

LIFE



BRITAIN'S WARLORD

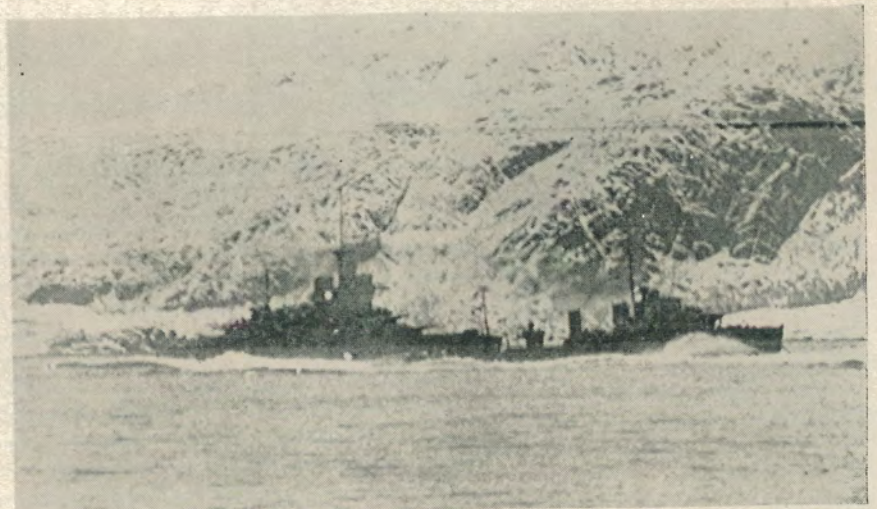
APRIL 29, 1940 **10** CENTS



DESTROYER THAT CAPTURED NARVIK LANDS MARINES NOTABLY MINUS HELMETS ON DOCK. SAILOR IN FOREGROUND. DESTROYER IS STRIPPED FOR ACTION



GERMAN SHIP SUNK IN NARVIK BY FIRST UNSUCCESSFUL BRITISH RAID, APRIL 10



BATTLESHIP "WARSPITE" (LEFT) BLINKING SEARCHLIGHT, AND DESTROYER AT NARVIK

GERMANY AND BRITAIN PUSH A DESPERATE RACE AGAINST TIME INTO NORWAY

Out of a fog of censorship and false rumor emerged last week the outlines of a great race into Norway by Germany and the Allies. The first pictures of this 1,000-mile battlefield are shown on these pages. Germany was using not only ships but also big transport planes to get its expeditionary force across the Skagerrak. Britain was using its Navy to convoy an Allied expeditionary force across the North Sea.

Both sides were jamming into the operation all the speed they could manage. Both sides were trying to interfere with the other's landing. So far both sides had failed. The British had not taken the enormous risk of sending a surface fleet into the Skagerrak and keeping it there, under the whole German Air Force.

The German Air Force, on the other hand, had not blasted the British landings back into the sea. The big advantage that Germany had was that it had got there first. The big advantage that Britain had was that Norway was fighting, as best it could, on the Allied side. The long-range ace in the British hole was that the Allied forces at Narvik in the far north were in position to seize the Swedish iron mines and starve Germany for iron.

The dreadful interval of waiting for the final grapple was filled with catch-as-catch-can episodes. Possibly the most exciting of all these was the fight for Narvik. The picture at top shows German Marines landing at Narvik from a German destroyer on

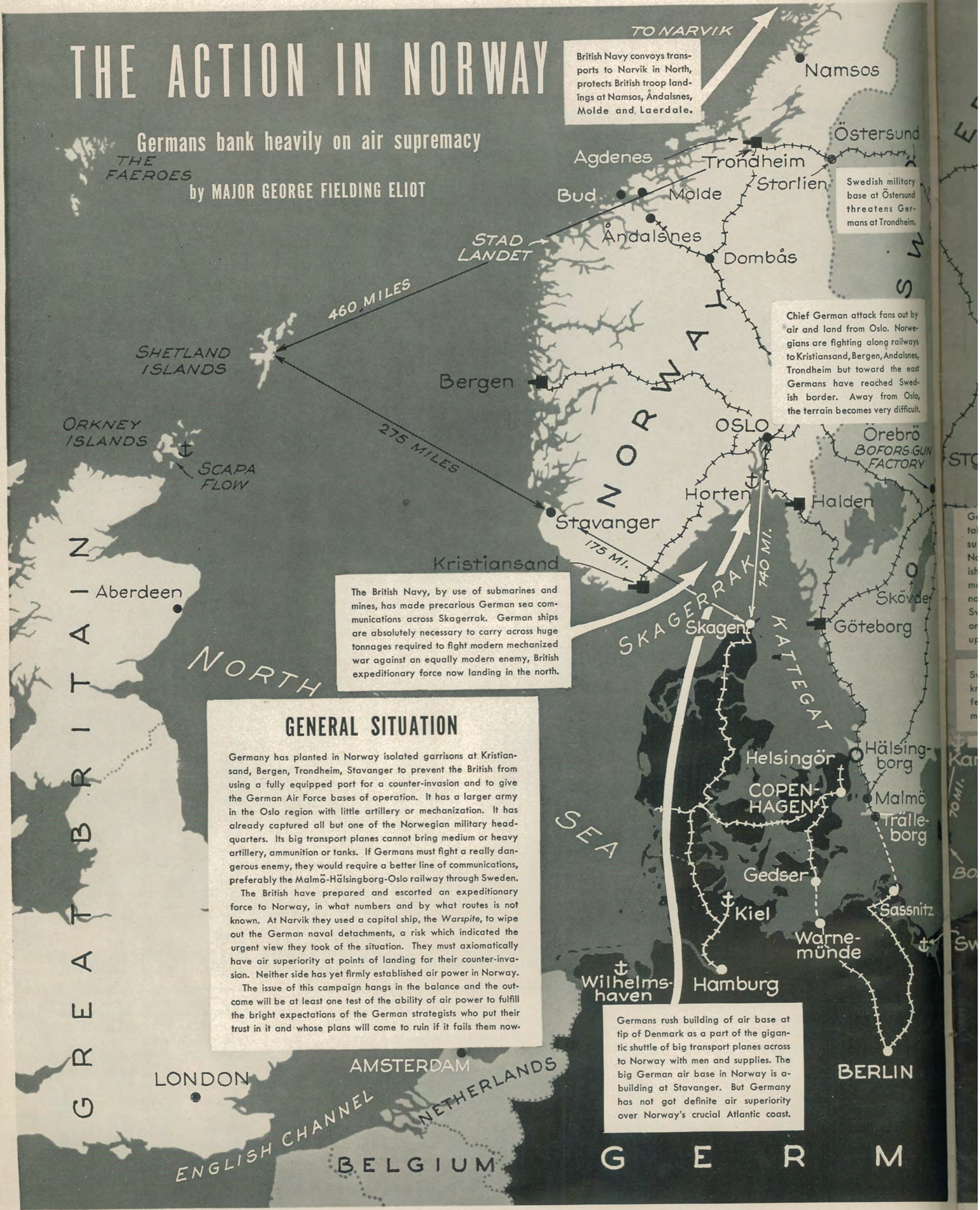
April 9, first day of the invasion. It was taken by a German who was later captured and whose film was developed and released by the British. A German at Narvik also took and the British also released the picture at left above, showing the results of the first British destroyer raid on Narvik on April 10. After this false start, the British Navy sent the battleship *Warspite* and a flotilla of destroyers into Narvik fjord on April 13 and sank all the German ships found there. After the *Warspite* (above, right) had left Narvik, the Germans reoccupied the town. The British captured it once again and the Germans fell back into the hills. For the whole strategy and tactics of the Norwegian campaign, turn the page.

