

The Mighty Guns of the Dardanelles.

WHAT WE MUST FORCE.

The Dardanelles are the most famous straits in the world, and, as the key to Constantinople, are perhaps the most strongly fortified. They extend for a distance of forty-five miles from the Mediterranean to the Sea of Marmora. Their width varies very much; at the broadest point it is about five miles from shore to shore; at the

of the Turks. There is one mine-field at the very entrance and another at the Narrows. Moreover, unless the European shore is in the hands of an expeditionary force, the position of a fleet which passed the straits would be difficult. As Admiral Hornby wrote in 1878, for ten miles on either side of the Narrows "an almost continu-

difficult and dangerous point from the land if a force was put ashore on the Gallipoli peninsula, and to give the warships immense assistance in their attack. Such a land attack would probably prove decisive. The beach on the west of the Gallipoli peninsula is well suited for a landing and is only about seven miles from the main forts.

The straits have twice been forced in the immediate past. On February 19, 1807, Vice-Admiral Sir J. T. Duckworth, with a squadron of eight sail of the line, two frigates and two small craft, passed up with trifling damage, losing only 6 men killed and 51 wounded, though the forts fired on him at close range. On his return journey

with the Governor of the Dardanelles, Hussein Pasha, and that official informed him that "from motives of humanity" he refrained from firing. The British noticed that the tompons, or plugs, were still in the muzzles of the Turkish guns and saw at once that the Turks did not mean fighting. The weather was thick and snowy, and such was the difficulty of navigation that the flagship ran aground, though she was soon got off.

By a clause in the Treaty of Paris, signed in 1856, the Dardanelles are closed to the warships of all nations except Turkey.

THE SPORT.

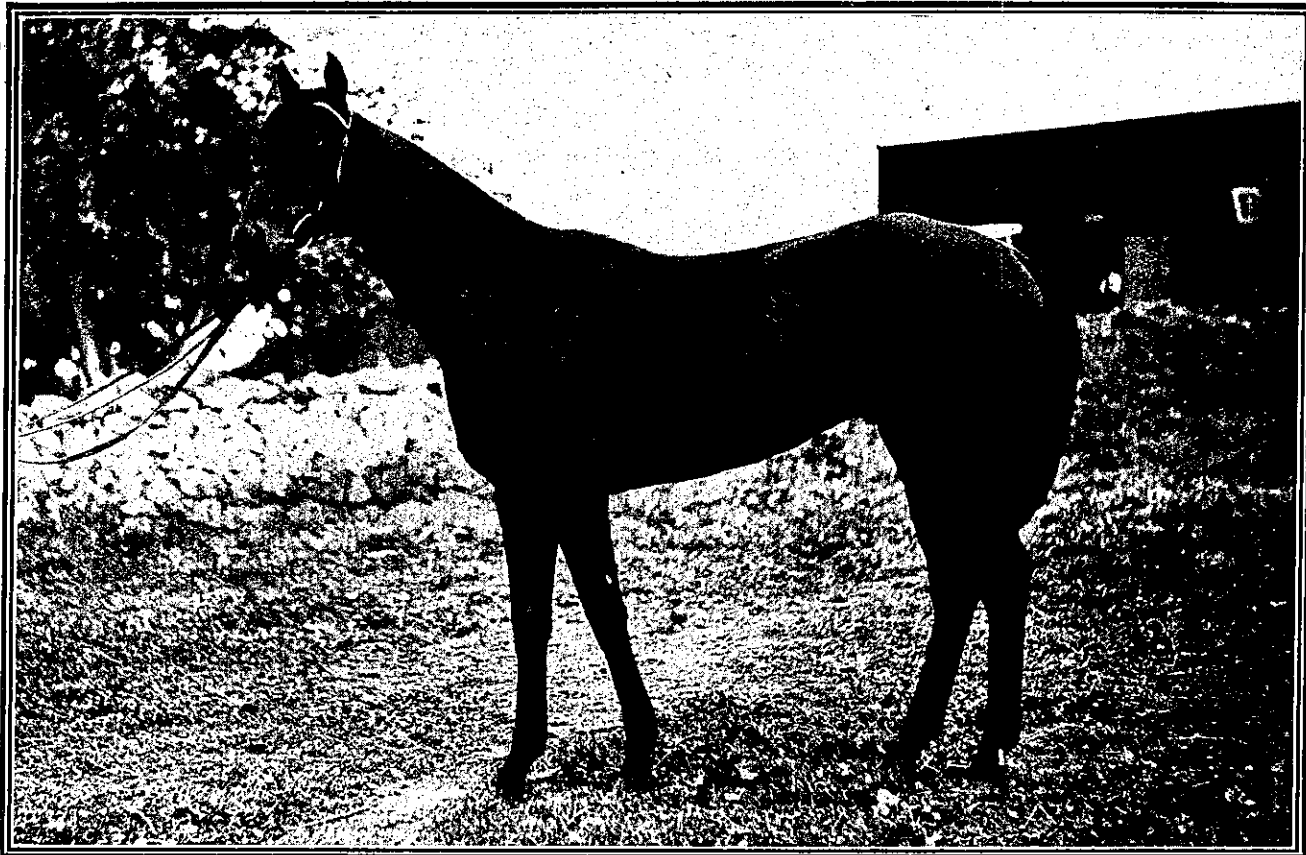
I met a youth the other day
Who leaned against a post;
I said—Fair youth, why not away
To fight the Teuton host?
He answered—Me go to the war,
The Kaiser for to seek!
I've a packin' job in a hardware store
At thirty bob a week.

