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ADVERTISE IN
THE MAIL AND ADVOCATE

HELGOLAND GIVEN BY GREAT BRITAIN TO GERMANY IS NOW STOCKED FOR 3 YEAR SIEGE

Immense Number of 12 Inch and Also 16 Inch Guns Kept in the Fortress—Vast Sums of Money Have Been Spent to Make it a Strong Fortress

The war had been in progress a year when Germany celebrated the twenty-fifth anniversary of the receipt of the forlorn little island from Lord Salisbury in exchange for certain lands and rights in East Africa. In those days our relations with Germany were excellent, for it was only in the previous year, 1889 that he Kaiser's secret ambition had been stirred by a sight of the assembled British Fleet at Spithead.

The possibility of Germany ever becoming a naval power of importance never entered the heads of the Government of the day; they parted with Heligoland without troubling to mention the matter to the Lords of the Admiralty.

The value of the island, whether to Germany or to us, has been a constant source of debate in British naval circles ever since the Kaiser discovered that for Germany "the future lies on the water," and in these critical days the urgency of the subject is intensified by the efforts that are frequently made to forecast what will happen to Heligoland during or after the war.

Since it first came into their possession the German military cliques have made a spoilt child of Heligoland. Twenty-six years ago it might have been likened to an island health resort, its contented population depending for its livelihood partly upon fishing but mainly upon catering for the thousands of holiday makers that visited it in "the season."

When the matted "fist" closed over it the Germans stopped neither the fishing nor the holiday-making, but they brought the Prussian atmosphere that soon made itself felt. The civil population were rigidly tied down to the sandy flat that projects seaward, under the cliffs at the eastern end of the island, and to a small corner of the "Oberland" above.

Advance parties of military engineers came across from Cuxhaven, measuring and sketching, boring and blasting, to gauge the defensive possibilities of their latest possession. There followed hordes of working parties, and bit by bit the hardworked potato fields of the Oberland disappeared, and vast caverns driven into the bowels of the earth took their place.

These were to be the emplacements for the great guns. Wide subterranean passages were burrowed to connect them one with another, and with a central distributing station for ammunition, where there is reputed to be stored a supply of shot and shell sufficient to feed the guns during a three-year's siege. Rails are laid along the underground passages, and electrically driven trolleys can deliver the charges and the projectiles much faster than they can be used.

German guns, constructed on the "built-up" system, hoop after hoop of steel being shrunk on the central barrel, are admittedly longer lived than, for instance, the wire wound guns of our own fleet, though the latter have superiorities in other directions that quite outweigh this defect; but even a German gun could not last through the continuous usage of a three-year bombardment.

It is, therefore, of the greatest significance that in the spring of 1914 large numbers of heavy guns were reported to have been landed on the island, although no mountings were known to have been prepared for them, nor any accommodation for an enlarged garrison to have been provided. They were clearly reserve guns, ready to be cradled in the mounting when the original weapons should give out. The idea that Heligoland could, under any circumstances, ever be called upon to withstand a three year attack seems grossly fantastic; but in these matters, if the German is going to err at all, he likes to err on the safe side.

The Heavy Guns on Heligoland.

Most of the heavy guns mounted on Heligoland are Krupp 12-in. firing a shell of 860 pounds, but, according to report, during the last few years there have been mounted a number of 16-inch fortress guns, whose projectile weighs 2,028 pounds. All these main guns are mounted in great armoured casissons sunk into the earth and protected above by armoured hoods of enormous thickness, while invisible galleries of light-guns are recessed into the face of the cliffs like the secondary armament of a pre-Dreadnought battleship. It has already cost our enemies

strength of their sea defences, while it absorbs a good deal in the way of men, money, and attention. If no matter what the cost, we should determine to take it, the Germans would get just the opportunity of meeting the British Fleet on the ground and under the conditions of Germany's own choosing.

Having taken the place, there would still remain the problem of what to do with it. It is 350 miles from the nearest British naval base, and well under 50 from two of the most important of Germany's—Wilhelmshaven and Cuxhaven. In these days of mines, submarines, and mine-laying submarines, the task of holding such a place might well prove too much even for the British Navy.

Deutschland Cost \$500,000

Company Formed to Operate a Fleet of Such Vessels.

BALTIMORE, July 15.—Captain Koenig's own story of the Deutschland's voyage across the ocean was told to newspaper correspondents today.

"I have seen," said the Captain, "statements that we were forced to go hundreds of miles out of our course in the Atlantic because of British warships. That is not so. Why should we go out of our course except to submerge? That is the simplest and most effective way to get out of our course, besides it is much easier to submerge."

"We came to Hampton Roads by the straight course from the English Channel. We did not come by way of the Azores. Altogether from Heligoland to Baltimore we covered 3,800 miles. Of that distance 90 miles were driven under the surface of the water. "Throughout the entire trip the officers and crew were in excellent health and spirits. Of course when we were under water for long spells the air got very stuffy sometimes and there was some inconvenience but it never was serious. The Deutschland is built to stay under water for four consecutive days, so you see we never reached anywhere the limit of our submergence on this voyage."

