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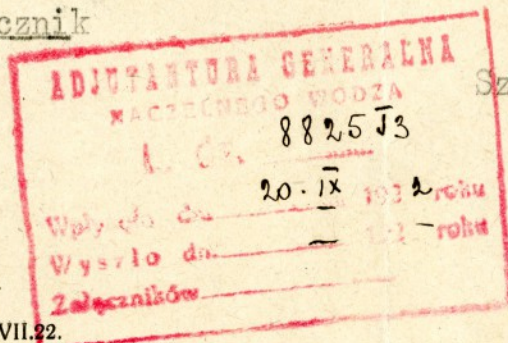
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Great Britain's Naval Prestige.

From the ceiling of the grand hall of the "Artus Hof", one of the most magnificent specimens of Danzig architecture, hangs the model of the old war vessel "Peter von Danzig". For us Danzigers, this old craft has much the same significance as the Flagship "Victory" of that greatest of all naval heroes, Nelson, has for the British. With his flagship, "Peter von Danzig", Paul Beneke, in 1473, captured English vessels off the mouth of the Vistula. Dreaded, as he was, by all mariners, he, at a later time, fought with success as an ally of England against France and Burgundy. In mentioning the part played by Paul Beneke in Danzig's history, we must not forget his teacher, the naval hero, Bokelmann. Bokelmann gained a victory in 1495 over the Danes near Bornholm. This achievement evidenced his great tactical skill, and the result of it justified his action in hoisting a broom at the maintop as a sign that the Baltic was swept clean of hostile naval opponents.

The times are altered. British warships, the most up-to-date achievements of the shipbuilder's art, are on a peaceful visit to the harbour of Danzig. They are representatives of the naval might of Great Britain, which intends by their presence to emphasize her naval prestige in the Baltic. We appreciate the high qualities of the British crews, whose resolute tenacity is known all the world over.

The British naval prestige rests on three important naval events forming successive stages in the progress of the history of Europe. From the wrecking of the Spanish Armada in the Channel engagements of 1588, the fight at La Hogue (1692), the destruction of the fleet of Louis XIV of France the story leads on to the glorious naval victory off Trafalgar over the French on Oct. 21st, 1805, which really brought about the fall of Napoleon. Among the many names of British naval heroes of this centuries, those of Howard, Drake, Russell, Rodney, Jervis, Howe, and Nelson will never be forgotten. The gallantry displayed in the victories of Aboukir, Copenhagen, and Trafalgar will endure as an example for every sailor. The separate engagements of British frigates (1813—1814), and the exploits of the British cruisers are amongst the most brilliant in the history of naval warfare. Who has not heard of the cutting-out actions of the British frigates and brigs? We ourselves recall with no less pride the never-to-be-forgotten cruises and raids of Graf Spee and the glorious end of his squadron of cruisers, the exploits of Graf Dohna with his "Möwe", of Captain Nergel with his "Wolf", of Captain von Müller with his "Ender", and of Graf Lütken with his more modern

Danzig and Britain.

By Chief Recorder Dr. Kaufmann.

The relations between Danzig and Britain are of great antiquity, extending back as they do into the first half of the XIV Century. As early as 1337, English merchants established themselves in Danzig, and, in spite of numerous political and, in particular, economical antagonisms, which often enough led to friction and even to economic and warlike rencontres brought about by the general policy pursued by the League, the trade relations in particular remained continuously brisk. In proof of this, it is only necessary to recall the circumstances, that as early as 1351, on the occasion of a tremendous storm, no fewer than 61 English ships were wrecked in the harbour of Danzig, while in 1392 a hundred English vessels at a time were loading in the same harbour. Danzig, indeed was soon the centre of the entire English mercantile community trading in the Baltic, and has, since 1391, been the seat of the „Senior“ of the English Mercantile Corporation for the Baltic. The strong competition, however, for commercial supremacy in the Baltic, as already stated, unavoidably led to times in which the final arbitrament did not lie with the merchants.

The best known of the warlike conflicts are the privateering raids undertaken in 1471 by the renowned and dreaded Danzig captain, Paul Beneke, „seen hart seevogel“, (fierce seabird), who, during the war with England, captured, among many other vessels, the two ships, the „Madeleine“ of Dieppe and the „Schwan“ of Caen. In the latter was the Lord Mayor of London, who thus fell into Beneke's hands as a prisoner. Also in 1473, when he interrupted the communication between England and Burgundy, Beneke with his ship, the „Peter von Danzig“, captured a ship bound from Bruges to England together with her precious cargo of a value estimated at 4720 000 gold marks, which included Memling's celebrated picture, „The Day of Judgement“, that today forms one of the chief ornaments of the Church of St. Mary, in Danzig.

