

# GREAT BRITAIN OWNS ISLES SPREAD ALL OVER THE GLOBE; HAVE PROVED VERY USEFUL

Whether it be done absent-mindedly, done by instince or done merely by chance, history and the map reveal that England has shown a truly remarkable habitude for possessing herself of the little considered ocean remainders in the form of a small island, says the Cincinatti Enquirer.

One can, of course, see the force of her owning all the islands, even the remotest Hebrides and Orkneys, that cluster or hang around the coast, the little of them jumbled on the west coast of Scotland, the Scilly Isles, Manxland, Wight, Lindisfarne, Lundy, and the rest, no one else could own than England, and some owner they must have.

But cross the English Channel and here are the Channel Islands, Jersey Guernsey, Alderney and Sark. Geographically they are a part of France. Politically and administratively they are England's. They are so French that their legislature function biligually.

England, says of course, they are a residue of her once large French dominions, and one must remember that it was not until far down in Victoria's reign that the British House of Lords solemnly ceased to appoint a committee to hear petitions from Aquitaine and Lorraine. Well, grant that having these islands came only in this way, it might be awkward to give them up.

## Base in Mediterranean

Enter the Mediterranean, what is Gozo? Gozo is in island of twenty-six square miles near Malta. To whom does it belong? Oh, to England, of course. "Well," says England, "it is too near Malta to belong to any one, but to me."

Who owns Malta (itself, by the way, only 117 square miles)? Of course, England owns Malta. It was a useful base when the Napoleonic wars were raging from Spain to Palestine and through Egypt, Italy, Australia and Dalmatia. Still more important later.

Did a dim imperial prescience warn England of the coming day, when, by the opening of the Suez Canal, Malta would become one of the links in the chain linking London with India and the Far East, thus, England, Gibraltar, Malta, Suze, Aden, India, Singapore, Hongkong?

Enter now the Red Sea. Here is Perim, a very small island, England's of course. She holds Aden, and military opinion said that Perim, if not absolutely necessary, was very desirable. Hence Perim is British.

## In the Indian Ocean

Now we are in the Indian Ocean. Here, as you emerge, in Socotra, producing "dragon's" blood and aloe and as a strategic point. It is 1200 square miles and is England's, of course. And here are the Seychelles, 148 square miles, with no very distinctive place to fill in the world of sand, air and water, save indeed, that here grows beche de mere (vegetable ivory.) Come in handy, too, when England wanted a prison for Arabi Pasha after she had ground to powder his attempts to become dictator, or sovereign, in Egypt.

We pass to Mauritius, for, though a small island (720 square miles), it has a place with the world's great producers of sugar. Once "Reunion or Bourbon" it belonged then to France, when she bade fair to own half, at least, of India, and not merely the small patch, Pondichery, now alone here.

The British fleet, of course, took Mauritius. We get along through the section of the India Ocean known as the Caribbean Sea, past the Laccadives, fourteen low-lying coral islands; past the Maldives, 420 square miles, both England's.

Round we go into the Bay of Bengal here are the Andamans, nineteen islands, 2000-odd square miles, useful to England as a convict settlement. Then come to Nicobars, 635 square miles, England's.

Proceed eastward. At the tip of Malaya we find Singapore, which, though few remember it, is an island, 217 miles, to be strongly fortified, for it is very strategic. It is the big gate to the Further East.

## Off Chineset Coast

On the north, we reach Hongkong, within call of the Chineset coast, 320 square miles; England's. Say little of her possessions in the Pacific (they

are almost innumerable, counted as separate isles and islets).

In a region where an empire has absorbed Australia (3,000,000 square miles), New Zealand (104,000 square miles), and Tasmania, (27,000 square miles), to say nothing of the greater part of New Guinea and Borneo, to whom should the rest of it in fragments, like Fiji, belong if not to her? She has done herself very well, even is she does not own quite all.

But away to the Atlantic, rounding the cape, which by all the rules of the game, should be known as the Cape of Good Hope.

Kerquelen, ninety miles long, almost due south of the cape, British gazettes regretfully admit, is "claimed by France." The Crozets are uninhabited, but there are the Prince Edward Islands, with the familiar red under-score.

