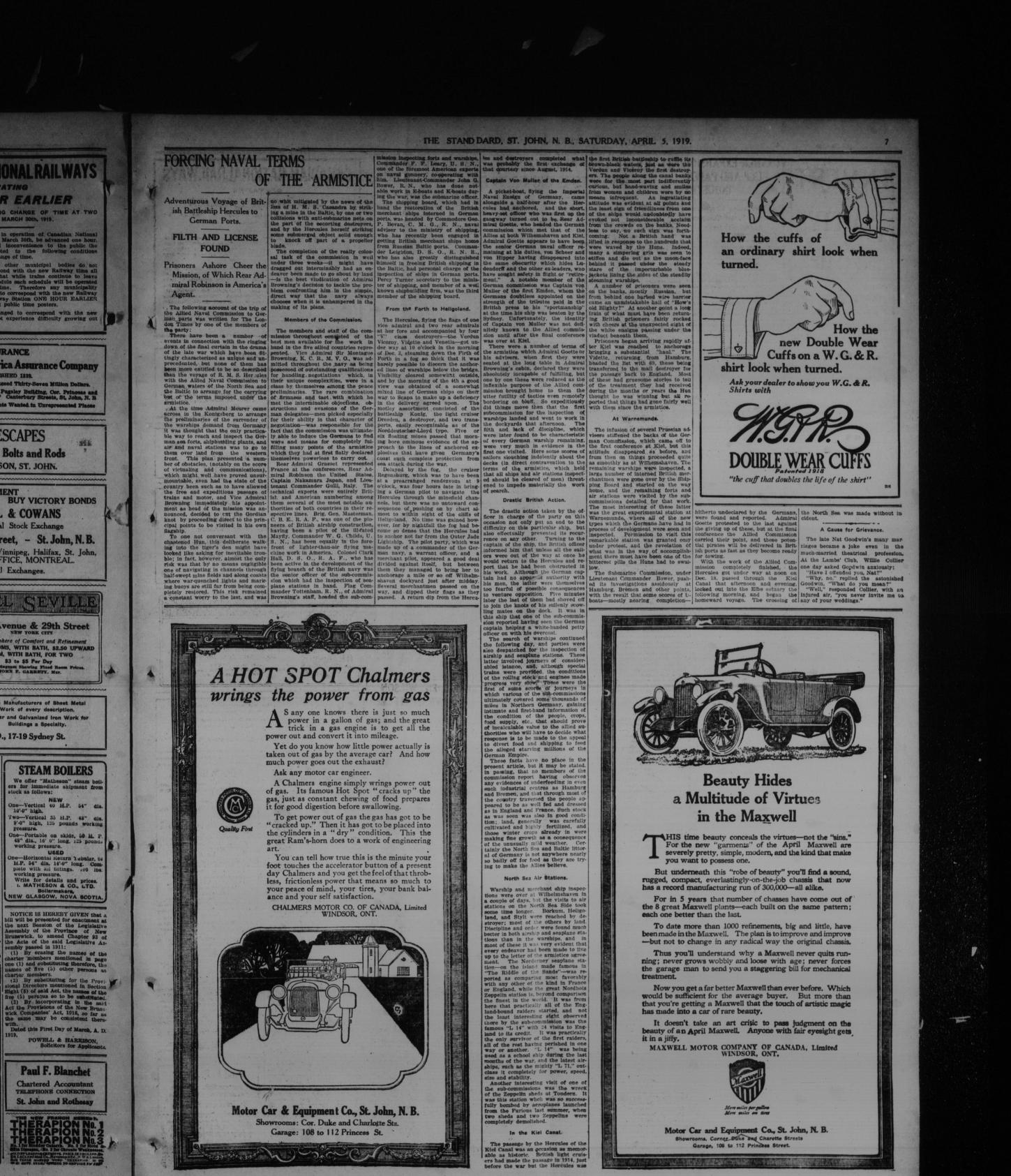
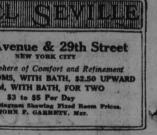




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North Sea Air Stations. Warship and merchant ship inspec-tions were over at Wilhelmshaven in a couple of days, but the visits to air stations on the North Sea Side took some time longer. Borkum, Heligo land, and Stylt were reached by de-stroyer; most of the others by land. Discipline and order were found much better in both airship and seaplane sta-tions than in the warships, and in most of these it was very evident that every endeavor had been made to like up to the letter of the armistice agree-ment. The Norderney scaplane sta-tion-on the island made famous in "The Riddle of the Sands"-was re-ported as comparing most favorably with any other of the kind in France or England, while the great Northolz with any other of or England, while or England, while the great Nordholz Zeppelin station is, beyond comparison the finest in the world. It was from here that practically all of the Eng-ind-bound raiders started, and not the least interesting sight observed there by the sub-commission was the famous "L 14" with 24 visits to Eng-iand to its credit. It was practically the only survivor of the first raiders, all of the rest having perished in one way or another. "L 14" was being used as a school ship during the last months of the war, and the latest air-ships, such as the might "L 1," out-class it completely for power, speed, size and stability. Another interesting visit of one of great Nord yond compared all of the arted, and sight observations

ting visit of one missions was the In sheds at Tonder ion when was so su rom the Fu wo sheds a completely d and two Zeppelins

In the Kiel Canal.

ge by the Herce les of th Kiel Canal was an occasion as memory able as historic. British light cruis ers had made the passage in 1914, jus

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