I said—Perhaps you're married, then,
With wife and child to keep?
Not so, he answered—No, sir, when
A bach'lor lives more cheap;
Why, s'pose some German with a gun
Passed me a bullet here,
I'd never know what club had won
The premiership this year.

Well, if you have no other ties, I said,
Perhaps your health is bad?
I never had a day in bed,
Replied this valiant lad;
This blooming war it may keep up—
Oh, nobody can tell—
Another year—I'd miss the Cup,
An' the autumn runs as well.

Some blokes' ideas run otherways
Than racing, football, fights;
They like to shoot on Saturdays,
An' drill the other nights;
Well, let them go—it suits them more,
A bold life—and a short;
Let them take all the risks of war,
Not me! I am a sport.

—Oriel, in the Melbourne "Argus."



Mr. W. C. Ring's b h POTOA, 5yrs, by Monoform—Black Watch, who accounted for the Railway Handicap (six furlongs) on the opening day of the Avondale Jockey Club's Autumn Meeting.

narrowest not quite a mile. Navigation is rendered awkward by strong currents and eddies.

The forts defending the Dardanelles are many of them of ancient construction; those at the Narrows for example, date back to Mohammed II. (1460); and the two great castles at the Mediterranean entrance were built by Mohammed IV. (1650). But all these old works (a writer in the London "Daily Mail" points out) have been repeatedly reconstructed and re-armed or supplemented by modern batteries. The defences were overhauled by German engineers in the 'seventies of last century, when they mounted the largest gun then in existence, a 50-ton Krupp, some twenty or twenty-five 11in. Krupps, and a miscellaneous assortment of smaller guns. They were again remodelled shortly before the Balkan War of 1912. Since Turkey became the helpless puppet of Germany they have yet again been taken in hand by the Germans, and a number of modern Krupps and some of the famous 11.2in. Krupp howitzers are reported to have been mounted in them.

The main works on the straits are in two groups. The first group consists of the old castles of Sed-ul-Bahr and Kum Kale at the very entrance, where the width is two miles. In the Balkan War and the Italian War these were sufficient to keep hostile warships at a distance. They are now believed to mount 11in. and 12in. Krupps, besides a large number of old guns which are not at all formidable to modern warships.

MINEFIELD DIFFICULTIES.

After these two antiquated forts comes the main group of forts at the point where the channel narrows to less than a mile and makes a sharp bend. Far the most formidable is Namazieh with a series of batteries on the European side. The guns are 11in. and 12in. Krupps, but there are also a number of smaller weapons. On the Asiatic coast is a similar succession of fort. At Nagara Point is a very powerful work, Fort Nagara, which enfilades the channel and which has just been re-armed and is probably equipped with the best productions of the Krupp firm. This is the last of the formidable works unless others have been constructed by the Germans since the war.

The difficulty of forcing a way is increased by the minefields, which did not exist when in earlier days the Dardanelles were ascended in defiance

ous cliff overhangs the shore-line. An enemy in possession of the (Gallipoli) peninsula would be sure to put guns on commanding points of these cliffs. Such guns could not fail to stop transports and colliers and would be most difficult for men-of-war to silence."

STRAITS TWICE FORCED.

This configuration of the coast, however, would enable an amphibious Power, such as the British Empire, to dominate the straits at the most

he was again attacked, but ran the gauntlet with a loss of 29 killed and 138 wounded. On this occasion a number of immense stone shot struck his ships, and two actually remained fixed in their timbers.

On February 13, 1878, Admiral Sir Geoffrey Hornby, with the British iron-clads Alexandra, Agincourt, Achilles, Swiftsure, Temeraire, and Sultan, and the despatch boat Salamis, made the passage. The Turks were expected to attack him, but when he arrived off the Narrows he interchanged letters



The Victorian steeplechaser, BULLAWARRA, who has been competing in cross-country events in England.