There are Gough the (Atlantic) Sandwich Islands, South Georgia, hundreds of miles apart. The last named in uninhabited, but its 1200 square miles of emptiness are British. Then there are the Falkland Islands, 500 square miles, and the F. I. dependencies. Northward we find St. Helena, the "black wart" rock, with patches of fertility in its depressions, that England made useful as a cage for Napoleon. St. Helena has 875 square miles.

Ascension, 700 miles away, is smaller, its population 240. Ascension was taken by the British because, as Admiral Cockburn said, 'we don't want some other flag hoisted there to increase the risk of Napoleon's escape.' Then we have the Bermudas, 900 miles from the United States, and British since 1654.

In the war of 1812 the American fleet showed England how important the islands (nineteen square miles in all) could be, and they were fortified from 1815 on.

In the West Indies are Barbados, 170 square miles; St. Kitts, sixty-eight; Nevis, fifty; Barbuda, 78, and her islands in the Virgin Group, the entire area of the group being only 275 square miles.

In the sea between Jamaica and Cuba are the three large Cayman Islands, dependencies of Jamaica, or Jamaica to them, it would be hard to say. Grand Cayman is seventeen miles long much of it is swamp, much of it white limestone.

The Caymans were discovered by Columbus in 1503. The Spaniards, after they took Jamaica in 1509, drew a supply of turtles from those islands. When Jamaica became British, in 1665, the Caymans automatically were tacked on to her, and by degrees gathered a population, some of its units being ship-wrecked sailors, other persons who for one reason and another often (often to escape debt) came from Jamaica to this out-of-the-way corner of the world. The population now is about 4,000. It has a large overflow settled in New Orleans and Mobile, Central America and Jamaica.

There is one other little island, stuck in the North Sea, which of course, England took — Heligoland. She, however, swapped it with Germany for land in Zanzibar, an achievement of Lord Salisbury's that she came bitterly to regret during the World War.

There are two Christmas Islands, one in the Indian Ocean, the other in the Atlantic. The former has 2400 inhabitants, the latter 104. Both belong to England.

The extraordinary thing is the almost uncanny way in which out-of-the-way islands have proven to be useful to England. The Falklands, which she sought from Spain, wrapped in icy sea and Antarctic mists appeared to be useless when she received them, little better than a nuisance, yet in the recent war swung Sturdee's naval squadron that wiped Von Spee's German from the face of existence. Similarly Singapore's few square miles have acquired an estimable strategic importance.

## Some Islands Returned

But let us not be unfair to Mother Britain. She does not own the Azores, the Canaries or the Madeiras. She once possessed the Ionian Islands, but gave them back to Greece. She captured Cuba in 1762, but restored it to Spain in 1763. She captured Martinique and Guadeloupe, but gave them

again to France, and in the same way she handed St. Sustatius back to Holland, and though her sailors knew and wanted the Sandwich Islands long before there was any United States, not to England, that Hawaii belongs.

Similarly America owns the Philippines, though Spain still owes England some £17,000,000 on them, never paid. Perhaps never really ethically owned, but quite enough to afford an excuse for taking the islands.

Perhaps, however, the oddest of England's island possessions is the Diamond Rock in the West Indies. This, during the war with France, shone bravely as a battery post. It was taken and regularly commissioned in the admiralty books as a warship. Cannons were hoisted up its precipitous sides and for years it gave a good account of itself in naval contest that took place near it.

# THE POLES BUILD A CITY TO REPLACE BOG

(Philadelphia Enquirer)

Danzig—There are "boom" towns even in Europe, and in the east of Europe at that. The most remarkable of these boom towns, too, is Gdynia, which the Germans call Gdingen. Less than five years ago the site of the town was no more than a peat bog, walled off from the sea by a sand beach, which was cluttered up by the shacks of a few hundred fishermen. Today Gdynia has docks, railway yards, two enormous breakwaters, a railway station, which fits a metropolis, and the unique distinction of being the only national port of a nation of thirty millions of people.

Twelve miles east of Gdynia the great and famous city of Danzig makes no concealment of its apprehension. Seated at the mouth of the Vistula, established by centuries of successful trading, boasting the proud title of the Venice of the North, Danzig less than ten years ago suffered the crowning calamity of its history. By the terms of the Treaty of Versailles it was cut off from Germany, erected into a free state, included within Polish tariff frontiers.

