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How Germany Is Able to Defy the Blockade

System of Ferries and Railways to Scandinavian Countries First in the World

In spite of the blockade of German North Sea ports by Great Britain, there has been no shortage of provisions of war munitions in Germany so far because Germany has received big shipments through the Baltic and Scandinavian ports. By this means Germany has received several hundred horses that have been shipped from Newport News and other Atlantic ports to Sweden and Norway, shiploads of cotton from the Gulf ports, and war munitions.

The manner in which these cargoes have been shipped through into Germany is explained in the current issue of The World, of London, which says in part:

"There is a general misconception in this country as to the facilities which Germany enjoys in getting supplies from the Scandinavian countries. As a matter of fact apart from the actual Baltic ports which are open to Germany for shipping, namely, Königsberg, Danzig, Stettin, Lübeck, and Kiel, Germany is directly connected by rail with Scandinavia over three routes. Wagons can be loaded in any port of Norway, Denmark and Sweden, and run through without unloading to any part in Germany, Austria, and the ports of Belgium and France in the hands of the enemy.

"As an instance, the cars which are loaded in the highest points of Norway and Sweden and travel down on a huge steam ferry which carries the actual railway cars to Sassnitz, on the island of Rugen, in Germany. At this station the cars are 'backed' off the ferry and run through to any point of Germany.

"The word 'ferry' may create some misconception in the mind of the reader who has never seen these huge Baltic ferries in use. They are actual ocean going liners of a couple of thousand tons. On their deck are two sets of metals divided by the funnels. These ferries are run right up to the end of the rail head on the main land, and when the train, say of twenty wagons, arrives at the rail head station it is divided—ten wagons being run on to the ferry on the right side of the vessel and the other ten on the starboard side. The time involved in carrying out this operation is but the work of a few minutes, and all the lengthy and irritating process of embarkation and disembarkation, of passengers and luggage to which the ordinary cross-Channel passenger from Britain to the Continent is subjected is thus avoided.

"Besides the Tröllborg and Sassnitz route, there is one via Helsingborg in Sweden crossing the Baltic by ferry through Denmark to Gedser, and thence by Ferry to Warnemünde in Germany. An alternative route from Sweden is via Malmo by ferry to Copenhagen, and from thence through Denmark and rail to Germany.

"When once the car is in Denmark there are various routes direct to Germany. Taking Copenhagen, Denmark's capital, as a radiating point, the routes to Germany by rail are: (1) Copenhagen to Korsor, ferry from Korsor to Nyborg crossing the Store Belt, and thence to Strit, from which point the ferry crosses the Little Belt to Fredericia, on the Main Line in Jutland, where the train passes into Schleswig-Holstein, which is, of course, German territory; or (2) the Copenhagen, Gedser, and Warnemünde route mentioned above. The distances are not very great. From the very furthest northern point, Lofoten, near Narvik, the trains run through into Germany in under seventy-two hours.

"The whole system of ferries and lines throughout Scandinavia to Germany is possibly the most developed of its kind in the world. All the routes are double tracked throughout, even as far as the ferries are concerned. At each railhead station there is double accommodation for the ferries, one for the incoming and one for the outgoing, and the facilities are so arranged that the ferries are not inconvenienced or delayed in anyway by the tides. The whole system is worked with such perfection that it is possible to enter the train at Stockholm and without change arrive in Berlin within twenty-four hours.

"It is difficult to say how many thousands of tons of goods it is possible to run into Germany by rail over these routes during twenty-four hours, as no statistics have been published but it is a fact that all the ferries have been running night and day without interruption of any kind

ever since the outbreak of war. How great the traffic has been is perhaps judged from the fact that not only are the wagons of the German and Austrian State railways as well as the Scandinavian railways used, but also captured rolling stock from Belgium and the northern parts of France are to be seen working at the present moment over the Scandinavian lines with traffic to and from Germany."

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ENTENTE WILL WIN THE WAR IN 18 MONTHS

New Yorker, Bound Home. Holds the Allies Will be Victorious—Will Keep on. Till Germany is Whipped

London, Aug. 28.—Otto T. Bannard of New York, who sailed on the American liner St. Paul after a five weeks' stay aboard, expressed the emphatic opinion that diplomatic relations probably would be broken between American and Germany as an outcome of the sinking of the Arabi.

