raised her hands in a gesture of imprecation and said: “Oh, if only I could get these two hands on the Kaiser!” The interesting part of her story is that her husband was a German soldier. The gray uniform was so detested by him that he made his wife, before his death, promise that she would come to America so that none of their sons ever would be compelled to wear the livery of the Kaiser.—New York Sun.

Victim of Popular Song.

Lawrence Kelle tells of an amusing experience he had over the song, “Douglas Gordon.” He was introduced one evening to a gentleman whose name he did not catch. “I have no desire to meet you, Mr. Kelle,” said the stranger. “Kelle naturally looked a little astonished, but said nothing. “In fact,” the other went on, “I hate the very sound of your name. For months past my mother has been worried by the receipt of telegrams and letters of condolence on my behalf, and the thing is beginning to get mo-

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“I'm sorry,” said Kelle, “but what's that got to do with me?” “Well, I'll tell you,” said the other. “My name's Douglas Gordon, and everybody imagines that your confounded song refers to me.” And with that he turned on his heel and went.

Send for a Bomb, Sir.

The excited voice of the mother of George B. Elliott of the firm of Breco, Elliott & Harrison, announced that an old house owned by Mr. Elliott was burning.

“Is it still burning?” inquired Mr. Elliott with some anxiety in his voice. When informed in the affirmative, he replied, with much relief, “Well, there is nothing that I can do,” and told his father to notify him if the fire was in danger of going out.—Indianapolis News

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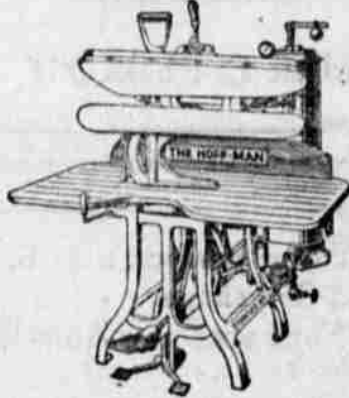
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