peninsula on Sunday played an important part in repulsing Turkish attacks. Several Welsh companies attempted to carry out a turning movement against two New Zealand regiments, but failed owing to the violent fire of the British ships. The Turks lost very heavily, and the small party of survivors surrendered to the British.

A SAILOR AND THE SLAUGHTER.

Writing to a friend in Liverpool, Petty Officer Dodds, of the Naval Division, who is with the Expeditionary Force at the Dardanelles, says: 'I am still all right. We are gaining ground daily by day. The place is full of snipers. Turks come on singing "Allah, allah," and we mow them down as they show themselves in the battlefield. It is simply strewn with dead. They made a heavy charge on us, and we let them get up to about 100 yards, and we slaughtered them. Navy guns simply annihilate them when we put them on the run. I am sure the Turks would give in, only the Germans shoot them if they don't stand their ground.

TURKISH REVOLT.

43 OFFICERS EXECUTED.

A number of Turkish officers in the Gallipoli Peninsula revolted (says a "Daily News" Athens telegram) by firing cover on the Turkish officers. Many German officers and sub-officers were killed.

Other troops were called up to quell the rising, and they captured 43 revolutionary Turkish officers.

These were sent to Constantinople, where they were court-martialled and condemned to death. The sentence was carried out with all possible speed.

ADVANCE IN MESOPOTAMIA.

NAVAL AND MILITARY OPERATIONS.

TURKS ROUTED NORTH OF KURNA.

Press Bureau, Thursday Evening.—The Secretary of State for India communicates the following regarding the military operations against the Turks in Mesopotamia:—

After the hostile columns which had recently threatened our lines of communication with the Karun Rivers had been successfully dispersed, as described in previous communiqués, a combined naval and military attack was organised on the morning of 31st May against the remaining hostile force in a position about a couple of miles north of Kurna.

Starting at 1.30 a.m., our troops, partly by wading and partly by boats, skilfully executed a turning movement.

The enemy's guns were soon silenced by our artillery, the excellent practice made by the naval gunnery being specially noticeable.

The heights occupied by the Turks were seized at noon, and the enemy fled, leaving three 16-pounder guns complete with ammunition and nearly 250 prisoners in our hands.

After harmlessly exploding several heavily charged mines discovered lying in the river both and on land, we continued our advance on June 1st, and found that the enemy had hastily evacuated his camps at Barhan and Ratta, leaving a number of tents standing. He was observed retreating in steamers and native boats, which were speedily pursued by the naval flotillas.

By the evening of 2nd June we had pushed five miles north of Ezra's Tomb, and some 35 north of Kurna.

The Turkish steamer Bulbul was overtaken and captured, and we captured two lighters, one of which contained three field guns, ammunition, and mines, as well as several native craft, and about 300 prisoners.

The pursuit was being continued by moonlight.

Our casualties have been trifling, amounting to about 20 in all.

GERMAN TRANSPORT TORPEDOED.

BRITISH SUBMARINE SUCCESS.

Press Bureau, Friday Morning.—The Secretary of the Admiralty makes the following announcement:—

The Vice-Admiral at the Dardanelles reports that one of the British submarines at present operating in the Sea of Marmora torpedoed a large German transport in Panderma Bay yesterday morning.

THE ITALIAN CAMPAIGN.

AUSTRIAN FORTS REDUCED.

The following official statement was issued in Rome (viaa Paris) on Thursday evening, according to Press Association:—

Our enemies in their return to-day from their escorting cruise report that 24 hours after the bombardment of Monfalcone, which took place on May 24, by our destroyers, clouds of smoke and tongues of fire could still be seen from Porto Rosa and from the Duino Castle.

Rome, Wednesday.—The speedy reduction of the Austrian fort of Lusern, in the Southern Trentino, and the news that the neighbouring fort of Rione was being similarly attacked, point well for the Italian transport arrangements. These fortifications are of modern type, with cupolas. The fall of Lusern within two days is particularly noteworthy, as people who know the fortifications had calculated that this fort could hold out for a fortnight.—"Times" Telegram, per Press Association.

THE ATTACK ON POLA.

ARSENAL SET ON FIRE.

PLOTTILA SHELLS MONFALCONE DOCKYARD.

The following communique is issued by the Chief of the Naval Staff:—

Yesterday afternoon our destroyers bombarded the dockyards and the commercial port of Pola, dropping bombs on the railway station, the naphtha depots, and the arsenal. All the bombs exploded, and a big fire enveloped the arsenal.

The dirigible returned undamaged despite a heavy fire from the Austrian artillery.

This morning, the 31st, a squadron of our destroyers bombarded the docks at Monfalcone, causing serious damage. The commanders of the destroyers were able to ascertain.

On its return this same squadron encountered and destroyed several boats laden with flour.

Neither our destroyers nor their crews suffered any damage from the fire of the enemy's coast batteries.—Central News.

POISON GAS FACTORY BLOWN UP.

