

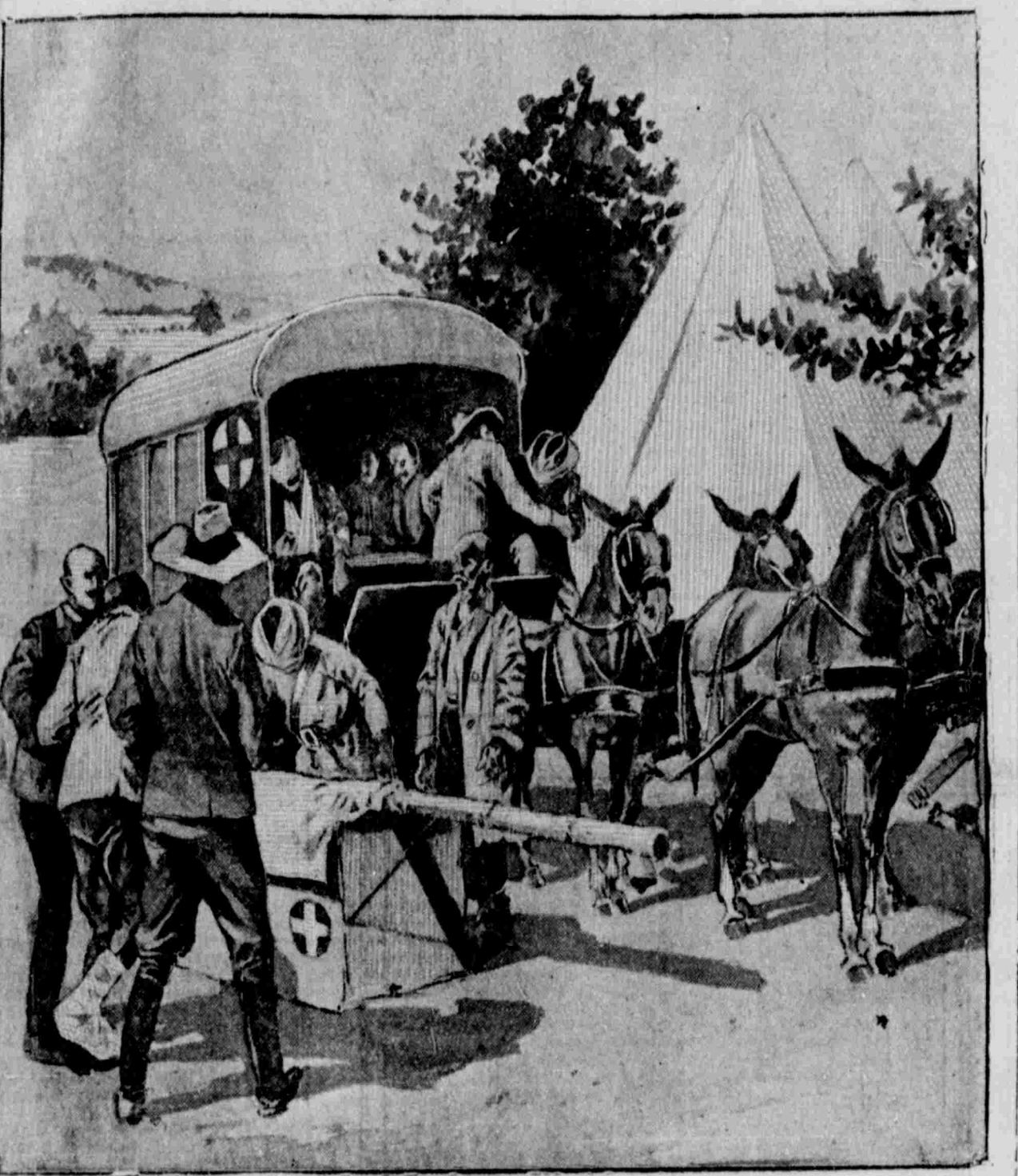
# "BOBS" THE IDOL OF ENGLAND'S SOLDIERS

Brilliant, Modest and Intrepid at All Times—Not a Failure Blots the Record of the Man by Whom "Tommy Atkins" and His Swagthy Ally Swear—How Field Marshal Lord Roberts, Now on His Way to Take Supreme Command in South Africa, Has Won the Devotion of England's Forces at Home and in India.