Of a more peaceable and friendly nature were the relations in the XVI Century under Henry VII and his successor Henry VIII, who attached considerable value to the maintenance of a good understanding with the Hanseatic League in general and with Danzig in particular. Since the British Empire began to take form and new powers arose

State Records with the large British seal attached in a costly silver capsule. A corresponding second copy was sent by the Danzig Corporation to England.

The special thanks of Danzig are due to Britain for her action taken in 1793 and 1814 respectively, when she used her influence to free the city from the well-founded anxiety, entertained, lest Russia should lay her hands on it, and in procuring its transference to Prussia. Both the younger Pitt and Lord Castlereagh worked with all available diplomatic means towards this end, and, in 1813, it was due not least to the British pressure on Alexander I, that, after the capitulation of Danzig on Jan. 2nd, 1814, and the departure of the French troops, the Czar had to give orders for the city, that was already in the occupation of the Russians, to be restored to Prussia. By this, Danzig was extricated from an intolerable position, and relieved of a pressing anxiety, and, thanks to the capacity of her population and to the fatherly care of the Prussian State, it was enabled to rise to the flourishing condition to which it attained in the XIX Century, and which now, also, gives it the power to make head against the many difficulties that are crowding upon it.

The Danzig Problem.

A Key to Eastern Europe.

An extract from „The Whitehall Gazette and St. James's Review“.

In time of peace the laws of evolution disclosed and established by historians can be easily confirmed and verified by innumerable facts taken from the life of different nations. In periods immediately following upheaval, on the contrary, the student is forced to confess that political and social events develop under the impulse of absolutely accidental factors and manifest a complete deviation from the laws of evolution. In such periods the historians see all his carefully — built theories and schemes over — thrown and refuted. This can be explained as a natural reaction after years of war and disturbance, when not only the rights of individuals, but even those of whole communities, are sacrificed to

(1575—76) made an attempt to curtail the rights of Danzig his troops were defeated by the citizens of the Free City, who fought bravely for their independence. During all the period of the union with Poland, Danzig's ships sailed under the colours of the Free City. Danzig had a special legislation and enjoyed the right to coin her own money.

The fifteenth and sixteenth centuries were Danzig's golden age. All Polish foreign trade passed through her hands and it was here that all export goods arriving by the Vistula were reloaded on large sea — going vessels. The fear of being attacked and swallowed up by Sweden, Brandenburg and Prussia prevented Danzig from breaking with Poland. At the end of the eighteenth century the new situation created in European international politics, together with the downfall of Poland, put the City face to face with the necessity of looking for a new protector. There was only to choose between Russia or Prussia. Danzig chose Prussia, signing a union with her in 1793, and during the period of 1793—1805 its yearly foreign exports increased from 24,000 to 85,000 loads.

The Napoleonic period was a black period in the history of Danzig. The French Emperor chose the Free City as the base of his operations against Prussia and put it under the strict control of a French Governor — General. During that period Danzig was successively besieged by the French, the Russians and the Prussians. This undermined the welfare of the city, which was gradually restored only after the Vienna Congress of 1815 allotted Danzig — on the request of the British delegate — to Prussia. The consequences of the French occupation were felt by Danzig as late as 1880, when the last penny of the debt contracted in 1805 — 40,000,000 marks — was paid. Afterwards the Russian Emperors, in their desire to tie Poland by economic bonds to the rest of Russia, began to build railways connecting Poland with the interior of their country and with the Baltic ports. This was done to attract trade to Russian ports and to limit as much as possible direct trade relations between Poland and Germany, and as Russian railway rates were very low the Vistula lost its importance as a trading artery, considerably to the detriment of Danzig.

During the period following the incorporation of Danzig into Germany the shipbuilding industry of the Free City made extraordinary progress. In parallel with the development of trade and industries the population of Danzig has also increased; in 1805 it numbered 42,000 while one hundred years later it reached close on 170,000.

out actions of the British frigates and brigs? We ourselves recall with no less pride the never-to-be-forgotten cruises and raids of Graf Spee and the glorious end of his squadron of cruisers, the exploits of Graf Dohna with his "Möwe", of Captain Nerger with his "Wolf", of Captain von Müller with his "Emden", and of Graf Lukner with his more or less close relationship to Danzig. A circumstance which bears evidence that here, also, the old sea-dog spirit has not died out.

Everybody is aware that Britain's world position stands and falls with her naval power. In clear appreciation of this fact, it has always been clearly understood in Britain, that the fleet must hold a place of unquestioned superiority over all naval powers that it may possibly have to meet. After the Great War, Britain's position underwent a change. So far as her naval prestige is concerned, the Conference of Washington may be regarded as a triumph of British diplomacy. As a result of negotiations skillfully conducted by Lord Balfour, Britain was enabled to leave the conference table at Washington as "tertius gaudens". Her position as leading naval power is, even since the Conference, assured to her for years to come. True, she had to sacrifice a few obsolete vessels that were already marked for the scrapheap, and two new battle-cruisers, the construction of which had not yet been begun. She maintains a free hand, however, in the building of cruisers and other craft for defence against submarines.