THE ACTION IN NORWAY

Germans bank heavily on air supremacy

THE FAEROES

by MAJOR GEORGE FIELDING ELIOT



TO NARVIK
British Navy convoys transports to Narvik in North, protects British troop landings at Namsos, Åndalsnes, Molde and Laerdale.

Swedish military base at Östersund threatens Germans at Trondheim.

Chief German attack fans out by air and land from Oslo. Norwegians are fighting along railways to Kristiansand, Bergen, Åndalsnes, Trondheim but toward the east Germans have reached Swedish border. Away from Oslo, the terrain becomes very difficult.

The British Navy, by use of submarines and mines, has made precarious German sea communications across Skagerrak. German ships are absolutely necessary to carry across huge tonnages required to fight modern mechanized war against an equally modern enemy, British expeditionary force now landing in the north.

GENERAL SITUATION

Germany has planted in Norway isolated garrisons at Kristiansand, Bergen, Trondheim, Stavanger to prevent the British from using a fully equipped port for a counter-invasion and to give the German Air Force bases of operation. It has a larger army in the Oslo region with little artillery or mechanization. It has already captured all but one of the Norwegian military headquarters. Its big transport planes cannot bring medium or heavy artillery, ammunition or tanks. If Germans must fight a really dangerous enemy, they would require a better line of communications, preferably the Malmö-Hälsingborg-Oslo railway through Sweden.

The British have prepared and escorted an expeditionary force to Norway, in what numbers and by what routes is not known. At Narvik they used a capital ship, the *Warspite*, to wipe out the German naval detachments, a risk which indicated the urgent view they took of the situation. They must axiomatically have air superiority at points of landing for their counter-invasion. Neither side has yet firmly established air power in Norway.

The issue of this campaign hangs in the balance and the outcome will be at least one test of the ability of air power to fulfill the bright expectations of the German strategists who put their trust in it and whose plans will come to ruin if it fails them now.

Germans rush building of air base at tip of Denmark as a part of the gigantic shuttle of big transport planes across to Norway with men and supplies. The big German air base in Norway is a-building at Stavanger. But Germany has not got definite air superiority over Norway's crucial Atlantic coast.

THE PROSPECT IN NORWAY

Allies must move fast against Germans, says British military expert

by CAPTAIN B. H. LIDDELL HART

While much of the situation in Norway is still hazy, the outline of the German plan of invasion is clear. So is its purpose. The German command chose to play for the highest stakes rather than for what they could safely afford to venture.

A more cautious strategy would have confined their primary stroke to a landing at Oslo and on the south coast of Norway. By this, the expedition would have kept within the comparatively sheltered waters of the Skagerrak while the whole strength of destroyers could have been employed to protect the passage against British submarine attack. Subsequently, their fleet could have moved westward into the open sea to lie in wait for the British troop convoys that might be anticipated and harass these as far as possible without endangering their own getaway.

By such a partial aim, the Germans might safely have counted on occupying the whole of the south of Norway, as far west as Stavanger—the best available airbase. They might even have been able to push through the mountains before the dazed Norwegians could improvise an adequate defense and reach Trondheim and Bergen overland.

By attempting the bigger stroke of seizing Norway's western and southern parts simultaneously, as they actually decided to do, the Germans had a fair chance of gaining complete possession of Norway before the Allies could make any reply. Even if the Norwegian Government did not capitulate—as proved to be the case—the audaciously complete plan which the Germans adopted was the best means of blocking a British move to Norway's relief. For so long as the main west coast ports were occupied the Norwegian troops in the interior would be cut off and an Allied landing in force might be hindered and delayed until Norwegian resistance had collapsed.

Against these potential advantages, however, the Germans had to face two heavy risks: 1) that the troop ships dispatched up the west coast might be intercepted and sunk on the way; 2) that the warships used to protect the move and safeguard the occupation might be sacrificed in the fulfillment of that mission.

The first of these risks was avoided with a remarkable degree of success. The sea is a bigger place than it appears on the map, and is apt to be obscured by a climate cloak that is not apparent there. Moreover, the chain of rocky islands which stretches along Norway's coast affords natural cover for a move which is seeking to escape detection. No zone of operations could be more convenient for any force seeking surprise.

The second risk, however, matured. And the German Navy has had to pay a heavy price for the opening success it enabled the German Army to achieve.

Nevertheless it has to be recognized that the boldness of the German plan has been repaid by the gain of important advantages so far as the immediate object is concerned. Once the west coast ports were occupied it was obvious that the Norwegians' capacity for sustained resistance was gravely endangered. It spelled the dislocation of their mobilization. It was all the worse because the rugged and barren interior of the country contains only a few small towns so that the Norwegians cannot reckon on obtaining either the reserves or resources required for a prolonged struggle.

The British military expert whose peacetime predictions are standing up in the test of this war is Captain B. H. Liddell Hart. He has always emphasized that frontal attacks are a mistake, the importance of mechanization and of anti-aircraft guns. His most famous book is *The Real War, 1914-18*, his latest *The Defence of Britain*. An old Army man and War Office adviser, he wrote LIFE's *Close-up on Generalissimo Gamelin* (LIFE, Feb. 20, 1939).

Geography specially favored the invaders' daring plan, since the very strokes which put them in possession of Norway's chief ports placed them within reach of all the railway connections with Sweden, thus enabling them to isolate the Nor-

wegian forces all the more completely.

If relief was to come while they were still holding out, it was clear that it must be quick. Time was the crucial factor. Swiftly mattered more than strength—since "Possession is nine points of the war" under modern conditions. A few hundred extra men may enable a key position to be retained, whereas 1,000 may not avail to regain it later.

If ever there has been a case where audacity is required to counter and retrieve the effects of the invaders' initial audacity, the Norwegian campaign provides it. Time is already slipping away. While it is a notable achievement to have prepared and transported across the sea the first installment of a British expeditionary force within a week of the German coup, the prospect would have been better if such a force had been held ready to embark before the Allies manifested their intentions of tightening the North Sea blockade.