"There is little to tell of the trip," he continued. "We left Heligoland on June 23 and steamed on the surface to the North Sea. Before sailing we conducted trial trips and drills for the crew for ten days or two weeks, having proceeded from Bremen to our starting point. It had never been on a submarine voyage and the training I had all was received in the practice trials on the Deutschland."

"Everything went without incident the first day, but on the second day in the North Sea we were in the zone of the British cruisers and destroyers. We sighted their smoke frequently but only dived when we thought there was danger of our being detected. Of course we were difficult to see, because we were running so low in the water and gave out no smoke. We did submerge several times in the North Sea, staying under some two hours and sometimes less. Every time we came to the surface it all looked well, we kept on going. We saw no British battleships in the North Sea, only cruisers and destroyers or at least what we took to be British naval vessels."

"We did not, on the entire trip, come into close proximity with any man of war. We avoided them all. "From the North Sea we went straight through the English Channel and on the night of the fourth day we submerged and remained still all night—ground on the bottom of the channel. There were lots of cruisers near us we knew and it was very foggy. So we thought it was best not take any chances and I gave the order to submerge for the night and until there should be clear weather. The next morning all was well and we proceeded through the channel into the Atlantic Ocean without incident."

"Our trip has demonstrated that the big merchant submarine is practical. "We always do our best to please you. You can help us by placing your order with us early. If you do, you will have the satisfaction of having your goods arrive early. Your shelves will be stocked with new goods; you will have your window decorated nicely with new arrivals of rubbers, and you are likely to be ready for the "wet weather trade" before your competitors. We know we can please you, but order early, and give us a chance. CLEVELAND RUBBER CO. New Martin Building, St. John's, June 29, 1916.

NEW SWISS WAR LOAN OVER SUBSCRIBED

BERNE, Switzerland, July 10.—The new Swiss war loan of 100,000,000 francs at 4 1/2 per cent., issued at 97, has been oversubscribed by 51,000,000 francs. Since the beginning of the war, the Swiss national debt has risen from an average of 28 francs per capita to 150 francs.

Her Indently Established Dora had just returned from Sunday school, where she had been for the first time. What did my little daughter learn this morning? asked the fond father. That I am a child of Satan, was the beaming reply.

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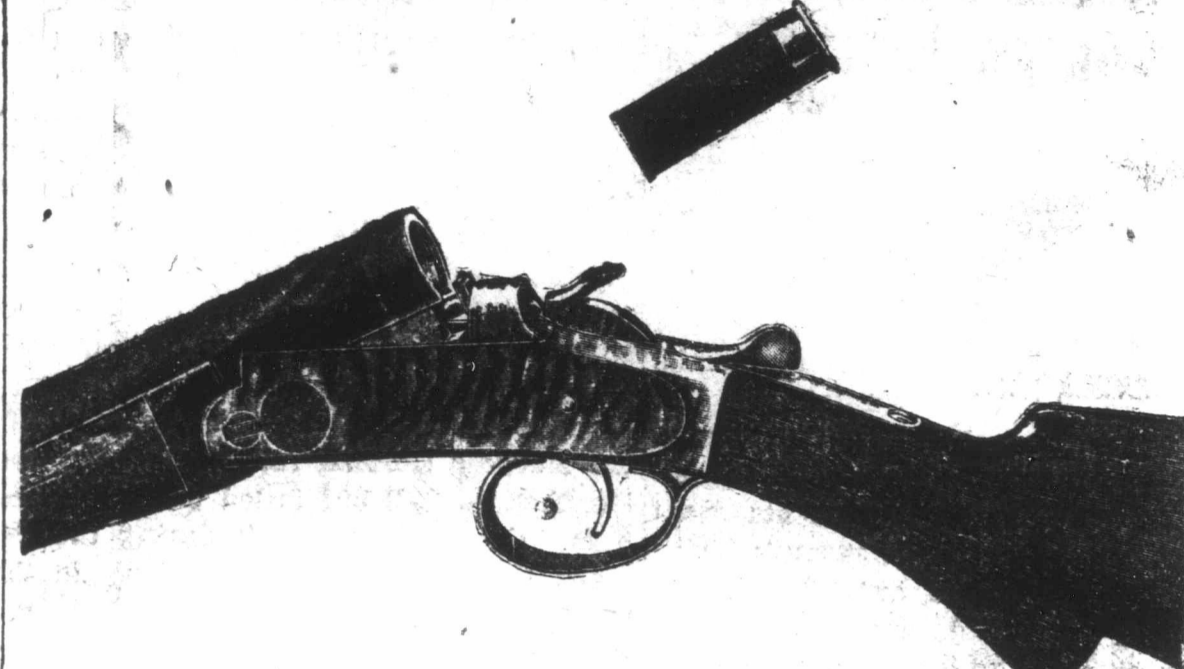
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