IMMENSE DAMAGE WROUGHT BY RAID ON POLA.

Rome, Wednesday.—According to indirect news from Trieste, considerable damage was caused by Sunday's aerial bombardment of Pola by six Italian naval airships.

The Austrians were completely taken by surprise. Owing to their formidable anti-aircraft defence they assumed that the Italians would not venture on such an aerial bombardment. When the Italian airship appeared over Pola the Austrians were seized with panic and opened a wild fire from all the available guns, including the heavy battery. The airship descendingly kept out of range, but rapidly descended over the dockyard and dropped four well-aimed bombs over the oil fuel reservoir, which affords an admirable target. The airship then rapidly rose beyond the reach of the guns, while dense volumes of smoke from the burning oil spread a great conflagration in the dockyard.

Meanwhile the Austrians, unable to control the fire, which was spreading alarmingly, and the adjoining oil depots being in great danger, decided to sacrifice the fuel. They opened the taps of the reservoir and allowed the fuel to run out into the sea. Owing to the wild confusion, coupled with the lack of discipline, and the simultaneous fires at different points, considerable time was lost. Thus the damage was increased, especially at the docks, which suffered severely.

The loss of the oil fuel is seriously preoccupying Austrians, since it cripples the submarine and torpedo craft especially, owing to the absolute impossibility of replenishing the supply. The Austrians are now treasuring the oil fuel tail, which they are burning on the ground.

During Monday's bombardment of Monfalcone by an Italian destroyer flotilla a new factory of asphyxiating gas was destroyed by an explosion wrought considerable damage over a wide area.—R. Mackenzie, Reuter's special correspondent.

Pola, the naval base of the southern extremity of the Istrian Peninsula in the chief Austro-Hungarian naval station. Monfalcone, where warships are built for the Austro-Hungarian Fleet, is situated to the north-west of Trieste.

FALL OF BELVEDERE.

Rome, Wednesday.—The Italians have reached the fortress of Belvedere (north of Alai). It is a great feat that our Alpine labouring under every disadvantage in the mountainous country were yet able to develop sufficient military strength.

FIVE SONS IN THE ARMY.

Above are photos of the five sons and son-in-law of Mrs Richard Hunter, Hill Place, Kirkcaldy, recently serving in the Forces. They are:—(1) Sergeant Alex. Hunter, 17th Black Watch; (2) Corporal Robert Hunter, 7th Black Watch; (3) Private James Hunter, 1st Black Watch; (4) Private David Hunter 1st Black Watch; (5) Private Peter Hunter, R.E.; (6) Gunner Henry Smith, R.F.A., a son-in-law.

Private David Hunter was wounded in the thigh during the great charge of the Black Watch at Tyres on May 9th.

Belvedere and Luserna—the latter was taken on Sunday—are of the most modern type, with cupolas and disappearing heavy guns. Luserna fell so quickly so say of the forts at Namur.—Daily Mail.

IN SIGHT OF TRIESTE.

ITALIAN ADVANCE AIDED BY NAVY.

Geneva, Wednesday.—Owing to rain and mist operations on the Italo-Austrian frontier yesterday were mostly confined to intermittent artillery duels, except in the Isonzo region, where the Italians continue to advance in spite of strong resistance.

The Milan papers states that the Italian advance guard is in sight of Trieste after an advance along the coast supported by the navy. The Austrians are strongly fortifying the hills north of Trieste.

Ten more Italians were shot as spies at Innsbruck yesterday without trial, and the Italian population in the Tyrol is being most cruelly treated.—Daily Express.

REVOLT IN TRIESTE.

INHABITANTS SHOT DOWN.

Paris, Thursday.—According to a telegram from Geneva to the "Echo de Paris," the German Main Bureau announces that the Kaiser will shortly go to the Austro-Italian frontier.—Reuter.

AUSTRIAN FLEET IN HIDING.

The following statement was issued at Rome on Wednesday by the Chief of Staff of the Italian Navy, and was telegraphed by the Press Association:—

Yesterday our Fleet cruised the whole day in the vicinity of the Dalmatian Archipelago, but no report of a hostile character up to the time the enemy made no appearance. In the meantime our warships have again destroyed the new semaphore and wireless stations on the island of Lissa, which had already been demolished by the French naval bombardment last November, but which the Austrians had repaired. We also destroyed an important observation station to the north of the island of Curzola.

GERMAN RAID ON UGANDA RAILWAY.

PORTIONS OF BRIDGE BLOWN UP.

The Press Association states that, according to mail news from British East Africa, the Governor's camp at Nairobi issued the following note:—

On April 30 at 4 p.m., a party of Germans, numbering at consisting of 15 whites and 1 Askari, made an attempt to destroy the girder bridge at Mile 216, on the Dugalla Railway, between Makindu and Sembu stations.

