

FRANCE FORTIFIED.

Descriptive Sketch of Armed Batteries Which Germany Will Have to Climb in Order to Win.

By seizing the railway lines of the Duchy of Luxembourg at the very outset of hostilities between herself and France, Germany is doing only what military experts have always predicted she would do should war break out. Press despatches emphasize the fact that in so doing Germany is violating the neutrality of the Duchy; Luxembourg was declared neutral territory in 1867, and its integrity and independence jointly guaranteed by the Great Powers at that time. No one has ever supposed, however, that Germany would be bound by any such guarantee in the event of war.

To understand the significance of Germany's course of action it is necessary to know something about that vexed territory, the Franco-German border, running from the Swiss mountains on the south, to where the river Meuse enters Belgian territory, and even beyond that, where the Belgian fortresses of Namur and Liege guard the river, the real strategic boundary between the two countries, although the political boundary, established by the Treaty of Frankfurt in 1871, runs some miles to the eastward.

It is to be noted at this point that Germany has no fortification on her side of the boundary. German military strategy has staked everything upon the chance of an early and immediate success after the outbreak of war. If they fail in that they have no defensive line upon which to fall back and the failure to achieve immediate success under such a policy means defeat.

France, on the other hand, has adopted no such policy. Following the establishment of the new boundary between the two countries, after her defeat in 1870-1, France at once set about the task of making the new boundary between herself and her conqueror "impregnable," or as nearly so as the science of fortification could make it.

Modern fortification is not intended to protect a weaker power from a stronger one permanently, it is meant only to delay an invading force until the nation which is acting on the defensive can bring up her troops to compel the invader to employ three men for every man employed by the defender, in a word to give the defensive force time in which to act. Wars within recent years, notably the Russo-Japanese and Balkan wars, have demonstrated the soundness of this theory. Port Arthur and the Tchaikala lines showed the effectiveness of the modern fortress against even the strongest besieging forces.

With this object in mind France set about the creation of her great series of ring fortresses. A glance at map No. 1 will show their location.

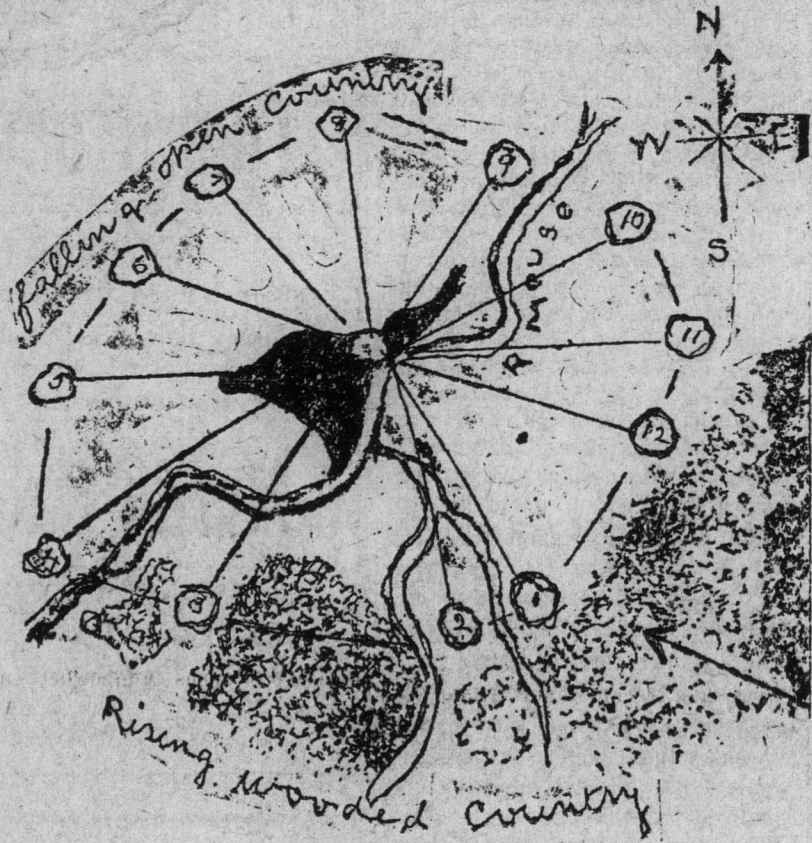
Beginning just above the Swiss Alps France built the first of this series of great forts at Belfort. North of Belfort comes a stretch of mountainous country, the Vosges so difficult of access and transit as to form a natural barricade needing little or no artificial strengthening. Just behind the Vosges country lies the second ring fortress, Epinal. Then comes Toul, then Verdun in the Meuse river and just above Verdun the Meuse enters Belgian territory.

Were Germany in the habit of respecting treaties it would be un-



FRENCH LINE OF RING FORTS.

