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Neptune and Heligoland.

Whomever the joke may be on in the proposed destruction of Heligoland, the Gibraltar of the North, it is not on the old Father Neptune. What the council of four would now like to do in wiping out forever this important stronghold of the Germans is in line with the destructive work which the ocean had been carrying on slowly and relentlessly for hundreds of years, when it was stopped by the hand of man in the form of a great wall built since Germany's acquisition of the island from Great Britain twenty-nine years ago.

In the time of Charlemagne Heligoland was more than five times its size. There is still in existence a remarkable chart of the island, showing that within the memory of man it was watered by several small rivers and that it could boast of no less than four different and excellent harbors. A dozen churches, monasteries and convents flourished there when the chart was made, more than 1,000 years ago, in the time of Charlemagne. In-

time friends of the monarch, namely, Bishop Adam, of Bremen, and the learned Alcuin, referred, in documents still in existence, to the character of the island as indicated in the chart. They also emphasized its religious character, whence its name of Heligoland, or Holy Land, and it is a matter of tradition that in the days of the old vikings the Goddess Herta had her temple on the island, to which people from all parts of Scandinavia and Frisia made pilgrimages; while St. Willibrod first preached Christianity there toward the close of the seventh century.

By the beginning of the fourteenth century the island had lost two-thirds of its area through the inroads of the stormy sea, which continued their ravages until in 1714 the size of the island had dwindled to 173 acres. Seventy years later the sea tore the island asunder, dividing it into the so-called Island and the Dune, and by the time Germany had taken possession, in 1890, the islands had still further shrunk to their present size of one-fifth of a square mile.

Father Neptune, peering out of the waves which dashed upon this bit of rock, then a bathing resort under the dominion of Great Britain, must have thought his work nearly done, for the Holy Land of medieval days was fast dwindling to nothingness. Then the Kaiser appeared and protected his newly acquired property from the invasion of the ocean at an enormous expense. He had all the fissures and caverns filled in with a particularly durable form of concrete. The cliffs, which rose to a height of about 200 feet, were faced with a tremendously strong granite and in part armor-plated wall, the masonry being yards in depth. The artificial barriers had power to withstand the power of the ocean, by which the natural walls of rock were being undermined. Moreover, by means of breakwaters the stretch of sea between the two islands was converted into a large and wonderfully protected harbor, later to serve as a base for the light cruisers and submarines of the German navy.

The cliffs were surmounted with disappearing forts of the most modern description, armed with immense Krupp guns. Equipped with sheds and hangars for Zeppelins and airplanes, Heligoland formed an ideal harbour for boats of the air as well as of the sea. The whole rock was pierced in every direction, like Gibraltar, with galleries and tunnels to admit of handling of the concealed guns, which literally bristled from every point of the island.

What will happen next to this fifth of a square mile, upon which Germany spent \$50,000,000 in preparation for the great war? Although it has probably played a more important part during the events of the last five years than any other fifth of a square mile on the face of the earth, still to any country save Germany it would be a white elephant. For what is the use of such a rock, no matter how wonderfully fortified, if remote from all bases of supplies belonging to the same nation and within twenty-eight miles of an enemy country. Its fate might have been solved if the sea had been allowed to make invasion or if the allies had succeeded in blowing up the island during the war. Certain it is that had it remained in Great Britain's possession its value would have been negative rather than positive. Germany could not then have so completely fortified it before the outbreak of the war, but, on the other hand, Great Britain would unquestionably have lost it soon after the outbreak of activities and it would have been of little actual use.

The fact that Britain of her own free will gave over Heligoland to Germany a quarter of a century ago is interesting as indicating the lack of fear then existing in Great Britain of the empire across the sea. It was then consulted by Lord Salisbury, Premier and Foreign Minister, who made the transaction without the knowledge of parliament. It was generally felt at the time in both England and Germany that Great Britain was getting decidedly the best of the bargain in the North Sea for African territories, including the spice lands and fruitful soils of Zanzibar, Witu and Uganda. Much weight was given to the opinion of Sir Henry M. Stanley, then the eminent authority on all questions relating to the dark continent. He had been consulted by Lord Salisbury about the transaction and publicly declared that Great Britain had secured an entire suit of clothes, indeed a whole outfit of clothes, in return for "a mere trouser button."—Ex.

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- Spirits of camphor will remove alcohol stains on furniture.
- Powdered rock ammonia will brighten tarnished gold lace.
- The common garden gourd makes a good plaything for a baby.
- Eat an apple before breakfast to stimulate the digestive organs.
- Sprinkle clothes with the garden hose while hanging on the line.

When Flying's Compromised—What Right Has the Pilot?

(Buffalo Commercial.)

A writer in the Little Rock, Arkansas, Gazette, discusses with considerable interest and genuine knowledge some of the troubles and trials of the earth dweller when flying comes a common method of locomotion.

For instance, it may be asked, what rights has the owner of a house against a navigator flying over his roof? Again, "if a chauffeur can be arrested and fined for driving his motor car past your bedroom windows with his muffler open, why should an aviator not be forbidden to fly over your roof with the sleep-waking rattle of bang of his engine running with a muffler?"

And still again, suppose an aviator "drops a monkey-wrench from five thousand feet in the air and cracks your child's skull—how do you identify the owner of the plane or prove that the monkey-wrench was dropped by him?"

The Inter-Allied Air Commission is working on aviation problems in Paris and will institute a system of marks for aviators, a meteorological service and a system of education in aviation. People interested in aviation have suggested a number of questions that must be settled by some authority and settled before long.

1—How shall we fix the limit too placed on a landowner's ownership over his land?

2—Should not a property-owner have the protection of the law against the noise-nuisance of the air machines?

3—How can a man's legal price be protected against the prying eyes of the air-machine passengers?

4—If the old rule is maintained that individuals and corporations own the air above their property and aim protection against trespass, should they be taxed for the air as they are for the land and how much?

5—If several machines are flying at the same time over a man's land and one of them drops a monkey-wrench or other object and injures him or one of his family or his property, how is he going to place the responsibility?

6—Can we regulate the use of telescopes and photographic apparatus by aviators flying over private property? The powerful photographic instruments now used by aviators give a clear view of intimate personal affairs that are happening on the earth miles below.

7—When a machine is flying high, how is a landowner to determine exactly and to a legal definite whether or not it is over his property and thus guilty of trespass?

8—The state can tax the land and take it for public use under certain conditions from private owners by payments of a reasonable sum. Can the state do the same with the air?

9—Assuming that the use of the air by airplanes constitute trespass against owners of property lying beneath, what would prevent unscrupulous capitalists from buying circles of land about every great city, thus isolating it and preventing airplanes from entering the city at all?

10—If a man owns a very narrow strip of land it is not considered trespass if a neighbor jumps over it. How much more trespass is it if a machine flies over a proportionately wide strip?

11—If an aviator is flying with the wind, can he claim that he is in the

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