The chances now must largely depend on whether the British can find or force an entry in the Trondheim region through which they can bring relief to the scattered Norwegian forces in the center of the country. Unless this can be done in time the Germans may consolidate their occupation behind a strategic barrier established across the neck of land between Trondheim and the Swedish frontier. While the British recapture of Narvik will save the northern part of Norway, and may have a wider effect indirectly on the general outlook of the war, it cannot be expected to exert direct influence on the main campaign in Norway.

The future will turn on what happens in the next week or so. No reasonable calculation of the Allies' ability to drive the Germans out of Norway as a whole can be made until it is seen whether the local situation in the Trondheim zone can be retrieved, and that route of entry for relieving forces reopened. One basic factor which is clear is that the cramped mountain valley routes of advance limit the size of the forces that can be effectively used. For this reason the chances of loosening the invaders' hold are likely to be determined by the extent to which the Allied navies can curtail the further passage of German reinforcements and munition supplies through the Skagerrak to Oslo.

The more success they have in blocking that passage the more risk Germany may attempt in order to force an alternative land passage through Sweden. On the other hand, by that step Germany would automatically forfeit the Swedish iron ore supplies until and unless she conquered the whole country. The British recapture of Narvik may be a further check on that development, especially if the German detachment there has been overcome before it destroys the railway into Sweden. For by that route Allied troops could be poured into the north of Sweden, not only to make the iron fields secure, but to assist in the defense of southern Sweden. Moreover the assurance that the way had been opened for such aid would immediately allow Sweden to release reserves from her northern frontier to strengthen her concentration against invasion in the south.



(continued)

GERMAN MACHINE ROLLS INTO SCANDINAVIA AS A B.E.F. GETS GOING SLOWLY



On march into Denmark, German Army posts anti-aircraft gun crew (*foreground*) at a strategic point to guard against possible British bombers. None appeared. A motorized anti-tank battalion moves along the road. Such perfectly rehearsed columns, some advancing the whole 200-mile length of Denmark in one day, made Danish organized resistance totally impossible.



Danish air base is promptly taken over by Germany on first day of invasion. Here a Junkers Ju-52 transport lights on the field, while three other German planes circle in the sky. Danish air bases, possibly near Skagen on the tip of the peninsula, are a key link in the German plan for the conquest of Norway by the German Air Force. Norway is a half-hour away.



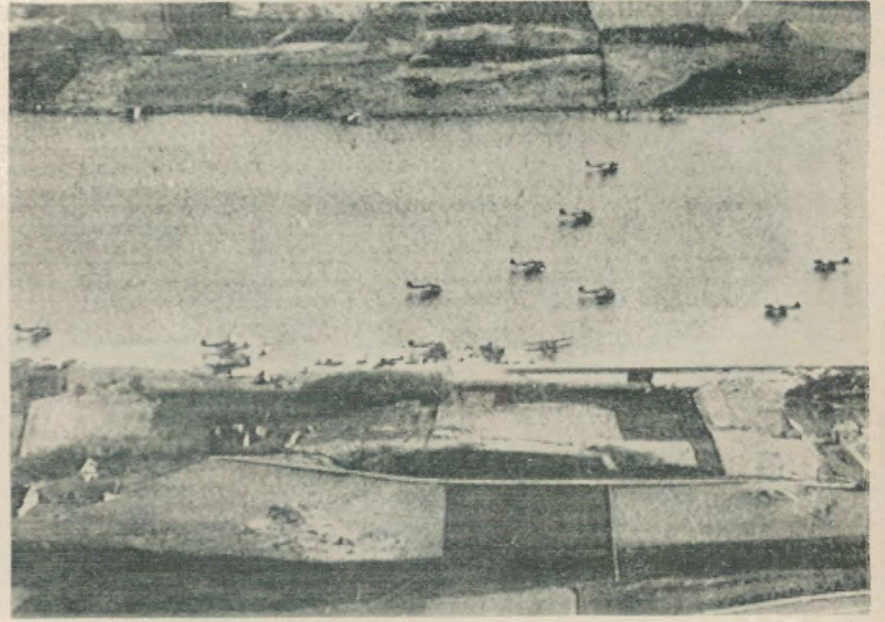
British expeditionary force, bound for Norway, is photographed in an unnamed Scottish port, possibly Aberdeen, which is almost directly opposite Stavanger. These Britons in the new British "battle dress," sitting here on their battle packs and steel helmets, are equipped for winter fighting. Later, France also sent some troops to Norway.



British destroyer "Glowworm" fell behind its mining squadrons to pick up a man overboard and was sunk by a whole German squadron. Here it lays a smokescreen in a vain attempt to cover its escape while a German shell splashes just short of it. In foreground is the foredeck of a swastika-marked German ship, possibly the German heavy cruiser *Admiral Hipper*.



Into Trondheim harbor, nearly two-thirds of the way up to Narvik, a German heavy ship not cleared for action safely brings a convoy of transports (*left*). Trondheim, set back in its deep fjord, scarcely resisted. Germans hastily planted big guns and drove east to the Swedish border. British forces landed to the north and south while British planes bombed Trondheim.



German sea planes lie on one of the narrow channels that surround Stavanger. Here at Stavanger was Norway's chief air base, now Germany's principal advanced air base for bombing the British landing in Norway. British have bombed it repeatedly, adding the supreme insult to the German Air Force of sending in battleships to shell the airport from offshore.



↑ **Explanation of invasion** is given foreign newspapermen in Berlin by German Foreign Minister von Ribbentrop (*center, leaning on table*) on April 9 at 11 a. m. Citing British laying of mines and British bombardment of Copenhagen in 1807, he promised that "Germany will take care that no Frenchman or Englishman will be seen in Norway."

↓ **Epilog of invasion** is acted out in conquered Poland, whence this gruesome picture was recently smuggled. This amazing gallows on wheels was rolled through the streets of Warsaw to show Poles what happens to civilians who dare resist the German conquerors. Norwegians not in uniform who snipe at German soldiers risk the same fate.



LIFE ON THE NEWSFRONTS OF THE WORLD

Roosevelt raps Nazis and warns Japanese while neutral Europe quakes with fear of war

On April 18 the President of the United States, tired and tense, departed from Washington for a vacation in Warm Springs, letting it be known that his special train would be held ready to speed him back to Washington on two hours' notice—specifically “if another country is invaded.” Four times in the week past his intense concern with the state of the world had driven him to public speech. First had come two blasts at Nazi force, one specifically deploring the Nazi invasion of Denmark and Norway. Two days



ROOSEVELT

later he spoke (left) before the governing board of the Pan American Union, once more denouncing Nazi methods and summoning the Americas to be ready “to meet force with force.” Neither of these declarations was novel news. The third definitely was. Issued first by Secretary of State Hull, and endorsed by the President next day, it was couched in customarily mild and vague diplomatic terms. But nobody mistook its meaning. Here for the first time was no lofty statement of principle, no denouncing & deploring after the event, but an unmistakable warning in advance: let Japan stay out of The Netherlands Indies, source of much U. S. rubber and tin—or else. Startled Americans looked to their fleet, and to Japan's (see pp. 75-85).