For military men have so completely won the admiration of their followers that of Field Marshal Lord Frederick Sleigh Roberts, who sailed yesterday from England on the Dunolter to take supreme command of all British forces in South Africa, never still are the commanders who have enjoyed so large a measure of their soldier's love as that which the English and Indian armies long ago gave to "Bobs," "Little Bobs" or "Bob-

tain. After quiet administrative work he won a medal and clasp in the Umbeyan campaign in 1863. He joined the expedition of Lord Napier of Magdala to Abyssinia in 1868. As assistant quartermaster general he superintended the embarkation of the entire expedition. He was three mentioned for his services, and Lord Napier selected him as the bearer of the dispatches which announced the entire success of the expedition. Thus he won another medal and was breveted lieutenant-colonel in the Royal artillery. As a reward for his services with the Looshai expeditionary force in 1872 he was made a military companion of the Order of the Bath. He qualified as a colonel in 1875 and received an appointment as permanent quartermaster general, with the rank of major general. Lord Lytton offered him the command of the Punjab forces in 1875, when he became a major general of the army. Then in 1879, he received the command of Eastern Afghanistan from Kabul to Jamrud. It was in the war which broke out soon afterward that he first began to attract the general public attention, which culminated in enthusiasm over his famous march. During the campaign he was mentioned eight times in the dispatches. On his march to Kabul, in 1879, while in command of the Kurum Valley force, he fought a fierce and bloody battle at Peshawar Kotal, winning a brilliant victory at Charasai before his capture of the capital. Thence he had to retire to Sherpur cantonments, where his foresight had led to the construction of a strongly entrenched position for just

## BOER AMBULANCE AT WORK.



We have had photographs of the British medical corps but no camera man could get permission to snap-shot the horrors of war from the Boer side. The above, just to hand, is the first photograph of a Boer ambulance received in this country. It pictures the red cross corps at work after the battle of Mafeking.

as he was variously known in their terms of endearment. This feeling for their hero is almost that of a family for its head. There is something patriarchal about it. "Tommy," be he Briton or Indian, dearly loves a hero, but, says the New York Herald, when he finds a man who combines moral and physical courage of a high order with brilliancy, dash and modesty and a keen personal regard for the comfort of the man in the ranks, "Tommy" straightway falls down and worships. And he has been doing that before "Bobs" for a long time. With never a failure in his record, Lord Roberts has many a feat of generalship and individual bravery to his credit. That for which he is most famous is his march from Kabul to the relief of Kandahar in 1880, while England was on tenderhooks of anxiety as to his safety. Of it he tells us himself that he found his advance to Kabul, in the previous year, a far more difficult task. His successful movement of the body comprising about 16,000 fighting men, British and Indian—8,000 camp followers and 2,300 horses and gun mules through difficult, hostile territory in three weeks, with the loss of only one British soldier and a dozen natives, is considered by competent critics the most remarkable achievement of its kind in modern times. General Sherman's march to the sea probably is the nearest approach to it. A special Bronze star was given to each of the men participating in the march.

**HONORED AS DEWEY WAS.** His rapidity completely baffled the enemy in his own country, and enabled Roberts to bring the crushing blow which ended the campaign. English tactics then, taken in conjunction with the foresight and caution characteristic of the man, no less than his tact in dealing with all around him, augur well for the fulfillment of the British hopes which are counting on his skill to counterbalance the extreme mobility of the Boer forces, from which the British have suffered most heavily during the present war. Upon his return to England after that campaign the country honored Roberts much as Admiral Dewey was honored here. He was thanked by the government of India and by both houses of Parliament. The queen summoned him to Windsor. The municipality of London presented to him a sword and the freedom of the city, a rare gift accorded to comparatively few men, among whom General Grant was numbered. Universities, the ancient trade guilds and commercial bodies vied with each other in giving degrees, privileges, banquets and addresses. But that was only one episode in a brilliant career, and many of those best qualified to judge believe that Roberts'