The bridge was guarded by a picket of the 8th infantry, but the enemy were able, owing to the thickness of the bush, to creep up under and cut the sentry before he could give the alarm to the remainder of his picket, who were at the time engaged in digging entrenchments in the rear, and the men, being taken unawares, were all captured before they could reach their rifles.

The Germans then blew up portions of the bridge, and took the men of the picket, with their rifles, accoutrements, and bandoliers, to a distance of about two miles from the scene, where they released them without their arms.

The incident occurred, and gave the alarm.

The damage done to the bridge is not very extensive, and will not interfere materially with the traffic.

Four 40-feet girders and the centre girder have been damaged; but transhipment was made possible on the day following the incident, and a temporary diversion on the line has already been effected.

The Germans, before retiring, tapped the telegraph line between Makindu and Sembu, presumably with the telephone apparatus captured from the picket.

It appears that the party were mounted on mules, and were thus able to travel a considerable distance.

Now that the rains have set in, and water is plentiful, raids of this nature may be expected. All possible precautions are, however, being taken to prevent a second raid being carried out successfully.

ON THE SEA.

MORE SUBMARINE VICTIMS.

SIX OF TRAWLER'S CREW KILLED.

SUBMARINE'S SHELL FIRE.

The "South Wales Daily News" says:—The Cardiff trawler Hirold has been sunk by a German submarine about 150 miles west-north-west of Lundy Island. The crew were landed at Milford to-day.

They were also landed at Milford four of the crew of the Milford trawler Victoria, which had also been sunk by a submarine, and six of the crew killed. The Victoria carried a crew of nine and a small boy. One of the rescued, who was also injured, said that about five o'clock on Tuesday evening they were about 130 miles from St. Ann's Head, when they heard the sounds of firing. They thought it might be a practice shot, and a shell crashed into their small boat. Thus they saw a submarine after them. The next shell circled the bridge, killing a boy, and another killed the captain and a sailor he was speaking to. The crew then made for a raft, but other shells came aboard, one blowing both the mate's legs off, another blowing both legs of one of the crew, while another man was struck on the head. The wounded got on the raft, from which they were pulled aboard the submarine, and kept there all night. Next morning the Germans made the trawler with a bomb, and put the four men in another trawler. After twenty-four hours' drifting they were picked up by the steamship Ballister.

MAIL STEAMER'S DETENTION.

VESSELS HELD UP BY SUBMARINE.

The mail steamer Venus, from Bergen, which has arrived in the Tyne, was stopped by a German submarine and held up for some time while her passenger list was examined.

The Danish steamer Harriet, also arrived in the Tyne, was stopped by a German submarine of the old-fashioned type. She was detained for about an hour while her ship's papers were overhauled and was then allowed to proceed.

FEARED LOSS OF A TRAWLER.

NINE HANDS MISSING.

It is feared at Scarborough that the steam trawler Condor struck a mine on Saturday night and foundered, with a crew of nine hands. Other trawlers fishing near found trace of the Condor, and returned at once to Scarborough.

RUSSIAN BARQUE SUNK BY MINE.

The crew of the Russian barque Yontosa, which was sunk by a mine, were landed at Hull on Tuesday.

Captain Anderson said his vessel, which was in ballast, left Hull on Monday for Nova Scotia, and was mined when about 40 miles from Spurn at midnight. The vessel was struck beneath the bows, and commenced to settle. The crew took to their boats, and were there for five hours when they were picked up by Grimsby trawler, and afterwards transhipped to the Norwegian steamer Brinola. When they left the scene the barque had disappeared.

GERMAN SUBMARINE IN THE CHANNEL

VESSEL SUNK WITH DYNAMITE.

Captain Gaugeh, of the Portuguese steamer Cysne, which was torpedoed and sunk at the entrance to the Channel by a German submarine, and the crew of which was taken off by French destroyers, declares that when 60 miles from Ushant they were summoned to stop by a German submarine." The officer," said the captain, "who spoke French, came on board and ordered his men to seize our provisions and several pieces of machinery. Then he gave us five minutes to get into the boats. Our ship, which was laden with pit props, was then sunk with dynamite. In the same way we saw two British ships sunk. The crew of one was taken to Brest but the fate of the crew of the other ship is unknown to us."—Press Association.

HULL TRADER SUNK.

SEVEN OF THE CREW LOST.

The steamer Selbach with general cargo, from Alexandria to Hull, has been torpedoed in the North Sea. The vessel was torpedoed at about 2-30 o'clock on Tuesday afternoon, and sank immediately. Captain M. Maniel Jenkins, who was on the bridge, was blown off his feet by the explosion, and later saw the periscope of the submarine at a distance of less than a hundred yards. He blew a whistle to summon the crew to their stations, and as he blew three on each side, were got out. Seven of the crew, engineers and firemen, who were in the stokehold when the torpedo struck the ship were unable to reach the boats and went down with the Selbach. The survivors were landed at Chatham.

MEGANTIC'S PERIL.

SUBMARINE ATTACK BAFFLED.