But Danzig was German at heart, German in a tradition preserved in documents which, written in German script, date as far back as the twelfth century. And it rebelled against its destiny. This rebellion found expression at the critical moment when Bolshevik hosts were approaching Warsaw, the Polish capital. It took the form, too, of interrupting the stream of munitions which France was hurrying by ship to aid the stricken Poles.

## They Dug and Grubbed

Unhappily for the Danzigers it was the Poles who triumphed. The Reds were turned back from the Vistula, the peace of Riga gave Poland far-swinging Eastern boundaries and the Poles, remembering the Danzig action, set out to create for themselves on their own soil, on their bit of sea front measuring barely twenty-five miles, a port which could in the future insure a safe landing and swift delivery of munitions.

What could the Poles do in the swamps beyond Oliva and the Zoppot bathing places? Where the Poles engineers, mechanics? Could they turn the Vistula from its channel or interfere with the natural order of events, which had made Danzig the age-long port of the Vistula basin? Here was only one indication of the romantic madness of Poles, musicians and artists.

Nevertheless the Poles dug and grubbed. They created vast cement blocks and sank them before the beach. They excavated enormous amounts of mud and heaped it up behind sea walls. Across the swamp they traced roads and behind the filled land they laid rails. Out of the unbelievable chaos, a certain order began to emerge. Last year, when the Polish coal trade boomed because of the British strike, Danzig could not handle the overflow; today, when trade is slacker, Gdynia handles one-third as much as Danzig.

And tomorrow, with a new railway line running from the Silesian coal mines, will not Gdynia begin to draw off the business of its older neighbor? Danzig fears it. And if Danzig continues to stand firm in the German traditions, will not Gdynia be the final means of coercion? Danzig fears it.

Meantime, for all Poland, Gdynia is the delight, the newest and most popular toy. The Poles who have money are busy erecting villas all along the shore and on the hills above the rising port and out on the long sandspit with the intriguing name of Hele. When summer comes, all Poland which can enjoy vacation, hastens to the Polish Sea. And since it is true that the Poles are artists, all the painters come to transfer to canvas the charm of the same Polish Sea.

## Modern Port Built

Cripple Creek at its best—or worst—was no more fascinating and no uglier than Gdynia. Fishing huts centuries old lie along new structures which will be approximate skyscrapers, mud-tracks parallel unfinished macadam roads which two months hence may be main streets in the most approved fashion.

For seven centuries these Polish people have been striving to have and to hold a window on the seas. They have had it, lost it, retaken it and lost it again. And now new possession has brought a real intoxication. It is an economic fact already, a modern port, not only in the making, but today sheltering half a dozen cargo boats at a time. It is a port with a nest of black torpedo boats lying behind completed seawalls. But beyond all else, it is the expression of a national inspiration.

Go to Gdynia and see the boom town of the Baltic rising at the far end of the Polish Corridor and then go to Danzig and see a German city, grimly, but with doubts and fears, watching the Slav tide swirling by its very walls to come to rest at Gdynia. You will understand then why the problem of the Polish Corridor exists, why the German will not be reconciled and why the role refuses to be persuaded to make concession.

Meantime to Gdynia, which counts fifteen thousand workers and, as yet, only three thousand inhabitants, are flocking Poles of every conceivable variety. Hamburg, London, Harve, all European harbors, have a new rival.

Chicago gunman shot a bartender, thus hastening the elimination of a fast dwindling species.

# THE INDIANS TAUGHT THE EARLY SETTLERS IN CANADA HOW TO MAKE MAPLE SUGAR

Canada's aboriginal inhabitants, the redmen, left as legacies not only the canoe, the snowshoe, and the toboggan, but also that valuable articles of food and wholesome delicacy, maple sugar. When the first settlers arrived the Indians in springtime brought out their large pots and kettles and proceeded to make syrup and sugar. The passing on of this knowledge was born to the settlers, because in a land that was well supplied with fish and game and wild fruit, and in which grain and vegetables the fruits in their season would be preserved in pioneer style. The strawberries ripening first, would be boiled in sugar and the conserve then poured into a keg and covered with a layer of powdered maple sugar. Following the strawberries came raspberries, blackberries, blueberries, and plums and canberries, all of which would be treated in a like manner; and the hope of the children of the family was that before winter arrived the keg would be full of alternate layers of conserve and sugar. In those days no thrifty housewife thought her family's needs were provided for unless she had stored on a high shelf in a cool place a row of "loaves" of maple sugar made by cooling the said sugar in milk pails.