touch, with the men in the ranks. Leaving India in 1885, after two terms, or nearly eight years as commander-in-chief, at a farewell banquet in Calcutta he strongly urged upon all officers the necessity for showing sympathy with soldiers and their families, and of giving effect to orders in a liberal and intelligent spirit. On the same occasion he showed his faith in his system by saying that if the time of trial should ever come India could rest secure, not only on her troops, her forts and her guns, but on the loyalty of her foundations and the affection of her subjects. He always gave the credit of his victories to the men under his command. One of his names among the people who honored him only second to their sovereign in the parade on the occasion of her diamond jubilee, two and a half years ago, is that of the "soldier's general." No military leader in England stands higher in the hearts of the British nation, and in the judgment of European critics his ability ranks with or above that of Lord Wolseley, his commander-in-chief. After passing through Eton and Sandhurst, Frederick Roberts, then nineteen years old, obtained his first commission as a second lieutenant in the Bengal artillery, on December 12, 1851. Going at once to India, he learned from his father much about Afghanistan and the campaign through which General Sir Abraham Roberts had just passed, thereby laying the foundation of the knowledge which he later put to such good use. He soon afterwards obtained a staff appointment, and, discovering the value of Hindustani, set to work to acquire the language with the assiduous thoroughness characteristic of all his doings. He went through the mutiny in 1857 and 1858 from the siege and capture of Delhi to the relief of Lucknow, winning distinction through his courage and ability. Three horses were shot under him during the campaign. At Khodahunge he won the Victoria cross. He had just saved a native officer's life when he saw two Sepoys carrying off the colors. Dashing after them, he slew one, and, seizing the standard, brought it back in triumph. He would have lost his life had not a musket missed fire while his muzzle was pressed against his body. In one of his earliest engagements, while aiding drivers to limber up guns, he was shot near the spine, and the wound was not mortal only because a British bullet, which had slipped around to his back, received the force of the impact. He left the mutiny as a brevet major with a medal with three clasps. In 1859 he married Miss Bews, a daughter of Captain Bews, of the Seventy-third regiment. She entered thoroughly into his work, and her sympathy has greatly aided him. This lady and two daughters now comprise his family.

In 1860 he became a regimental chaplain, an emergency. Throughout the winter he held the place with a force of 7,000 against 100,000 fierce tribesmen, awaiting the arrival of reinforcements, with the aid of which he promptly recaptured Kabul, and was ready to march to Kandahar when the necessity presented itself. From 1881 to 1885 he was in command of the Madras Presidency troops, and his latest fighting was with the Burmah expedition in 1886. He was commander-in-chief of the forces in India from 1885 to 1893, and then was succeeded, largely on his recommendation, by General Sir George White, now beleaguered in Ladysmith. Since his return to England, Lord Roberts has been commander of the forces in Ireland. He was raised to the peerage as Baron of Kandahar, in Afghanistan, and of the city of Waterford in 1892. **HIS FEELINGS REGARDING THE BOERS.** Were Lord Roberts small enough to need any personal incentive to eke out his sense of duty, there could be no doubt of it in his present command. Hastily dispatched to Cape Town as governor of Cape Colony and commander of the forces there, he arrived just after the battle of Majuba Hill, when peace had been declared. "A peace, alas! without honor," he recently said, "to which may be attributed the recent state of affairs in the Transvaal." He was summoned back to England after less than twenty-four hours in Cape Town. He was created a military knight of the Grand Cross of the Bath and a baronet in June, 1881, in recognition of his distinguished service in India. In the present campaign his only son was killed at Tugela river and his nephew, Colonel Sherston, at Glencoe. His famous charger, the white Arab Vonodel, which carried him from Kabul to Kandahar, and through the jubilee parade, died last year, showing to the last that affection for him which he inspires in everything living that comes in contact with him.

## HELPING THE BOERS. Men of Many Nations Taking Up Arms for the Burghers.

It is surprising what a large number of foreigners have volunteered to help the Boers. Quite a large body of Russians have left St. Petersburg and Moscow for South Africa, many of them being men of independent means, who have contributed large sums to fit out a corps of volunteers. Several bodies of Prussians have joined the Boer forces, while the Duchesse d'Uzes has raised at her own expense in America a body of men, most of whom are miners, for the purpose of fighting against the British.

## ARMORED SOUTH AFRICAN TRAINS

But Ordinary Rolling Stock Thinly Protected—England's Real "Moving Forts" are Kept at Home—Cannot be Used on Transvaal's Narrow Gauge Tracks—Would Probably Prove Terrible Machines of Destruction if They Could be Put in Action.