The White Star liner Megantic (bound from Liverpool for Quebec and Montreal, with a large number of passengers on board, on Monday morning, when about 200 miles west of Queenstown, encountered a German submarine. The captain of the Megantic immediately dispatched a wireless message, which was received by the Kilmarnock at Queenstown.

The liner steamed full speed ahead and steered a zig-zag course. The submarine gave chase, but by the proper speed of the Megantic was able to get clear of the German. A thing message was received to this effect, and adding that the submarine had disappeared.—Central News.

BLUE FUNNEL LINER'S EXPERIENCES.

The steamer Ping Suey, of the Blue Funnel Line, from Batavia for London, arrived at Plymouth on Saturday after a sensational experience in the English Channel. Twice in two days, the liner, which is laden with very valuable cargo, was attacked by German submarines, but only one of the crew has been hurt. The first attack took place at 4.20 a.m.

BELGIAN VESSEL SUNK.

The Belgian fishing boat Lusitia S. of Ostend, was sunk on Wednesday by a German submarine. The crew were saved.

DANISH SCHOONER SHELLED.

CREW RESCUED IN EXHAUSTED CONDITION.

The Grimsby trawler Fermo has landed at Lerwick seven men, in one crew of the Danish schooner Salvador, timber laden, bound from Copenhagen to the Bristol Channel. The schooner was stopped by a submarine at midnight, and a subsequent crew to his ship, and in fact not more than 15 yards on the starboard side. No warning whatever had been given. The first shell brought down the aloes, and not hit the vessel but a second cut right into her, and these were followed by about 30 more, some of which struck the Tullochmore.

Although the vessel was riddled with holes she did not sink for quite an hour.

DANISH AND SWEDISH SHIPS CAPTURED.

The Danish steamer Ajax, on its way from England, laden with 1200 tons of steam coal, was captured off Kooge, together with a number of Danish men, in one of the Danish English coal, by a German warship, and taken to Schwinemunde. It is expected they will be released after examination.

VESSELS AND LIVES LOST DURING MAY.

WORK OF GERMAN SUBMARINE.

The Press Association has issued the British vessels respecting the loss of which reports were received at the Board of Trade during the month of May and the number of lives lost are:—

Sailing vessels—17: net tonnage 3267; lives lost, 11.

Steam—68: net tonnage, 68,546; lives lost, 1254.

Total vessels—85: tonnage, 69,812; lives lost, 1265.

The sailing vessels include three, of 2000 tons and upwards, and the steamers include 7 steamers include, 43, of 46,743 tons, sunk by Germans, and 5, of 6777 tons, sunk by Turks.

The lives lost include, approximately, 1183 in steamers sunk by German warships, and about 1154, so far as is known at present, were lost in the Lusitania.

SET ON FIRE.

RUSSIAN SCHOONER'S FATE.

The crew of seven of the Russian schooner Mars, of Pernau, arrived at Aberdeen on Saturday evening in their small boat, and reported that their vessel, while on a voyage from Haemstedt, Denmark, to Ayr, with pit-props, had been attacked by a German submarine on Friday afternoon, and set on fire.

Captain J. Grant—a Russian, despite his Scottish name—describing his experience, said:—"The submarine came up at our port side and hoisted [illegible] flag. [illegible] drew alongside of us. When [illegible] the boat two of the Germans [illegible] over the pit-props and set them on [illegible] allowed us to take away a [illegible] instrument, and compass, and gave us some bread and margarine. Then we were [illegible] and left us. The submarine from 1 p.m. till 11.30 p.m. on Friday, when we were picked up, was a woefully course so as to make the British coast."

PIRATES' VICTIMS.

HULL VESSEL SUNK.

The steamer Calchy, Oporto to Cardiff, has been sunk by [illegible] fire of the Dublin. A boat [illegible] the Benalide, rescued the passengers, [illegible] from their boats later, and landed them at Oporto on Monday morning.

SUBMARINE WITH SAILS.

LATEST DEVICE TO MISTIFY SHIPPING.

Another victim of German submarines is the London steamer Dunara, formerly called the Puttney Bridge, which was sunk on Friday in the neighbourhood of Dunkirk. Her captain and crew, twenty-six in all, were landed at Barry by the Greek steamer Simos Siffnios, which picked them up in the Channel on Sunday morning. For twenty-four hours they had been floating about in the Channel, three steamers passing them in the darkness.

The master of the Dunara was deceived by the appearance of a vessel with sails bearing sails, which proved to be an enemy submarine, and which had, apparently, come on Friday afternoon, and ordered the crew off from the submarine, and then, in the presence of the crew, the steamer were ordered to clear out without delay, and in half an hour the Dunara disappeared. After having received eight shells in her hull, she was still afloat, but the submarine sent along a torpedo which broke her in half.

The vessel was bound from Savannah to Havre with cotton, and also carried a quantity of pig iron for Swansea.