Murphy over Miami. Almost immediately after being sworn in as the fifth Roosevelt appointee to the Supreme Court, red-haired Frank Murphy jaunted off to Florida for a vacation. Rumors flew that Mr. Justice Murphy hated his new job, that Chief Justice Hughes was furious at him for playing hooky. Actually the new Justice went with the Chief Justice's express permission, given because he was ineligible as ex-Attorney General to participate in the immediately pending cases. But in Washington a good piece of gossip dies hard. Feature of the irreverent Gridiron Club's show “April 13” was a skit in which eight be-robed “Supreme Court Justices” appeared on the stage and, after someone had remarked on the missing ninth, a husky Gridironer pranced on the stage in red wig and bathing suit, carrying a parasol and singing *Moon Over Miami*. In the new official picture of the Supreme Court released last week, taken to mark the new member's accession, Mr. Justice Murphy appears in fitting dignity beside his eight new colleagues (below).



THE NEW OFFICIAL PHOTOGRAPH OF THE UNITED STATES SUPREME COURT

Neutral Jitters. On April 5 Norwegian civil and military officials were invited to the German Legation in Oslo to see a movie. The movie was a terrifying record of the German invasion of Poland, called *Baptism of Fire*. Four days later Nazi troops were in Oslo giving a flesh & blood performance.

Last week, on April 18, the Germans showed their movie again. This time it was to officials in Bucharest. No such baleful hint was needed to put Rumanians' nerves on edge. Torn between German and Allied threats and demands, and with Russian troops massing beyond their Bessarabian frontier, they along with the rest of neutral Europe last week were tensed for an invader's thrust at any moment.



GERMANS' FRIEND

King Carol's reaction to the tale of Norway's betrayal from within was to free the last of Rumania's imprisoned Nazi Iron Guardists, try to make peace with their leaders. Everywhere else in Europe, neutral governments began frantically rounding up Nazi sympathizers, cracking down on foreigners in general. Holland, with 50,000 Dutch Nazis, declared a national state of siege for the first time in nearly 100 years. Yugoslavia announced discovery of a plot to overthrow the government and rushed ex-Premier Milan Stoyadinovic, “the friend of Germany,” off to internment in a lonely mountain hamlet. Switzerland called up 60,000 more men to join its present mobilized force of some 400,000, broadcast a warning to citizens to beware of hoax radio announcements in event of invasion.

G.M. for C.I.O. Harassed by Columnist Westbrook Pegler's continued revelations of the criminal records of various A. F. of L. leaders, the A. F. of L.'s unhappy President William Green last week vented his helpless fury by accusing C. I. O.'s John L. Lewis of secretly plotting a revolution to make himself dictator of the U. S. Occasion was a campaign preparatory to the largest election ever held by the National Labor Relations Board, in which C. I. O.'s and A. F. of L.'s rival United Automobile Workers unions were vying for support of 137,000 General Motors employes throughout the land. The result of the election, held April 17, was a smashing 3-to-1 victory for C. I. O. Against five plants carried by A. F. of L., C. I. O.'s auto union won the right to be sole bargaining agent for workers in 51 G. M. plants.

Political Notes. Political event-of-the-week was the refusal of Ohio's Bob Taft to enter the Maryland Presidential primaries against New York's Tom Dewey. Faced with the results of a private poll of the Maryland electorate, and the fact that Dewey had secured commitments from leaders of both Republican factions in the State, Senator Taft abjectly declined Dewey's public challenge to a contest.



PÉTAIN

Thus passed his last chance to prove his vote-getting powers before the Republican convention. No contests are scheduled in the nation's remaining Republican Presidential primaries.

While Jim Farley was assuring his friends that a Hull-Farley Democratic Presidential ticket is now in the bag, Dr. Gallup announced that his poll-takers had been offering the voters a choice between Roosevelt and Vandenberg, and between Hull and Vandenberg. Results: Roosevelt 53%, Vandenberg 47%; Hull 58%, Vandenberg 42%.

A new Third Termite appeared in the person of France's old Marshal Henri Pétain. The hero of Verdun announced his hope that Roosevelt will be re-elected in order to assure the Allies of continued American support.

No-Hit Opening. In Washington on April 16 President Roosevelt opened the big-league baseball season by throwing out the first ball and almost smashing a cameraman's lens. But the real ball-throwing of the day was done in Chicago by 21-year-old Robert William Feller. Playing for the Cleveland Indians against Chicago's White Sox, he did what nobody had ever done before: pitched a no-hit, no-run game on opening day.



FELLER & MANAGER

PICTURE OF THE WEEK

Last week Mrs. James Roosevelt, mother of the President, entered the studio of Douglas Chandor in Manhattan's fashionable 57th Street and seated herself in a comfortable chair, as she had on four previous occasions. For a half-hour or so Artist Chandor painted, while his wife, Ina, played Debussy on the piano. At the end Mr. Chandor told his subject she need not sit again. The portrait was done. Next day it was exhibited at a private showing for Mrs. Roosevelt and her friends. When Mrs. Roosevelt ordered the painting, she stipulated only that she must not look like “a grinning old lady.” For the portrait was a present for her son, designed to hang in his new library, now a-building at the Roosevelt Hyde Park estate.



ROOSEVELT'S MOTHER

CLOSE-UP



RAEDER THE RAIDER

GERMANY'S GRAND ADMIRAL STAKES THE NAZI
FLEET AGAINST BRITISH MIGHT OFF NORWAY

by WILLIAM D. BAYLES

A large black limousine bearing the blue and gold ensign of the German Navy slid through Wilhelmstrasse and swung into the small courtyard of the Chancellery. A little man hopped out and walked briskly towards the canopied entrance, saluting as the guards came to stiff attention. Inside he met another little man in a gray coat with gilt buttons. The first little man was Grand Admiral Erich Raeder of the German Navy and he was responding to a summons of Supreme Commander Adolf Hitler.

Hitler unfolded a plan for the invasion of Scandinavia. While the Army and Air Force invested the country, the Admiral would send his fleet into the Skagerrak to hold off the British after first smashing an entrance into the fjords for troopships.

The Admiral pointed out that the two battleships, two pocket battleships, eight cruisers and 40 destroyers in the German Navy were no match for the 14 battleships and battle cruisers, six aircraft carriers, 64 cruisers and 194 destroyers of the British Fleet.

Impatient, Hitler pounded the table and shouted that the Navy must fulfill its mission. What if ships were lost? Is a ship not after all an instrument of warfare, to be used, to be sacrificed if necessary for the attainment of a goal? Germany, unlike England, was not a collector of ships but regarded them as projectiles to be hurled at the enemy when most damage could be done. The goal would be Scandinavia.