The glorious day of Trafalgar not only saved the British Isles from invasion by Napoleon's armies, but ensured naval supremacy to Great Britain for the future. In addition, Napoleon's star from that time began to wane. Thus, Trafalgar also exercised influence on the fate of Danzig, which at that time suffered grievously under the rule of France.

Great Britain and Danzig have, in earlier centuries, always stood in friendly relationship to one another. We have pleasure, therefore, in welcoming the representatives of the famous British Navy as our guests, and hope that they may enjoy some pleasant hours in our old Free City. May their stay help to brush away the web of untruths and misrepresentations that has been woven about Danzig and brighten the future of our reconstituted independent state.

Of a more peaceful and friendly nature were the relations in the XVI Century under Henry VII and his successor Henry VIII, who attached considerable value to the maintenance of a good understanding with the Hanseatic League in general and with Danzig in particular. Since the British Empire began to take form and new powers arose in the XVII Century to the west, east, and north of Danzig, of which the latter, generally against its will, became the centre, the nature of Danzig's relations with Britain necessarily changed. The strong maritime power soon became a friend, and protector of the smaller state. Jealously guarding its independence all round, as it did, it often enough, in its difficulties, availed itself of the good offices of the more powerful sister state, which, with friendly good will, often enough took the opportunity of clearly recognising Danzig's legitimate pride in its freedom and independence. Numerous letters of all the British sovereigns, from the time of Henry VI to that of George III, addressed to Danzig, give this impression and are couched in the friendliest of terms. The kings notify to the people of Danzig, "amicis nostris per dilectis" (our dearly beloved friends), their accessions, the deaths of their predecessors, or of members of their families, offer them advice in political matters, give the city the title of "Civitas et res publica" (City and State), and subscribe themselves as "vester bonus amicus" (your good friend) or, as in the case of Elisabeth, as "vestra amantissima amica" (your dearly loving friend), and, in that of James I., "amplitudinum vestrarum amantissimus" (your Worships most loving one), and were fond of recalling (as Oliver Cromwell did in two letters of 1656 and 1657) the old friendly and cordial relations between the two states.

The most direct expression of recognition of Danzig as an independent state was that given by the maintenance of special British Ambassadors and Residents in Danzig since the time of Elisabeth and by the conclusion, in 1706, of a special treaty of commerce negotiated between the British Ambassador, Robinson, and representatives of the Danzig Corporation, concluded independently and without the mediation of any other state, and ratified in due legal form by Queen Anna in 1708. The original of this is to be found in the

laws of evolution. In such periods the historians see all his carefully — built theories and schemes over — thrown and refuted. This can be explained as a natural reaction after years of war and disturbance, when not only the rights of individuals, but even those of whole communities, are sacrificed to the egotistical interests and aims of the belligerent parties. As a rule — easily proved by historical facts — a country, or a group of countries, defeated in the course of a conflict, is nearly always dismembered, and the new States born out of the ashes create new political combinations in international relations. The resurrection of the Free City of Danzig is a remarkable illustration of this.

As a result of the defeat of Germany, Danzig became once more an independent State, and is again ordering her life on lines similar to those traced in her treaties — covered with the dust of centuries — concluded with the Hansa, with the British and Polish Kings, with the Knights of the Teutonic Order, and with the Russian Emperors. The territory on which the Free City of Danzig was originally founded lies several kilometres from the mouth of the Vistula — namely, on the banks of one of its tributary, the Motlau. This favourable geographical position has attracted settlers from very early days, and Danzig became the most important port of East Europe. Her prosperity attracted numerous settlers from East Germany, Silesia, Saxony, Hannover and Westphalia. The population of the City was engaged in trade relations with England, Scandinavian countries, Spain, Venice, Russia and Poland, and wool, breadgrains, furs, fruit and wine were exported in large quantities.

Prince Henry of Lancaster, afterwards King Henry IV. of England, visited Danzig four times between 1390 and 1392. The Prince was so charmed with the high cultural level of the city and with the hospitality of its inhabitants that he purchased in memory of his visit many precious works of art executed at Danzig for ornamenting his chapels in England.

Later on the rapid development and growth of Danzig the City was not incorporated into Poland, but remained independent being tied to Poland only by a personal and voluntary union: the Free City also continued to remain a member of the Hanseatic League. When the Polish King Stephen Batory

During the period following the incorporation of Danzig into Germany the shipbuilding industry of the Free City made extraordinary progress. In parallel with the development of trade and industries the population of Danzig has also increased; in 1805 it numbered 42,000 while one hundred years later it reached close on 170,000.