BAD SHOOTING—LUCKY ESCAPE.

Captain Nicholson, of the Glasgow steamer Glaslyn, arrived at Swansea on the Shire Line, has been commanded by the Admiral on the station to be deliberate and courageous manner in which he manoeuvred his ship when confronted by two submarines in the Channel.

The Glaslyn, having reported a suspicious-looking craft on the port beam, Captain Chicken, who was on the bridge, saw distinctly his shape the periscope and part of the conning tower of a submarine about 400 yards away, and another submarine a little further to the north. He immediately ordered helm to port to get the steamship direct at the submarine, and ordered full speed to the engine-room.

THE MOVEMENT OF THE SHIPS.

The Glaslyn, which was of 1,700 tons, was built in 1902 and is a steamer of 2,000 tons. The vessel is owned by the Shire Line, has been commandeered by the Admiral on the station for the deliberate and courageous manner in which he manoeuvred his ship when confronted by two submarines in the Channel.

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CARGO EXAMINED AT LEITH.

A Norwegian steamer, Bergue, the Sokoto, with a cargo of nitrate, was brought into Leith on Friday, under naval guard for examination.

GERMAN SUBMARINE'S LONG CRUISE.

TO DARDANELLES VIA GIBRALTAR.

Amsterdam, Tuesday.—A cartoon in the "Berliner Tageblatt," celebrates the exploit of the German submarine which forwarded the Triumph, saying it must have cruised more than 3000 miles from the German North Sea ports to the Dardanelles, by Gibraltar, under its own power without having access to a supply station.—Press Association War Special to "Dundee Advertiser."

AIR FIGHT IN THE NORTH SEA.

GERMANS FLEE FROM BRITISH AVIATORS

BOMBS DROPPED ON A STEAMER.

Amsterdam, Tuesday.—According to the "Handelsblad," passenger, on board the Dutch steamer Batavia for London, arrived from England yesterday afternoon witnessed an extraordinary spectacle. At eight o'clock yesterday morning, when off the Dutch coast, the passengers were called by the stewards. Far away two German seaplanes could be observed, dropping bombs on a British steamer. The bombs fell very close to the steamer, but missed their aim.

Suddenly on the horizon arose two black spots, which drew rapidly nearer. They were two British aeroplanes, which on sighting the Germans trying to fly above them. Shots were fired from both sides.

The distance between the enemies gradually grew until the Germans finally disappeared, apparently escaping from their pursuers.—Press Association War Special to the "Dundee Advertiser."

STRICKEN ZEPPELIN.

FATE OF SOUTHERD RAIDER.

The "Daily Express" Geneva correspondent says: News has reached Friedrichshafen that one of the Zeppelins which attacked Southend on Wednesday last was hit by a shell and was unable to reach home owing to loss of gas. It fell into the sea off Helgoland, and it is not known if the crew were saved.

ALLIED AIRMEN'S ACTIVITY.

RAID ON OSTEND.

Amsterdam, Wednesday.—The "Telegraaf" wages from Bruges that during the night of May 31-1st June Allied airmen again visited Ostend. About two o'clock in the morning, the sirens sounded, and the firing, accompanied by loud explosions of bombs apparently aimed at the electrical works and the Bruges Station, was heard. Up to now the extent of the damage done is unknown.

Last night Allied airmen repeated their visit along the coast, and just at the time of telegraphing this report a second another German plane reconnoitring at a great height.—Press Association.

ZEPPELIN RAI ON LONDON.

ABOUT 90 BOMBS DROPPED ON LONDON.

FOUR LIVES LOST.

NO PUBLIC BUILDING INJURED.

The following statement was issued to the Press on Tuesday evening with reference to the Zeppelin raid on London the night before:—

In amplification of the information which appeared in this morning's papers, the following particulars of the raid by Zeppelins on London in the Metropolitan area are now available for publication.

Late last night about 90 bombs, mostly of an incendiary character, were dropped from hostile airships in various localities not far distant from each other.

A number of fires—of which only three were large enough to require the services of fire engines—broke out. All the fires were promptly and effectively dealt with. Only one of these fires necessitated a district call.

The fires were all caused by the incendiary bombs referred to.

No public building was injured, but a number of private premises were damaged by fire or by bombs.

The number of casualties is small. So far as is at present ascertained, one person, and one man, and one woman were killed, and another woman is so seriously injured that life is considered of.

A few other private citizens were seriously injured. The injuries to members are not yet ascertained.

Adequate police arrangements, including the calling out of special constables, enabled the disturbance to be kept thoroughly in hand throughout.

GERMAN AIR FLEET.

SEEN OVER THE NORTH SEA.

Copenhagen, Thursday. — Several Zeppelins and aeroplanes have been observed cruising over the North Sea off the island of Sild (probably Sylt.)

A big Zeppelin was observed this morning by the military outposts of Copenhagen. It came from the north, and had evidently been reconnoitering at the entrance to the Baltic. The airship was seen for two hours, and it then disappeared in a southerly direction.—Exchange Telegram.