Grand Admiral Raeder agreed.

Der Tag arrived, the suicide order was given, and the minuscule German Navy steamed into the Skagerrak and North Sea to blast an entrance into the fjords and to hold off the British forces while the Nazi Army executed a Blitzkrieg maneuver in the now familiar German manner.

"As great a strategical error as that committed by Napoleon when he invaded Spain," thundered Britain's First Lord of the Admiralty Winston Churchill as he unleashed his hounds of war and sent battle cruisers and destroyers roaring out of Scapa Flow and the Firth of Forth to accept the challenge thrown down by the Nazi warlord. The whole war had taken a new turn. Expecting to win World War II with Hitler's Army and Göring's Air Force, Germans were accustomed to refer contemptuously to Raeder's Navy as "the ugly stepchild of the Government," never believing it would play more than the auxiliary role of a high-sea raider.

But Hitler thought otherwise and today the success or failure of his desperate thrust into the north depends on whether the small fleet can hold its own against the unmeasured might of British sea power, and can keep the lanes of supply open to the new Scandinavian field of battle. During a fortnight of violent fighting up and down the coast of Norway, England claimed to have accounted for one German battleship, four cruisers and three destroyers, several submarines, 20 troop and supply ships and 21 planes.

The man who was suddenly projected into the limelight by last week's naval action is a thin-lipped, taciturn officer who has spent 46 of his 64 years in uniform. Grand Admiral Raeder is the creator and commander in chief of the new German Navy. In the streets of Berlin he is called the "vest-pocket admiral" because of his 5 feet 6 inches and the swashbuckling figure he cuts in his wide-lapeled, heavily padded blue uniform with its ornate gold dagger.

Commander Raeder is essentially a desk admiral, and his job has been to beg for pocket battleships, destroyers and submarines at a time when national attention was concentrated on the Army and



On the "Lützow," Raeder (second from left) was chief of staff to Vice Admiral Franz von Hipper (center). Impressed with Raeder's skill at navigating the Kaiser's yacht, Hipper had promised to make Raeder his future

chief of staff. When *Lützow* was abandoned at Jutland, Hipper, who was proud of ship's band, spied Raeder salvaging compasses. Cried Hipper: "You can buy new compasses but you can't replace my band."



A good Nazi, Raeder, his marshal's baton before him, now keeps company with brown-shirt civilians, like Goebbels, Frick, von Ribbentrop and Hess, seated above listening to Hitler talk. Below: the German

High Command—Raeder, Navy; Brauchitsch, Army; Göring, Air Force—review troops before Hitler's chancellery. The bronze doors in the background were removed a fortnight ago to be made into guns.



CONTINUED ON NEXT PAGE

OL' JUDGE ROBBINS



HARRY'S GOT A TOUGH ONE THERE — BUT HE'S DOIN' ALL RIGHT

OOH! DADDY... IT'S EXCITING — I HOPE HARRY WINS!



THAT BRONC WAS HOTTER'N ELECTION DAY IN A HORNET'S NEST

YOU'RE USED TO HEAT, HARRY, CONSIDERING THAT BRANDING IRON YOU SMOKE. HA! HA!



I'M GETTIN' SICK AND TIRED OF BEING KIDDED ABOUT THIS HOT-BURNING PIPE

GO ON — YOU TELL HIM, JUDGE

WELL, THERE'S NO TIME LIKE RIGHT NOW TO CHANGE YOUR TOBACCO, HARRY



I'M LISTENING, JUDGE!

JUST TRY PRINCE ALBERT — THE TOBACCO THAT'S FAMOUS FOR COOL BURNING. NATURALLY, YOU'LL FIND IT MILD AND TASTIER

IN RECENT LABORATORY "SMOKING BOWL" TESTS, PRINCE ALBERT BURNED **86 DEGREES COOLER** THAN THE AVERAGE OF THE 30 OTHER OF THE LARGEST-SELLING BRANDS TESTED — **COOLEST OF ALL!**

Copyright, 1940, R. J. Reynolds Tob. Co., Winston-Salem, N. C.



YIP-EE-EE — THAT'S WHAT I CALL COOL SMOKING ... AND P.A. SURE IS MILD. JUDGE, YOU'RE A GENTLEMAN AND A SCHOLAR

YOU'VE MISSED A LOT OF MILD, TASTY SMOKING, HARRY, BUT PRINCE ALBERT'S GOIN' TO HELP YOU MAKE UP FOR LOST TIME

GET IN ON THE SMOKE-JOY ROUND-UP —

IT'S A JOY TO ROLL 'EM, TOO, WITH EASY-HANDLING PRINCE ALBERT. EVERY SMOKE WRAPS UP SLICK, NEAT, FIRM!

COOL-BURNING PRINCE ALBERT LETS THROUGH RICH TASTE AND BODY — IT'S NO-BITE TREATED — EXTRA MILD!

P.A. IS SMOOTHER, MELLOWER — AND THAT CRIMP CUT PACKS A LOT BETTER — DRAWS EASIER

50 pipefuls of fragrant tobacco in every handy tin of Prince Albert

PRINCE ALBERT THE NATIONAL JOY SMOKE



To influence mothers into urging their sons to join Germany's expanding Navy, Grand Admiral Raeder fathered the Model Construction Competition of the Naval League of German Women, whose exhibit he duly inspected before the war (above).

RAEDER THE RAIDER (continued)

Air Force. Through Hitler's personal affection for him, he managed to obtain steel for warships in the face of the greedy Göring-General Staff combination and has succeeded in convincing the Führer that the old maxim, "Any war against a sea power will be decided on the sea," still holds good. His success has cost Raeder the popular respect which is customarily accorded military leaders, because in return for his support, Hitler demanded—and got—the complete subservience of his Grand Admiral. Having lost his own freedom of expression, the ordinary German regards the military quarters as the only safeguard against the more fantastic schemes of their quixotic Führer, and Raeder's unconditional surrender disappointed not only naval circles but also the nation at large. Raeder has been regarded in some quarters as a smartly dressed, little puppet who marches in Nazi processions, speaks at political rallies and leads his subordinate officers and men in numerous demonstrations of loyalty. Last week, however, Hitler's bold adventure in Norway placed the outcome of the war and thus the whole fate of the nation squarely on his shoulders.

He is accused of smirching Navy's honor

The belief that Raeder reached his present position through blind obedience to Hitler is by no means unfounded. When the Nazis succeeded in inciting a revolution in Spain, Raeder raised no objection to sending his ships to assist in the Fascist coup. He was then accused of disgracing the tradition of the Navy by ordering his men to shell defenseless Almeria. German naval circles were outspoken in their indignation and resignations flooded the Admiralty. Since the beginning of the present conflict, he has again had to sacrifice naval honor on at least one occasion. The *Graf Spee*, run down and driven into a neutral port, was scuttled upon official orders from Hitler communicated over Raeder's signature. Captain Hans Langsdorff, the commander of the ship, was a personal friend and Wartime comrade of Raeder, who had given him his command as a personal favor. When he vindicated his honor through suicide, naval officers drank a silent toast to his memory and the Admiralty announced tersely, "The German Navy understands and honors his decision."