The ring to the north represents the forts around Liege. The black mass to the south of it is the forest of Ardennes. The ring forts more south in order are Verdun, Toul, Epinal, Belfort. To the east of Epinal are the Vosges, and to the south of Belfort the Swiss Mountains.



LIEGE AND ITS FORTS.

The arrow to the S. E. represents the line of advance of the German Army attacking Liege, which is in the centre. The rings which circumscribe Liege represent the twelve forts which are at distances from the centre of Liege of 4 to 6 miles and from 2 to 4 miles apart.

necessary for France to consider fortification above this point, but no one has ever supposed that in the event of war, Germany would respect any declaration of neutrality made by Belgium or for Belgium by any other power. Therefore the continued fortification of the Meuse in Belgium territory is of cardinal importance to France. This fortification is ensured by the existence of two great Belgian strongholds, one at Namur and the other at Liege.

Now, this series of obstacles makes it altogether probable that Germany, instead of trying to pierce through the centre of the frontier as she did in 1870 will attempt to turn the flank, or get around the end, of the line of forts. Where will she do this?

To attempt to turn the French line to the south would mean the marching of great bodies of troops through exceedingly difficult country. Supposing even that Switzerland consented to the violation of her territory by Germany, the country to the south of the French line is a mass of mountains, intersected by few roads where a small force of defenders would have all the advantage and where the difficulties of debouching into open country after crossing the mountains would be very great in the face of an opposing army.

With these great difficulties in the way of a turning movement to the south it is safe to assume—an assumption borne out furthermore by the seizure of the Luxembourg railway—that Germany will turn her attention to the north end of the French line.

As we have seen, France and Belgium have not been under any illusions as to the likelihood of Germany's respecting Belgium's neutrality, hence Namur, and Liege. The German attack would have to be made along the line of the lower Meuse River. The Germans cannot cross the Meuse lower down than Liege and march through Belgium, neglecting Liege, because if they did so their line of communication the breaking of which means defeat to any army, would run between Liege and Antwerp with strong garrisons and with a third fortress, Namur, a 112 miles further on the line of

the best examples in Europe of the ring fortress.

The ideal ring fortress would be a town capable of ample provisioning and lying with an exact circle of heights of an average of some 8000 yards distance, each height some 4000 yards from the next, each crowned with a self-contained closed work and each such work with-in support of at least two others. Skill and the natural conformation of the ground have combined to make almost these ideal conditions around Liege. Map No. 2 gives a plan of the fortifications of the place.

The great strength of Liege is seen by a glance at the above map. The main avenue of approach from Germany lies between Forts 1 and 2 and is entirely dominated by them. Forts 9 and 10 and 3 and 4 similarly lie above the Meuse at its entry into Liege and its exit. Fort No. 4 occupies a pinnacle whence even No. 2 could be supported and sweeping the high ground in front of 3 and 5. Nos. 9 and 10 dominate the valleys on their respective sides. On the north the whole half circle of forts lie on crests overlooking gradually falling ground. There is not a yard of ground around the forts which cannot be swept by a supporting fire from one or more adjoining forts and there is "key fort" the carrying of which would mean the domination of the whole situation.

To sum up: it seems inevitable that Liege and the lower Meuse will be the objective point of the earlier German attacks, that the idea of "rushing" Liege must be abandoned and that the stronghold must be reduced by a regular siege before a general German advance into Belgium is safe and that to bring about this reduction of the city a large force will have to be employed for some time. For Germany to attempt to invade France through the centre of her line of fortifications would mean a delay sufficient to enable France to concentrate her troops and, what is more, would give Russia the time needed to throw an enormous mass of soldiers across Germany's western frontier.

Sighted German Ship.

The S. S. Fairhaven, Capt. Tong, put into this port at an early hour this morning and reported sighting four days ago a warship that looked to be a German cruiser.

The Fairhaven is an American vessel, bound to Rotterdam from Gulfport, Mississippi, with a cargo of lumber and left the latter port on August 3rd. In the early morning of the 7th inst. Capt. Tong was on the bridge and noticed a big ship ahead. She had no lights on board and had a very suspicious appearance. The stranger came at close range to the Fairhaven so much so that Capt. Tong could make her out to be a German ship, although having no lights light. The supposed German went across the bow of the Fairhaven at a fast clip and then immediately disappeared, going in a northerly direction towards the Nova Scotia coast.

Capt. Tong is almost positive that the ship he sighted was a German cruiser and keeping a close lookout for British ocean liners. Where the German was sighted is in the vicinity of the track for all the big liners. Capt. Tong also believes that the German thought the Fairhaven a fine prize by seeing her lights at a distance and that was why he bore down on her and on finding out his mistake went to the position he came from. Shortly after the German had gone out of sight. Capt. Tong brought his ship near Cape Race. He sent a boat on board the S. S. Ausonia acquainting the captain of the latter what he had seen. In the reply that came to the Fairhaven Capt. Tong learned for the first time that a fierce war was on between Germany and Britain. He then decided to put in here and report to his owners and in the meantime await instructions.