While Mr. Bannard was here in the interest of the International Mercantile Marine, of which he is chief counsel in America, he found time to go to Paris. Speaking of the spirit of France he remarked: "France is no place for a man with leisure on his hands. They are all at work there on this war, and they are going to put it through and beat the Germans. The Russian reverses have only made France more determined. It is the same in Britain. There is the strongest spirit there for pushing the war to end—that's got to mean victory for the Allies. America may rest assured that Britain won't give up this war until Germany is whipped. My opinion is that the war will last another eighteen months."

Mr. Bannard is confident that financial affairs as between America and Britain will soon be readjusted so that the British sovereign will resume its former international value, and that Great Britain's debt to America will be carried over by a loan. He thinks Great Britain will be able easily to float a \$500,000,000 war loan in America. A British loan paying 5 per cent. interest and running one two or three years would be rapidly absorbed in America, he thought.

German Iron Coilage

Berlin, via London.—The Bundesrat has passed a law providing for the coilage of iron five-meaning pieces (1.4 cents). The demand for five-meaning pieces is great, especially because quantities are in circulation in the hostile territory occupied by Germany and more are needed. Under present circumstances, however, the use of nickel as a metal for their coilage is held to be inadvisable.

ADVERTISE IN THE MAIL AND ADVOCATE

Industrial Italy

One associates Italy primarily with three things—music, travel, especially of people interested in history and painting, and finally as the centre of Papal Power. Lately we have come to know her as a military ally capable of mobilizing a million men, and retaining a "territorial militia" of 1,800,000. The Italian Navy and aerial service are notable and efficient.

Trade per Head

Now one comes to regard Italy as a trading nation. In the "Nations of the War" Series, Mr. Redmond-Howard has included "Italy and the Italian People" (Simpkin Marshall, 1s. net), and in that book, which I advise readers to consult, one finds some very useful information. Her commerce stands at about £222,000,000 a year. England (not the British Empire) has about five times that amount. This leads to some interesting comparisons as to how much trade various countries do per head of the population:—

Holland	£83 0 0
Belgium	43 0 0
England	22 16 0
Germany	13 0 0
Italy	6 7 0
Austria	4 13 0
Russia	1 3 0

France probably comes between Germany and Austria.

Agriculture and Forests.

Only about 7 per cent of Italian land is waste, a record that brings her near those economic models, Denmark and Belgium. About 11,000,000 acres are forest, 50,000,000 under crops, 45 per cent is tilled, and 25 per cent pasture. Vineyards and orchards account for only 5 per cent, abundant though they are. Forestry especially is very remunerative and brings in £6,000,000 a year, a hint to Mr. McKenna and those whose business it is to develop our resources.

The quarries of Italy are more valuable than her mines, which only employ about 2,000 persons. Quarries account for 70,000, and in agriculture 1,600,000 are employed, including 3,000,000 women workers. The fisheries are of great value and employ 27,000 men. They catch tunny, sardines, and anchovy in huge quantities, in every respect. Prompt delivery and reasonable prices.

Italy comes second only to Japan in the silk industry, though her manufactures generally take a low place in the national endeavours.

Italian wine is world-famous, and were we a wine-drinking country it would be consumed here in preference to the "doctored" export wines of Germany. Generally speaking, Italy is a big customer of ours, and despite the inevitable industrial losses of the war, she should continue in that relationship. Her commercial attitude to Germany before the war was scornful and to this date no war has been declared between the two countries, though Germany has helped Austria.

Water Supply Short in Gallipoli

Murdos, Base of Allied Armies, Aug. 28.—One of the greatest problems of the allied forces in Turkey is the water supply. Often there has been insufficient water on Gallipoli Peninsula for drinking purposes. Time and again canteens of the men in the trenches have been dry for hours at a time. Every drop consumed by the men must be brought to Gallipoli in water boats.

There are many old Turkish wells, but most of them are dry. The small supply obtainable from them does not begin to be enough for the transport horses and mules. Even on the animals this water has a bad effect.

A huge fleet of tank ships and barges works continually, bringing water to Gallipoli. Some of it comes from Greece, some from the Aegean Islands, but most of it comes from far off places, like Egypt and Malta.

Gradually a reserve supply of water is being concentrated at Sedd-el-Bahr.

French army engineers have built several big underground cisterns, each holding many thousand gallons. These are roofed with bombproof coverings made of, first, a thick layer of cement, then a six inch network of thick, pliable olive tree branches and then some six or eight feet of stone and sand.

Water is handled in the crudest manner. There are no pipe lines through which the water may be pumped ashore. When the sea is calm ordinary ships' small boats are scrubbed out and towed alongside the water barges. They are filled to the gunwale and towed ashore. The water is then bailed out with buckets and carried to the storage tanks in giant Greek wine casks lashed to four muled carts.

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