It has been announced in the newspapers of late that among the troops leaving for South Africa have been so many men of the "ammunition column." This tells nothing to the average reader, however. He has heard of the lancers and the Dublin fusiliers, but the "ammunition column" is a body of whose existence he has previously been ignorant, and at whose work he can only guess. Briefly, this ammunition column is, says the Cincinnati Enquirer, a branch of the army service corps, a body which acts as a sort of "Universal Provider" for the British army in time of war, and its duties are to keep well up with the firing line during an engagement and see that it is well supplied with ammunition. When setting off to attack the foe, the ammunition is distributed as follows: Every man of the infantry and cavalry has the magazine of his rifle or carbine, as the case may be, filled, and he carries 100 spare rounds in his pouches. A further supply of 200 rounds per man with a suitable allowance for the quick-firing machine gun which is attached to each infantry battalion is conveyed directly in the rear of each regiment in a wagon bearing a distinguishing mark to show to which corps it belongs, and this forms the first reserve, from which the soldiers' pouches are replenished as fast as they are emptied. **"MIDST FLYING BULLETS.**" A small detachment of the ammunition column accompanies every regiment into action to convey the supplies from the wagon to the firing line. The work which these men perform is perhaps the bravest of any on the field of battle, but it is a work of which we hear little. Their duty compels them to keep well up with the firing line, and yet they take no part in the firing, though the enemy's bullets may be falling round them in all directions. Their business is to hurry forward the ammunition and never mind what is happening in front of them, and to this they devote themselves. As the battle rages, however, the supply of ammunition becomes depleted, and it is at this stage that the real work of the main body of the ammunition column commences. This body has for some time previously been hanging in the background, well out of reach of the enemy's shells, in charge of a long string of wagons filled with projectiles of every description. From these the regimental wagons are refilled. Not only does this column carry the ammunition for the small arms, as the rifles, carbines and machine guns are described, but the shells for the artillery as well. These shells are of many kind, such as common shell, plugged shell, shrapnel, and canister, and wherever the guns go these wagons must be close behind them, no matter what the hazard; for a battery without ammunition in abundance is in the same state as a first-class modern battle ship with empty coal bunkers, and with the warships of the foe rapidly bearing down upon it. The stock of these wagons is in turn replenished as soon as possible from the main supply, which is maintained at the base of the army under a strong guard. The ammunition column as constituted today is a modern innovation. Formerly every regiment taking part in the campaign detailed so many of its men to take charge of the regimental ammunition and to distribute it, but this somewhat rough-and-ready system has been abolished in all modern armies, as it was found that one regiment might have ample ammunition, and yet the next one to it might be reduced to its last cartridge; but the feeding of the firing line of the British army has now been reduced to a perfect state, and it should be next to impossible nowadays for a regiment to be put out of action owing to the failure of the ammunition supply. This was the case, however, with the two British regiments at Nicholson's Nek a few weeks ago, but that was an abnormal circumstance brought about by the staminate of the mules which bore the spare ammunition, thus leaving the men with only what cartridges they had in their pouches, and it is unlikely in the extreme that such a case will ever happen again. In addition to feeding with ammunition the soldiers actually engaged in the fighting line, the ammunition column has other duties, such as attaching the fuses to the shells, and aiding the artificers in the repair of damaged guns or gun carriages, and during the whole time a war lasts one of the hardest worked bodies of men are those employed in serving out the ammunition.

## BULLETS FLY THICK AND FAST

Around Busy Soldiers of the Ammunition Train—More Bravery Needed Than in Any Other Service—Always in the Thickest of the Fight, but are Defenseless—Their Business to Supply Shot and Shell to the Firing Line Regardless of Consequences.

As the armored train has become so prominent a feature of the Transvaal war, it may come as a surprise to many to know that while Great Britain has perhaps the most complete of these "moving forts" in the world, none of them is in use in South Africa on account of the narrow gauge railways prevalent there. Those in operation are merely converted rolling stock, being ordinary box cars with about half an inch of common steel, the locomotive being protected in the same manner with just enough metal to stop rifle bullets. The light roadbeds prevent the effective use of heavier guns than Gatlings, Nordenfelts and Maxims, as the recoil would be too great for the equilibrium of the trucks. The pet of the British ordnance department is now idle at home, where it will probably remain during the present conflict to be admired by military men for what it could do if it were possible to once "turn it loose" upon the enemy, a good deal on the order of Stockton's Langruid Youth, who was to get his excitement by standing in front of the great sleeping dragon and imagine what it would do to him if it woke up. This much lauded train consists of an ordinary fast locomotive, with protected steel sides some nine feet in height, two steel plated vans conveying a Maxim gun each, the men, the horses, the

## BULLER'S RAPID-FIRE NAVAL GUNS IN ACTION.



Since the capture of his guns in the Tugela river fight Buller has been supplied with a fresh lot of naval guns which have destroyed the bridge by which the Boers would have crossed to attack Buller's army. The guns are now shelling the trenches with deadly effect, it is claimed. The above photograph shows part of the naval artillery in the smoke of its own guns.

## BULLER ON HORSEBACK.



Photograph of General Sir Redvers Buller as he looked when directing the unsuccessful attempt to cross the Tugela river in the face of an impassable fire from the Boer intrenchments. Buller having tried as the "man on horseback" and failed to dislodge the Boers, it is facetiously suggested that the next man, General Roberts, make the attempt to reach the Transvaal as the "man in an automobile."

limber and the projectiles, and a truck specially constructed to carry, if necessary, a 4.7-inch gun, though at present only a 40-pounder breech-loader is used, which is mounted on an ordinary field carriage. Now comes the peculiar and diabolical device, that will make this class of armored train a terror in modern warfare.

