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them that a new nest of mines has been laid and they turn out over the grey waste to divert the traffic of the seas, to sweep up the nest, smash the mines and come back to smoke and yarn on the jetty while the commerce ships "go on their lawful occasions."

Germans Out Of Business.

Within a week of the opening of war, German ocean-borne commerce did not exist. The dread of our Navy had wiped it off the map. In that unlovely waste of Northern waters the Fleet lies, so powerful that its very presence there in leash holds the German battle fleet, which cost its authors £300,000,000, paralysed in its lair. Line behind line are the Grand Fleet and its attendant craft of every kind that man has conceived for modern war upon the sea, manned by men who have proved under the ultimate test of sea-battle their superb skill and courage, their adequacy to their tremendous responsibility.

The British Navy has throughout worked in co-operation with the powerful allied Navies of France, Italy, Russia, Japan. They have later hailed with joy the support, already so powerfully felt, of the American Navy.

German Colonies Taken.

At the very outset German outposts fell like ripe fruit into the hands of the Fleet—Samoa, which was seized to the joy of its inhabitants by the New Zealand expedition; "Neu Pommern" in the Bismarck Archipelago taken by the Australians; the wireless stations in Togoland, South-West Africa, the Caroline and the Pacific Islands and in German New Guinea. Striding the seven seas the Fleet sank 'Kaiser Wilhelm der Grosse' and 'Cap Trafalgar', and captured 'Spreewald'. The 'Emden'—the bravest and most sporting foe that Britain has yet met in the War—was rounded up and shattered off the Cocos Keeling Islands. The 'Goeben' and 'Breslau' by well-contrived flight escaped to Constantinople with dire results on the trend of the War. Von Spee won the only German victory over British ships in the battle that sent 'Monmouth' and 'Good Hope' to the bottom and threw the lightly armoured 'Glasgow' out of the fight. The triumph was short. When Sturdee on December 8th sank the 'Seharnhorst', 'Gneisenau', 'Nurnberg' and 'Leipzig' off the Falklands this running chase was practically over. The 'Dresden' was destroyed off Juan Fernandez three months later, while

'Prinz Eitel Friederich' was interned and the 'Karlsruhe' disappeared. The 'Konigsberg', hidden in the windings of the Rufigi river, was smashed by the shallow-draft monitors on July 11th, 1915.

We were severely rapped over the knuckles for the blunder of doing patrol work with cruisers when that brilliant German submarine officer, von Weddigen, with three successive torpedoes, sank 'Aboukir', 'Hogue' and 'Cressy' in thirty minutes.

First Sea-Scrap.

Early in the War, on August 28th, 1914, came the sharp, dramatic little fight of the Bight of Heligoland in the very jaws of the enemy's ports and far from our own base. Heligoland, that triangular little plateau of rock which Lord Salisbury presented to Germany, had been fortified at a cost of ten million pounds as, so to speak, the bows of the German Navy, butting into the North Sea. Behind the sixteen-mile-wide channel that separates Heligoland from the coast lie the ports and anchorages, the submarine, Zeppelin and destroyer bases. The game from our side on that occasion was one of baiting the German Fleet to come out and fight. The 'Arctusa' ran through the haze with her pack of hounds—the swift destroyers—at her heels and sides. German ships began to loom in the grey mist. The fighting was terrific, with the sharp bursts of flame, the roar and shriek and crack of the raging shells, with hits to the credit of both sides. The destroyer 'Liberty' dashed in under the very guns of Heligoland to get at the German cruisers in harbour. At last the 'Lion', 'Invincible', 'New Zealand' and 'Queen Mary' rode in, and, while avoiding the enemy submarines, drove the surviving German ships to cover with an enemy loss of three light cruisers, two destroyers and some twelve hundred men, the British losses totalling sixty-nine men.

Second Sea-Scrap.

A second "sea-scrap" of real importance was the Dogger Bank fight which intercepted the third attempted raid on the East Coast. A futile raid on Yarmouth had been followed by a ghastly "tip and run" bombardment of Hartlepool, Whitby and Scarborough with an unholy slaughter of women and children, a wreckage of houses and churches. On January 24th,

(Continued on page 11)

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