The defeat of the Central Powers gave birth to new political combinations, and Article 103 of the Versailles Treaty restored the independence of the Free City of Danzig. Once again she displays her old colours, and has resumed her rôle of "key to East Europe". The Danzig forts have been demolished and her plants and factories are again active. The territory of the Free City now occupies about 1,888 square kilometres and has a population of 356,740 inhabitants, out of which 195,000 reside in Danzig itself; 65 per cent. of the citizens of Danzig are Protestants, 32 per cent. Catholics, 1.5 per cent. Jews, while the remaining 1.5 per cent. belong to different other creeds. After many months of Allied occupation the Entente troops were withdrawn, and a constitution restoring all rights of a Free City was granted to Danzig by the League of Nations. The Free City is put under the protection of the League of Nations, in the person of a High Commissioner to Danzig. Sir Reginald Tower was the first Commissioner of the League, and now this post is held by General Haking.

A Senate — under the presidency of the energetic President H. Sahn — stands at the head of the administration of the Free City. In the present Parliament the different political parties are represented.

The creation of a Polish corridor complicated the situation, and Danzig was forced to start a number of new industries, the products of which she formerly obtained from Germany. In this way Danzig is now beginning to produce motorcars, shoes, safes, textile wares, and all kinds of electric apparatus. It must be added that political conditions reigning in East Europe were more than unfavourable for the starting of any kind of industry. The only favourable factor was that the rich agricultural province of Posen — now attached to Poland — represents a first — class market for Danzig's industry, as the low cultural level of the rest of Poland prevents it from acting as a dangerous competitor.



Liköre Carl Mampe



Carl Mampe's Liqueurs

The building of ships, locomotives and machines are the principal industries of Danzig. The German Government founded in 1843 the State dockyards at Danzig.

Danzig is sure to play an important rôle in restoring normal economic conditions in the East of Europe, as her geographical position makes her an excellent „point de départ”, and in this respect the industrious and cultured Danzig community can be looked upon as the vanguard of Western Europe.

The financial situation of the Free City is rather strained, and her population has to bear a heavy burden of taxes. There exists a tax on industry, on trades, on premises, on entertainments, and even on dogs; besides, the citizens of Danzig pay a special poor — tax, and a tax for the upkeep of the town and of the canals. The handicraftsmen and the artisans are also taxed.

The Free City has also foreign debts, which for the time being it would be difficult for Danzig to

meet. In this matter the League of Nations and the High Commissioner will come to the help of the young State.

The necessity of obtaining foreign credits (to about 200 000 000 marks) is also one of Danzig's vital questions. The Free City is such an industrial and rapidly — developing community, with a laborious and intelligent population, that there are no reasons why she should not obtain the necessary money. The difficulties which the Danzig authorities have to meet in this regard are mostly due to the strained financial situation of all the rest of Europe. Offers were made to Danzig to open credits for the purpose of paying her share in the German National Debt, for paying the cost of the Allied occupation, and for remunerating Germany for the State property of the latter now passed to the Free City, but the Senate wisely declined all these offers, although the support of Danzig's shipbuilding industry by French and British capitalists is in fact a kind of foreign loan.

The post of High Commissioner is held by a General of the British Army, which gives Danzig a full opportunity of keeping step with the only European country which has a thorough understanding of the present situation, and which is steadily advancing on the road leading to social progress and political equilibrium.

Danzig is tied economically and geographically to Poland which not only has a tendency to arrest her progress, but even to force the Free City to adopt a much more primitive system in economics. If Poland succeeds in getting the upper hand in Danzig's affairs it will materially affect the young State. It is far from probable that this will happen, as the fact that there are only seven Polish members in the Parliament is an indication that Poland is not supreme at Danzig.

In former times all disputes between Danzig and her protectors were settled by armed force. Now

it is the League of Nations, in the person of its High Commissioner, that has to play the rôle of conciliator between Poland and the Free City.

Danzig made all possible efforts to prevent Poland from establishing on the territory of Danzig a „State within a State” (Poland has twenty — four official institutions and offices at Danzig, with a large staff of employees).

The fate of Danzig cannot be ignored by those who are interested in the restoration and regulation of economic conditions in East Europe. Danzig is the only key with which Western Europe can open her way to the Eastern part of the Continent. It is through Danzig that Western civilisation will filter into Eastern Europe. Bearing in mind this importance of Danzig, we must hope that the League of Nations, in the person of its High Commissioner, will hold its hand on Danzig's pulse, and support, through its influence on the life of the Free City, political and social equilibrium in Eastern Europe.

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