INCREASING DEATH-ROLL OF KIRKCALDY SOLDIERS.

THE BLACK MONTH OF MAY.

The month of May, 1915 is one that will live long in the memories of the citizens of Kirkcaldy and district, as it has, unfortunately, to be recorded that it was in this month, this black month as one might term it, that so many of Kirkcaldy's gallant sons were killed or wounded in the fighting in the Front. More casualties have been reported during that month than at any time since the commencement of the war, which conveys to all the great part that Kirkcaldy's sons have taken in the fighting. During the month no fewer than 20 soldiers from Kirkcaldy and Dysart have been killed, 5 wounded, 1 a prisoner of war, and 3 missing. The total casualties since the declaration of war is 76 soldiers killed, 2 seamen drowned, two men lost as the result of German submarine attacks, 175 soldiers wounded, 15 prisoners, and 16 missing. The roll of honour for May is as follows:—

Private George, Australian Contingent, son of Rev. Robert Glasgow, late minister Inverkeithing Parish Church, Kirkcaldy.

Private Wm. Arnot, Royal Scots, High Street, Kirkcaldy.

Private James Husband 2nd Canadian Force, Market Street, Kirkcaldy.

Private Alex. Collins, Gordon Highlanders, Stewart's Lane, Kirkcaldy.

Private John Ballard, K.O.S.B., Pringle's Buildings, Kirkcaldy.

Private George Menzies, Black Watch High Street, Dysart.

Private Adam Dow, Black Watch, Links Street, Kirkcaldy.

Private Ernest Vaughan, Welsh Regiment, King's Second Light Infantry, Heggie's Wynd, Kirkcaldy.

Private James Melville, Black Watch, 42 Links Street, Kirkcaldy.

Private Chisholm, Black Watch, Gas Wynd, Kirkcaldy.

Private Andrew Barnour, Black Watch, Gas Wynd, Kirkcaldy.

Lance-corporal Charlotte Street, Kirkcaldy.

Lance-corporal John Affleck, Argyll and Sutherland Highlanders, 84 Overton Road, Kirkcaldy.

Private Richard Currah, Black Watch, Park Road, Kirkcaldy.

Private Thomson Scots Guards, 23 East Sweetson Street, Kirkcaldy.

Private Andrew Suttie, Seaforth Highlanders, East Wheem, Kirkcaldy.

Private George Rutherford, Black Watch, South Overgate, Kirkcaldy.

Private Thomas Elder, Cameron Highlanders, North Wemyss Pit, Kirkcaldy.

Private Wm. Cross, Black Watch, 41 East Sweetson Street, Kirkcaldy.

Private Stephen Giles, Black Watch, 25 Inverteil Road, Kirkcaldy.

Private Wm. Grieve, Black Watch, Kirkcaldy.

Corporal Haldane, Royal Scots, High Street, Kirkcaldy.

Private Neil Morrison, Black Watch, Mid Street, Kirkcaldy.

Private T. Fisher, K.O.S.B., Nether Street, Kirkcaldy.

Private Davidson, Royal Scots, late Connemer and Street, Kirkcaldy.

Driver Lionel G. W. Fraser, R.F.A., 115 Commercial Street, Kirkcaldy.

Private M. Porteous, Royal Scots, 111 East Sweaton Street, Kirkcaldy.

Private Wm. Donaldson, K.O.S.B., 60 East Sweaton Street, Kirkcaldy.

Trooper Peter Fergus, Scots Greys, Kirkcaldy.

Driver James Carmichael, R.F.A., Harcourt Road, Kirkcaldy.

Private Wm. Curran, Black Watch, Park Road, Kirkcaldy.

Private Wm. Leslie, Black Watch, Mid Street, Kirkcaldy.

Private William Rodger, Seaforth Highlanders, Viewforth, Kirkcaldy.

Private Wm. A. Clark, Royal Scots Fusiliers, Nicolson Road, Dysart.

Private Wm. Christie, Royal Scots, Victoria Street, Dysart.

Corporal Daniel Darwood, Royal Scots, Victoria Street, Dysart.

Private Andrew Crook, Black Watch, Nether Street, Kirkcaldy.

Private James Barclay, Scots Greys, Berwick Place, Dysart.

Private Christopher Grubb, Black Watch, Anderson Street, Dysart.

Private Richard Brady, R.F.A., Kirkcaldy.

Private John Anderson, Black Watch, Gow's Square Glassware Street, Kirkcaldy.

Private Adam Mackie, Scots Guards, High Street, Kinghorn.

Corporal Alexander N. M'Farlane, Black Watch, Mid Street, Kirkcaldy.

Private Lawrence Brown, Black Watch, 5 Cairns Street, Kirkcaldy.

Corporal Andrew Brown, Black Watch, Ballasting Street, Kirkcaldy.