In return for tractability, Hitler has lavished personal honors upon his naval chief. Unable at first to make him a grand admiral, which would have given him the rank of field marshal and equality with Göring, the Führer invented the unusual title of "general-admiral" as a birthday honor in 1936, and Raeder became the one and only general-admiral in German naval history. Even as far back as 1934, Hitler, who likes only yes-men as counselors, conferred with Raeder before sending his troops into the Rhineland, leaving Blomberg, von Fritsch and even Göring out of his confidence. In 1937, Raeder became an honorary member of the Nazi Party and joined the Privy Council. By 1938, Hitler could point to a sufficient number of his accomplishments to promote him to the rank of grand admiral. His marshal's baton is only slightly less dazzling than Göring's.

Fastidious and fussy, Grand Admiral Raeder is regarded as a strict disciplinarian who has the discomforting habit of poking about in galleys and crew's quarters of warships, and of making unexpected

CONTINUED ON PAGE 90



As Mussolini's guest Raeder attended the great Italian naval review off Naples in 1938 on board the flagship *Cavour*. Last June, at Friedrichshafen, he formulated joint war plans with Admiral Domenico Cavagnari, chief of staff of the Italian Navy.

RAEDER THE RAIDER (continued)

visits to outlying bases to check up on the tidiness of uniforms and condition of the flower boxes in the barracks windows. On one occasion he arrived in Wilhelmshaven just as a submarine was putting into port following a cruise of six weeks. When the crew climbed out through the hatches, their complexions were the color of dead fish and their beards were long and soaked with oil. They were sick from breathing oil fumes and their hands and faces were encrusted with dirt. Admiral Raeder conducted a perfunctory inspection of men and submarine, berated them for slovenliness and departed with the comment, "A disorderly house reflects incapability."

He frowns on rouge, short skirts, bobbed hair

A man of abstemious habits, he has imposed blue laws on the Navy. Officers and sailors are not allowed to visit saloons and bars in uniform, this injunction in itself spoiling half the anticipation of homecoming. They may not drink alcohol before going on duty and breath-smelling has been introduced as a means of checking up. One of his regulations forbids smoking on an empty stomach. He believes this is detrimental to the health. And when in uniform, naval men may not smoke on the street or in public conveyances such as trams or trains. In women, he shares with many Germans a distaste for bobbed hair, rouge, short skirts, lacquered fingernails or smoking, and insists that young officers impress these "don'ts" on their wives. He once took offense when the daughter of a foreign military attaché appeared at an official reception in the first pair of backless slippers to be seen in German Government circles. He insists upon strict celibacy among young midshipmen at the Naval Academy. On the rare occasions that they receive permission to attend a weekend dance in the neighboring town, they must return before 10 o'clock.

Even less popular than his blue law is his order stating that old Navy men who served in the last War but have again been pressed into service may no longer be known as "reserve" officers but as "ersatz" (substitute) officers. Knowing the unpleasant connotations aroused in Germanic minds by this word, officers who did their duty in one war and are now fighting another do not enjoy being referred to as "ersatz."

In Berlin, Admiral Raeder lives quietly in an unpretentious Charlottenburg villa, strolls through residential streets on Sunday mornings accompanied by his dachshund and slips unobserved into the Philharmonic Hall when his friend Wilhelm Furtwängler is conducting Beethoven or Brahms. He is an avid yachtsman and spends several weeks each summer at Kiel when the weather is best for sailing. Football is his favorite land sport and he seldom misses an important match when he is in Berlin. He goes in mufti and sits unnoticed among the spectators so that he can cheer and whistle without attracting attention.

Although he displays an autographed photograph of Admiral Jellicoe in his home and speaks fluent English, he shares his Führer's dislike of that race, contending on every possible occasion that the fiction of British naval supremacy must be dislodged from the minds of smaller nations through a resounding defeat administered by a coalition of the powers that have been molested throughout the ages by British sea piracy. The molested powers he refers

to are Germany and Italy. He would also like to convince the world that the traditional British chivalry in warfare is a myth unsubstantiated by facts. His two-volume historical work on the last war, *Cruiser Warfare in Foreign Waters*, bristled with accusations of British savagery and unfair tactics. "May this work," he writes in his dedication, "provide a memorial to the chivalrous warfaring methods of the German officers and men in contrast to the many unchivalrous acts of British officers, who refused aid to sinking ships and fired on defenseless seamen."

Germany's first grand admiral since von Tirpitz does not come of a naval family. He was born in Wandsbek, Silesia, in 1876, the son of a minor Government official. Entering the Navy in 1894, he was at first overlooked because of his small stature and placed on the editorial staff of the German naval journal *Marine Rundschau*. His break came in 1910 when he was assigned to the safe post of navigating officer on the imperial yacht *Hohenzollern*. There he met a brusque Bavarian officer, Franz Hipper, who was impressed with the meticulous care with which Raeder charted his course and told him jokingly: "When I become admiral, I'll make you my chief of staff."

Baptism of fire arrives at Jutland

Six years later Hipper was vice admiral in command of the German scouting fleet and Raeder was his chief of staff when on May 31, 1916, the flagship *Lützow* with Hipper on the bridge and Raeder in the navigation room joined in the firing that began the great battle of Jutland. In firing upon the British force of battle cruisers and light cruisers under Admiral Sir David Beatty, Hipper did not know that the British Grand Fleet with 24 battleships, three battle cruisers, 20 cruisers and 52 destroyers under Admiral Sir John Jellicoe was just 52 miles to the northwest. Nor did Beatty know that just 47 miles to the southeast Admiral Reinhard Scheer was approaching with the German High Seas Fleet of 22 battleships, six cruisers and 31 destroyers.