Would this be the same German warship that was reported off St. Pierre about a week ago? Whatever one it is Capt. Tong's report is timely warning for all British shipping crossing the Atlantic.

At Rossley's.

The sketch was greatly enjoyed at Rossley's last night, as were the pictures. Another big shipment arrived by the Digby yesterday from London and Liverpool and are the latest and best to be had, many great features among them. Mr. Rossley is now buying direct and therefore has the pick of the market, every one a feature; both amusing and instructive subjects.

Remember that the Ferryland Garden Party, in aid of the New Convent, will take place on August 24th. An enjoyable time is assured all who attend.

For everyday there is no better method of dressing a child's feet than in brown, black or white shoes, with socks to match.

C. E. I. Win.

CHAMPIONSHIP STILL UNDECIDED

The Stars and C. E. I. met last evening to decide the championship holders for this year. A meeting of these teams had always been looked forward to with intense interest as a good game was sure to be the outcome. Last evening's exhibition was no exception, as the fastest and best game for the season was witnessed. The result was a victory for the C. E. I. by one goal to nil. This leaves the championship still undecided and gives the Stars, Collegians and C. E. I. an equal chance to it and another play off between the three teams will be necessary.

The attendance last evening was unusually large and the wildest enthusiasm was manifested throughout. The Stars had odds in their favor as a win or a draw would give them the cup. At the opening the C. E. I. rushed matters, but very soon after the Stars became aggressive and invaded the Institute goal. Voisey was called upon to save several shots and he did so admirably. A few corners were conceded the Stars. Each time the ball was placed but the Institute back division were equal to each occasion and kept the ball clear of the danger zone. For the remainder of the half, play was about evenly divided and no scoring was done.

SECOND HALF.

On resumption of play the Institute boys began hostilities and before ten minutes had elapsed Drover sent a scorcher to Phelan, which he was unable to save, and the first winning goal was recorded for the C. E. I. Deafening applause followed and did not subside for several minutes. Enthusiasm and excitement ran high among onlookers and the supporters of both teams. The Stars put forth all that was in them to equalize but their efforts proved futile. Phelan made several brilliant attempts to score but was unsuccessful. Towards the close darkness set in and made it difficult for the players to see the ball. However, nothing of any account occurred and the game ended in favor of the C. E. I. as mentioned.

Little Girl Scalped.

CAUGHT IN A FLYWHEEL OF A MOTOR ENGINE.

Kelowna, July 30.—A particularly distressing accident happened to Ellen, the little eight-year-old daughter of Mr. Fred Armstrong, of the Morrison-Thompson Co., Kelowna, her scalp being almost completely torn off as the result of her hair catching in the flywheel of the engine of a launch in which the unfortunate little girl with her father and some friends was out for a spin on the lake. The child was wearing a wrist watch and was bending over to look at it when the ends of her hair touched the engine.

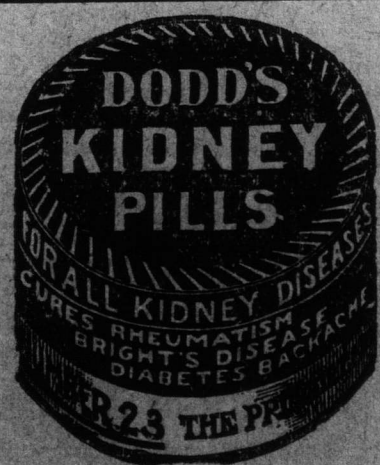
The revolving wheel caught the ends of the hair and drew her head down to the engine. The quickness of Mr. Armstrong, who happened to be close by, in making a sudden grab for the hair close to the engine and wrenching it loose with a tremendous pull, undoubtedly saved his little girl's life as she must inevitably have been drawn in and crushed to death.

As it was the poor little girl's scalp was torn completely from her head except about half an inch of skin by which it remained adhered to the back of her head. The force of the father's pull as he tore the hair free from the engine can be imagined when it is stated that a grease cup, which was in the way, was wrenched right out of its socket, stripping the thread which held it fast.

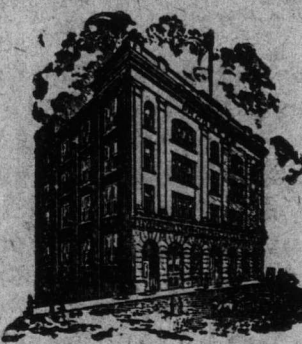
The boat was immediately rushed ashore at the Aquatic pavilion and a doctor telephoned for. No time was lost in getting the child to the hospital, where the scalp was stitched back in its place, an operation which required nearly 200 stitches to accomplish.

Personal.

Mr. Edgar Bogue, barrister of Lin-baek division was equal to each occasion the Royal National Mission to Deep Sea Fishermen, arrived by the Digby yesterday, to attend the annual convention of the International Gren-fell Association.



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