Corporal Angus Lamb, Black Watch, Theatre Wynd, Kirkcaldy.

Private David Elder, London Scottish, late of Kirkcaldy.

Lance-Corporal B. A. Mathieson, Cameron Highlanders, 7 Victoria Street, Dysart.

Private Richard Canavan Black Watch, Gow's Square, Glassware Street, Kirkcaldy.

Private Frank M'Glennan, Black Watch, 122 Links Street, Kirkcaldy.

Private Alex. M'Grieve, K.O.S.B., St Clair St., Kirkcaldy.

Private David Clark, Black Watch, 28 Strathern Road Kirkcaldy.

Sergeant Adam Mackie, H.L.I., Park Place, Kinghorn.

Corporal Robert L. Brown, Black Watch, Kinghorn.

Private James Brown, Black Watch, 42 Links Street, Kirkcaldy.

Private Wm. Thomson, Black Watch, Brown's Close, Kirkcaldy.

Private John Forrest, Black Watch, Wemyss Cottages, Kirkcaldy.

Private Peter Mavor, K.O.S.B. 12 Alexander Street, Dysart.

Private Harley Greig, Seaforth Highlanders, Quality Street, Kirkcaldy.

Private George Robertson, Black Watch, 21 Fraser Place, Dysart.

Private Thomas Grant, Black Watch, Castle of Guns, Dysart (sole owning to poisoned water).

Private David Barclay, Black Watch, Cross Street, Dysart.

Private William Glover, Black Watch, Forth Street, Dysart.

Private James Christie Royal Scots, Victoria Street, Dysart.

Private John Bennet, Black Watch, late Kirkcaldy.

Private Alex. Kerse, Australian Contingent, late Inverteil Road, Kirkcaldy.

PRISONER OF WAR.

Private John Duncan, Royal Scots, Victoria Road, Kirkcaldy.

MISSING.

Private James Page, K.C.S.B., Nether Street Kirkcaldy.

Private M. M. Scott, 7th Battalion Canadians, Cross Street, Dysart.

Corporal Lionel, Black Watch, Cross Street, Kirkcaldy.

1/7 BLACK WATCH OFFICER WOUNDED.

Captain Norman Anton, 7th Battalion the War Office includes the name of Lieutenant W. R. Brown, Black Watch, Kirkcaldy.

CAPTAIN N. ANTON WOUNDED.

Captain Norman Anton, 7th A. and S. Highlanders, Kirkcaldy, wounded in action.

Captain Anton is the only son of the late Rev. P. Anton, Kirkcaldy, and Dysart, Fife.

BRAVE DEED BY CAPTAIN C. H.

MAXWELL, AUSTRALIAN CONTINGENT.

In a letter written from Monday, 26th May, a Cellardyke Territorial said:—"I must say it is a present, according to the Colonel's company. Our worthy Captain Maxwell has shown himself to be a brave, and capable leader. Last night he went out of our trenches and brought in a sergeant belonging to St Andrews, who was lying severely wounded. The bullets were flying thick and fast, but he came back safely without a scratch." Captain Maxwell is a member of the well-known East Neuk legal firm of Maxwell Gurthie & Maxwell.

AN UNFOUNDED RUMOUR.

We are pleased to know that there is no truth in the report which appeared in a contemporary that Private Wm. Thomson, Black Watch, Brown's Close, Bridgeton, Kirkcaldy, had been killed in action. Private Thomson was wounded in a recent engagement, and after being treated in an English hospital, he is spending a holiday with friends in Newcastle.

KIRKCALDY CAMERON KILLED.

Official information has been received by Mr James Cooper, boilermiter, 23 Charlotte Street, Kirkcaldy, that his son, Lance-Corporal David Cooper, 1st Cameron Highlanders, was instantaneously killed on 9th May. This brave lad was only 18 years of age, but readily responded to the call for recruits on the outbreak of war, and joined the Forces early in the year.

KIRKCALDY ROYAL SCOT MISSING.

SINGE GROUP TRAPPED DISASTER.

Private J. Keir, son of Mr John Keir, joiner and undertaker, Dunnikier, Kirkcaldy, who recently removed to Leith, is reported as a victim of the troop train disaster at Gretna.

He has been missing since that date, and was a member of the 7th Royal Scots aboard the troop train.

THREE SONS IN THE ARMY.

Mrs Lander, Theatre Buildings, Kirkcaldy, has three sons serving in the Army. Corporal Angus Lander, Black Watch, has been wounded for the second time. He is at present convalescent in Turriff Hospital, Aberdeenshire. Private Robert Lander, Cameron Highlanders, is in Aberdeen with the Gordon Highlanders, and a third brother, Driver Fred Lander, is at Hartford Bridge, Winchfield, Hants, with the Army Service Corps.

KIRKCALDY MAN IN 7TH BLACK WATCH RELATES HIS EXPERIENCES UNDER FIRE.