## Sugaring Off

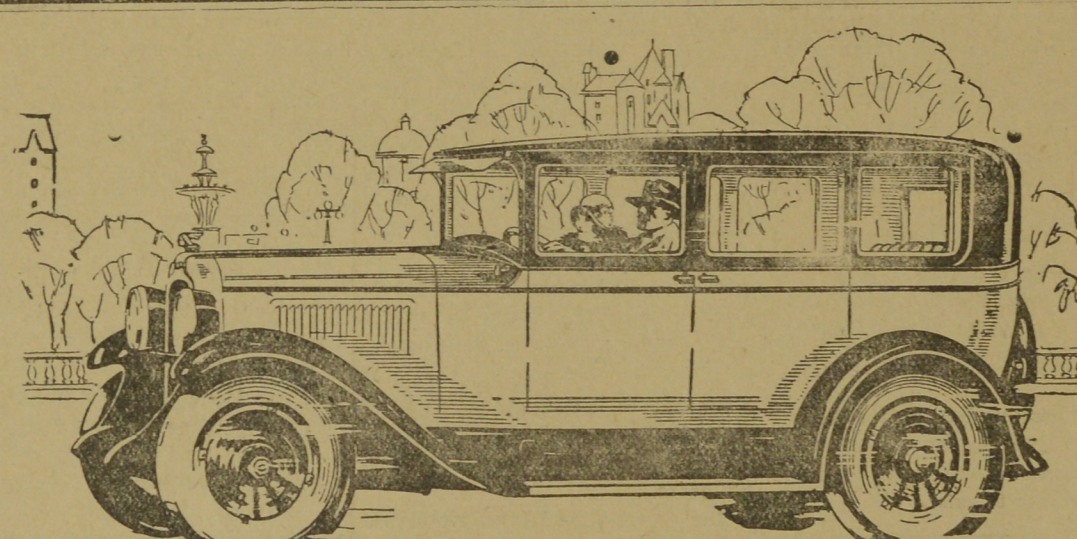
As settlement advanced and population increased maple sugar making same to have a social significance. "Sugaring-off" time was made the occasion for an evening party of young people in the woods, when under the thin disguise of assisting the sugar maker, there was much sleigh-riding, racing of horses to the sugar "bush" eating of hot sugar cooled in snow, paying the forfeits and general jollity. It was in fact a sort of spring festival marking the demise of King Winter. After the season's supply of syrup and sugar had been made, buckwheat

cakes and maple syrup became during the spring months the national breakfast dish.

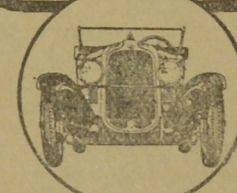
According to the Forest Service of the Department of Interior the sap of all the maples contains sugar and in pioneer days, in times of scarcity, even the Manitoba maple, the least productive of the family in this respect, was tapped for the purpose of boiling sap to obtain sugar. In commercial practice, however, only the sugar maple (Acer saccharum) is tapped for sugar making.

With the passing of the pioneer stage and the opening of transportation routes the industry became relatively less important and maple food products—sugar, syrup, butter and cream—are now generally considered luxuries, but with increasing population and wealth the market is continually broadening. The most popular form of the product of maple sap is syrup, the manufacture of which has now reached a high state of excellency and efficiency. It is sold in sealed containers, glass jars, and bottles, and like honey, has its light and dark varieties. Most people like the thin, almost colourless liquid, but others, remembering happy days in the woods, prefer a thicker syrup with a rich amber colour and a good "bouquet," and the modern maple sugar maker is able to supply both demands.

Maple sugar and sugar bring a breath from the stirring days of our early history. Indians, furs and log cabins are recalled by the imitation flavour of this truly Canadian product. The making of maple delicacies is a woods industry which conserves the forest, and whether the operations be conducted in the most modern plant, or in the old-fashioned sugar-house, the product is redolent of thrilling adventure and glorious romance in early Canada.



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