The platform of the track is in reality a turn-table, pivoted on a center, and revolving on a circular race, which the gun-detachment, who are protected by a plating some six feet high round three sides, can revolve with levers. The gun is fired through an aperture, the recoil being checked by a hydraulic brake on its own carriage, and also by automatic rising slides, which cause the gun to return to the firing position. By an ingenious arrangement of cross-riders, which can be run out and supported on blocks, a broad base can be obtained for the truck when the gun is fired at right angles to the permanent way, while, to increase the stability, the truck, if necessary, can be connected with the rails by strong screw clips. The train is also supplied with a powerful searchlight, in view of a night attack.

## NOT A FRENCH INVENTION.

These moving forts are commonly credited to French inventive genius, but in reality they were invented as long ago as 1847 by Mr. James Anderson of Edinburgh, who, in that year, and again in 1849, prepared and patented a series of plans, and further submitted a working model of his defensive rolling stock for the inspection of English engineers and artillery officers. The British government, however, could not see its way clear to adopt the invention, so Mr. Anderson went abroad with his idea, with a result that these "ironclad trains" were used on the field of battle for the first time in the Franco-German war. In their sorties from Paris the French troops were frequently backed up by the

fire of light field pieces, carried on trucks that were protected with heavy iron plates, and when the Communists were holding the capital against the Versailles an armored train operated upon the railway in the direction of the Chateau Brecon, and is said to have achieved its object in silencing the batteries which the regular troops were endeavoring to establish.

It is this experience perhaps that has given rise to the belief that the French were the original inventors of the idea for a fighting train. That is not so, however, for, although the French can certainly lay claim to having been the first to use them in actual warfare, the invention is British, to the everlasting discredit of that ultra-conservative country.

## USUALLY "MAKESHIFTS."

For the most part armored trains are hastily-constructed affairs consisting of a locomotive and a few cars, the engine being generally located about the middle of the train, but England possesses a dozen specially built trains of this class, having a bullet-proof sheeting of iron surrounding them.

The first of the British army was at Alexandria, when Captain Fisher and his bluejackets hastily put together half a dozen trucks and protected them with iron rails, iron plates and sand bags. The engine was placed in the middle of the train, while a Nordenfolt machine gun was mounted on the leading protected truck, and a forty-pounder on the next.

Captain Fisher had but few opportunities of bringing his train into action, but during a sharp skirmish on the Mahommedy canal it threw some well directed shells into the very center of the enemy, inflicting considerable loss. Since that day British and foreign engineers have vied with one another to turn out an armored train that should be bullet-proof as well as bullet-proof, and have well nigh succeeded. All recognize the principle of the engine being protected by several trucks, as an extra preventive against shells striking the locomotive engine in the front or rear, and this precaution minimizes any danger from the explosion of mines that may be laid under the permanent way by the enemy. Both France and Germany possess armored trains that are reported to be marvels of engineering skill.

## GENERAL JOUBERT.

Told an Englishman why the Boers Shot at Officers.

Lieutenant Colonel P. F. Robertson, late of the Ninety-second Gordon Highlanders, writing to the Times, relates a conversation with General Joubert at Newcastle, Natal, in 1881. The colonel was deploring the number of casualties among our officers on the day of Majuba. "Oh," replied General Joubert, "we give special instructions to our men always to pick off your officers." "Thank you," said Colonel Robertson; "why are we to receive so much attention?" Gen. Joubert's reply was: "Your officers are all rich, and are quite independent of your profession; you can come into your army, and leave it when you please; but your privates are poor men, and they cannot get away when they please, and they must fight when they are ordered to, and it is how they get their living. Besides, we have no quarrel with them, and we do not want to kill one of them if we can help it." Colonel Robertson then told Joubert of the promotion of Hector MacDonald from the ranks and the claimant that the officers of his regiment had presented him with. The general was much interested, and said: "That brave officer must have his sword back again. I will send the Transvaal for it, and offer £5 reward for it." Gen. Joubert, says the colonel, recovered Lieutenant Hector MacDonald's sword from a Boer farmer, who, when he heard the particulars, declined to accept the offered reward, and Joubert handed his sword back to MacDonald at Newcastle. While there is much to be said against the Boers it may be well to remember these things to their credit.

## THOSE ARMORED TRAINS.

Armored trains, which are taking such an important part in the present campaign, usually consist of a powerful engine, three iron trucks, a water tank and a passenger car. The sides are raised six feet, with three quarter-inch boiler plates, and perforated with horizontal slits for the accommodation of rifles and Maxims. Each vehicle is capable of holding 50 or 60 men easily.