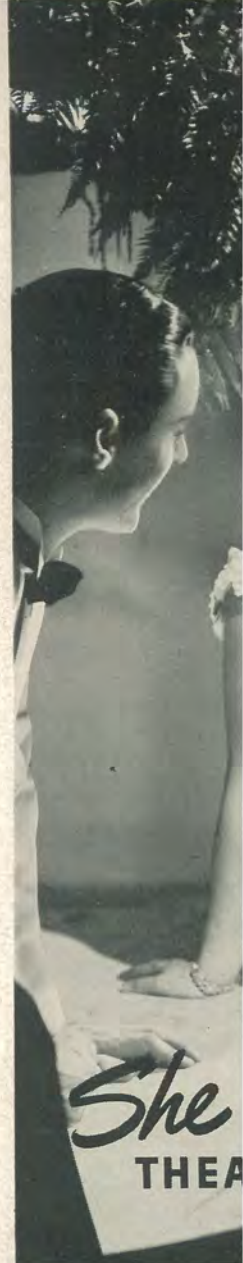
In a single overcast afternoon all hell broke loose in the Skagerrak and when dawn broke the next day, 14 British ships had gone to the bottom carrying 6,097 seamen to their deaths, while Germany had lost eleven ships and 2,551 men. Three-fourths of the British loss of life and tonnage was caused by the blowing up of three large ships because through some tragic lack of armor their magazines were vulnerable and exploded during the engagement. The flagship *Lützow* was literally battered to pieces by British shells so that Hipper and Raeder were compelled to abandon it and transfer by destroyer to the battle cruiser *Moltke* with dropping shells throwing up geysers of water all around them. This was Raeder's real baptism of fire.

The Battle of Jutland signified the end of German surface naval activity on a grand scale and the English were left undisputed masters of the North Sea. Discontent grew among the crews of the bottled-up battleships while the leaders, including Captain Raeder, argued in Berlin over the advisability of starting a replacement program that would bring the High Seas Fleet up to scratch. November 1918 brought all discussion to an end, and sadly deluded sailors, who actually had believed that the long series of brilliant successes announced to them at sea and in the home ports preceded certain victory, were ordered to sail the fleet to Scapa Flow for surrendering to the victorious Allies. On June 21, 1919, German officers carried out the greatest scuttling act the world has ever experienced, sending 74 ships of the German High Seas Fleet to the bottom because they feared that the English intended to confiscate them. This, followed by Versailles, left the defeated German nation without even the foundation of a post-War Navy.

The history of Germany's Navy had been short and glorious. It had been a single mighty effort centered around one man, Kaiser Wilhelm II. It was he, the grandson of Queen Victoria, who made Germany navy-conscious. In his envy of the British Empire, Wilhelm was determined to turn his landlubber nation into a maritime power. With Hohenzollern persistency, he finally gained appropriations for warships and for a naval training school. His admiral was Alfred von Tirpitz, Germany's first and greatest naval figure. With the support of the Kaiser, Tirpitz succeeded in forcing his naval-construction program through the Reichstag and at the beginning of the 20th Century, Germany made its first real attempt to create a navy.

A convenient coincidence favored Germany. The moment at which it became rich and powerful enough to think of challenging England on the high seas was also the moment at which the development of the dreadnought rendered most previous naval armaments obsolete. Had the German program not been nipped in the bud, it would have wasted money on junk. Had it started later, it would

CONTINUED ON NEXT PAGE



She
KIND



RAEDER THE RAIDER (continued)

have been hopelessly handicapped by England's head start. By 1906, Germany was able to start from scratch with its chief rival in the construction of the large battleships that were to form the nucleus of both fleets.

Germany had no Drakes or Nelsons for inspiration, nor did its naval history range down through centuries studded with glorious exploits and victories. Except for the period of the Hanseatic League when the northern coastal cities had united to extend and protect sea commerce, Germany had never played a role in naval history. When the battle of Trafalgar was fought in 1805, there was no united Germany, and in 1850 the only navy of a German state, Prussia, comprised 29 officers and 378 sailors who sailed two frigates and two steam gunboats.

Germany's early attempts at a Navy

The first German naval engagement was a picayune affair that occurred in 1856 when Prince Adalbert of Prussia sailed to the Mediterranean in search of adventure and decided to punish the Moroccans at Cape Tres Forcas for having intercepted and plundered a German trading vessel some years before. After shelling the Moorish fortress from the sea, he attempted to storm it and was repulsed with seven dead and 22 wounded. Even at the time of Bismarck, the German Navy numbered only eight frigates, six schooners, seven armored monitors and 20 tiny cruisers.

Once the idea of a Navy had taken hold, Germany made rapid progress. Borrowing ideas and models liberally from England, she soon overtook every country except England in naval construction and in 1914 she stood second in the tonnage list with 38 line ships to 69 for Great Britain. For Germany it was an uphill struggle, the entrance into a new and untried field, a period when uncertainty was often hidden behind a blustering, arrogant front. For England it was the continuation of a glorious tradition never darkened by a serious defeat. It was the time when Britons sang *Rule Britannia*, *Britannia Rule The Waves*; when small boys shouted in the London streets, "We have the men, we have the ships, we have the money too;" when England in supreme confidence named her new men-of-war *Indefatigable*, *Invincible*, *Indomitable* and *Conqueror*. Then came the War, Jutland and Scapa Flow.

When Raeder became commander in chief of the Navy in 1928, having in the meantime been promoted to the rank of vice admiral, his post was more a title than a job. To speak of a German Navy was an exaggeration. The Versailles Treaty had reduced the Navy to 15,000 men and a few old, barnacle-encrusted vessels too antiquated and slow to excite fear in Allied breasts. During the ensuing ten years, poverty, disruption and general lethargy had prevented even the formulation of a substantial naval-construction program. Consequently, Admiral Raeder found himself commanding three new cruisers, twelve torpedo boats and a number of old hulks good only for scrap iron. Submarines were strictly forbidden and definite limitations were placed on the size and caliber of new ships. Nevertheless, Raeder did succeed in building 200 assorted war vessels, and this achievement in view of the hideous disadvantages imposed by Germany's internal conditions was what most of all enabled him to win Hitler's confidence in the first place.

Knowing that the construction of battleships required five years apiece and more material than Germany could conveniently provide, Commander Raeder accepted the impossibility of overtaking Great Britain in naval tonnage and adopted the policy of the weaker

power, namely submarine warfare and high-sea raiding. "Surface vessels alone," he declared in his first public address as commander in chief, "will not influence the outcome of any future European war." "Raiding" became his watchword and his policy. Four years before Germany was free to construct a single submarine, he boldly announced that any future attempt by England to blockade Germany would be met with unrestricted submarine warfare.

His first addition to the German fleet was the pocket battleship *Deutschland*, plans for which were submitted to him at the time he became commander. It was commissioned in 1933, to be followed by two more ships of the same type, the *Graf Spee* and *Admiral Scheer*. Limited in size to the 10,000 tons' displacement decreed by the Treaty and armed with 11-in. guns, it was apparently superior to the 10,000-ton cruisers with 8-in. guns built under the Washington Agreement, and with its extensive cruising range, it was practically independent of refueling bases in its movements over the high seas. An entirely new type of warship, it immediately excited the admiration and concern of the world. To Admiral Raeder and the German Navy, it represented the ideal type of high-sea raider. In his own words: "It could outrun anything that could defeat it and defeat anything that could overtake it."