Private W. Jamieson, 7th Black Watch, in a letter home to Kirkcaldy, says:—

"We have had a fair share of shell fire. I often wondered what like an experience it would be. I now know, and it's anything but pleasant. I had only a hour or two in an advanced trench, when I was sent to the rear with a dispatch, but I saw one or two of my recent acquaintances killed, and I heard several Fife men have been killed. Two Kirkcaldy chaps have been badly wounded."

MEMBER OF BLACK WATCH WRITING.

The War Office have notified Mr Lorond, 3 Victoria Street, Dysart, that his son, Corporal Paul Lorond, 2nd Black Watch, is missing, but has been reported to be a prisoner, or have strayed from his regiment.

Corporal Lorond was six years in the Special Reserve, and at the outbreak of war was called up, being drafted to the 2nd Black Watch at the Front on September, 1914. He had seen as the fighting was too heavy. On the Sunday night following he was reported missing. The 2nd Black Watch were sent out about 200 yards in front of our first trench to dig a new trench, but after we had been at it about three hours the Germans came out and we opened fire on us. We lost a few men, A. E. Simpson, a chelmaker, formerly with Forgan, of Dundee, was shot through the chest, a splendid fellow, as after being hit, he lighted a cigarette and sat down. Another Kirkcaldy man was shot in front but the Captain jumped over the parapet of the trench and brought him in.

"On Monday night the Canadians were to relieve us, and we were to go into reserve. We were in the trenches about eleven o'clock at night. We did not have time to get our packs off before the Germans started to bombard us. We shrapnel. The first shot wounded six men, but, fortunately, none seriously. We were very thankful when we were relieved on Wednesday morning. After being in the trenches a wash, or a shave, you can be sure we did not require any rocking to sleep when we got to our billets about four miles away."

News has been received at St Andrews that Private Alex. Dobbie, 7th Black Watch, has been wounded in the leg by shrapnel and is now in an Indian Hospital.

MORE MEN WANTED.

Major Gladwin, 17th Black Watch, writing home to a friend in Cowdenbeath, states that the Battalion have gained a good deal of ground during the first period in the trenches. The Cowdenbeath lad said that it had rained very very cool under the new shrapnel fire. The major hopes that more men from the town will make up their minds to join, as he is necessity for them at the front is great.

ALL AN INDUSTRIOUS LIFE.

In a letter to a friend Private A. Williamson, Clinic, Aberdeen, 7th Black Watch, says:—"We have been in the trenches several days, and all the Newburgh lads are safe and well so far, though a brother of Wallace's, who is in the Gordons, was killed yesterday. We hope to be relieved to-night (Tuesday), and go into billets for a little. The trenches are not so bad as we could expect, and if you keep down you are pretty safe. The Germans are very active, sending up a flare flying about, and we go out to draw rations, get water, or anything like that. We have to lie quite flat and be ready to flop down at any moment. You have to be very careful, but we can generally be prepared. We have had three very fine days, and the trenches are quite dry now, but on Saturday night we had a very bad thunderstorm. The lightning was very vivid and brilliant. The rain soaked through all our boot-tops, and we are in an awful mess, of course we expect to be relieved every day, but we are relieved. The trench that we are in is one equipped with all conveniences of the age, and we have found a number of things left by the Germans, such as chairs, tables, chairs, mirrors, carpets, and everything that we need to make life easy. We have made themselves comfortable enough. Before we got to the trenches we had a lot of marching and were all very tired and footsore. We had steadings, in hay lofts, byres, stables, or any place we could get into. Considering everything we are quite comfortable. In the trenches our principal diversion is watching the aeroplanes. Most of the severe fighting is done at night, so often we get a rest and the chance of a sleep then. In the forenoon we are supposed to be asleep, but we can't help looking out. In the course, there are always so many sentries on the look-out."

IN PRAISE OF THE BLACK WATCH.

Lance-Corporal Gordon Fairbairn, of the 1st Black Watch 75 Lorne Street, Kirkcaldy, writes to a friend in the hospital, and now recovering from wounds received on 9th May, from the following verses, which he has composed while lying in hospital. Lance-Corporal Fairbairn is a popular Kirkcaldy lad, and hopes to see the "Long Tom" before he goes back again.

Here's to the name that is famous
And is treasured the whole world wide,
From Dunsinane to Le Bassee,
You have held your name with pride.
Then here's to the Black Watch in the afternoon,
Where honour is bus one thought;
Here's to the Black Watch, and Black Watch, at home for you pray.

Neuve Chapelle was a disaster,
Our casualties were not to tick,
But the capture of the village
Was a great thing for the Black Watch.
Our soldiers fought like heroes,
And many a regiment was there,
But all said and done, the Black Watch
Black Watch had done their share!

WARNING TO BELGIANS.

Warning has been issued to the effect that the requirements of the Alien Restriction (Belgium) Proposed Rules, 1915, applicable to Belgians, will henceforth be strictly enforced by