History proves Raeder right, Hitler wrong

Germany's resignation from the Disarmament Conference, which had accomplished only the disarmament of Germany, Hitler's accession to power and the Anglo-German Naval Agreement followed in quick succession, opening up the field for the fulfillment of the Raeder policy of preparing a weapon of attack against British shipping. In his perception of the value, not yet completely disproved, of the pocket battleship, Raeder showed his originality and good sense as a practical sea dog. The Anglo-German Agreement proved his ability as a naval diplomat. It was Raeder who secured the exception of submarines and naval planes from the tonnage quotas. The establishment of German naval tonnage at 35% of the British allowed unlimited scope within which to build. Germany could not even attain 25% of the British tonnage but by concentrating on selected weapons, she would be able to give the British Admiralty food for thought.

Raeder's original plans were to ignore battleships and airplane carriers, and to construct an imposing fleet of fast cruisers and submarines. But here he reckoned without Hitler, who began to clamor for big ships and long guns. As a result, the *Scharnhorst* and *Gneisenau*, two 26,000-ton battleships, were placed on the stocks, these to be followed by the *Bismarck* and *Tirpitz*, belonging to the 35,000-ton class. Two airplane carriers were also laid down to gratify a Hitler whim. Here Admiral Raeder compromised a point and devised a heavily armed and armored aircraft carrier that could carry on as a raider even if deprived of its bombing and scouting planes. This enabled Göring to proclaim, at the launching of the first, that Germany was now in the position to operate "on blue water." The events of World War II have thus far proved that Raeder was right and Hitler wrong. The two 26,000-ton battleships may or may not be a match for the heavier British vessels, and the *Bismarck* and *Tirpitz* are not completed. Meanwhile, with the scuttling of the *Graf Spee*, German high-sea raiding, which might have continued if Germany had had more ships of the same sort, has ceased.

In carrying out his plans for developing Germany's submarine fleet, the naval weapon which accounted for more than ten mil-

CONTINUED ON NEXT PAGE

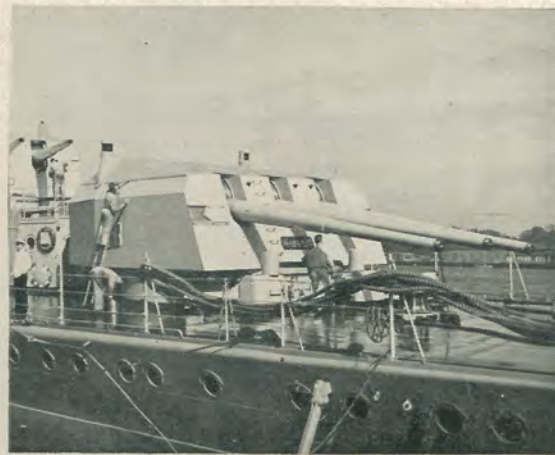


The "Schlesien," 1906 German warship, is now used for training cruises. In the past few years, young German boys have rushed to join the Navy in order to "see the world."



Mürwik, Germany's Annapolis, graduated Raeder in 1905 and he

claims to have celebrated Christmas there ever since.



Turrets on Nazi warships are given commemorative names of battles and heroes. Nürnberg's (above) are named Coronel and Falkland, a German victory and a defeat in last War.

THE A
MOD
"CHA

Now, at last, Science says "No More Diapers!" Softex PAD PANTS with really DISPOSABLE Pads have solved the diaper problem and released the mothers of the world from a lot of drudgery!



LAY BABY DOWN in pin PAD PANTS beyond reach of



SLIP FRESH RE-PANTS. Adjust to now dry and comfortable are fully protected.



SUPER ABSORBENT CELLULOSE

DAINTY DURABLE Softex without rubber. Discomfort-free, highly absorbent of special tissue which Pad Pants are accepted in *Journal of the American*

RAEDER THE RAIDER (continued)



Now BROAD, SMOOTH HIGHWAYS

West of Denver cross the Continental Divide... drive safely over any of the 27 scenic, historical mountain passes. Enjoy ever-changing, spectacular, snow-capped mountain scenes as your car skims along wide, surfaced roads, paralleling pioneer trails of the 60's where the Spirit of the Old West still lives... for you today!—a few hours comfortable driving over easy grades! See Colorado's 52 mountain peaks more than 14,000 feet high from the complete safety of your car window.

Consult your Travel Agent.

Come up to DENVER

DENVER CONVENTION & VISITORS BUREAU
1619 COURT PLACE DENVER, COLORADO

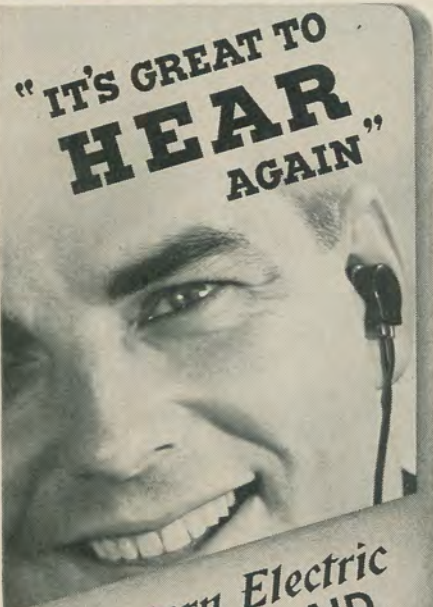
Send me booklets and information.

Name _____

St. & No. _____

City & State _____

COLORADO AMERICA'S ROOF GARDEN



"IT'S GREAT TO HEAR AGAIN"

Western Electric HEARING AID Ortho-technic Model

You, too, will hear clearly again... as thousands do... with Western Electric's Audiphone. Based on advanced design, this product of Bell telephone research enables users to "hold up their end" in life's everyday situations. There's a dealer near you. Consult him... he'll help you to hear again.

Accepted by American Medical Association
GRAYBAR ELECTRIC CO. LI-54
Graybar Building, New York, N. Y.
Please send details on Western Electric Audiphone (Ortho-technic) Model and name of nearest dealer.

Name _____

Address _____

lion tons of British shipping in the last War, Admiral Raeder has been free of interference. By the end of the last War, 383 submarines had been placed in service, of which 178 were sunk. At the beginning of the present conflict, he could muster seven submarine flotillas containing a total of about 60 boats, while 28 more were under construction. Considering, however, that at the end of the Great War, Germany had about 226 submarines under construction and that a small submarine can be turned out in about three months, it is clear that the Admiral is increasing his underwater fleet much faster than the Allies are sinking it.

In addition to his ships, Admiral Raeder was obliged to find men to man them. The debacle of the war, followed by long years of inactivity and indifference, had led most Germans to forget the Navy. And due to the lack of ships, the force was not maintained even at the number allowed by Versailles. It was not until compulsory military training was reintroduced in 1934 that complete crews could be placed on the ships.

As the Navy slowly grew and new cruisers and pocket battleships were commissioned, interest again awakened. The first foreign cruises of the *Emden* and *Deutschland* were historical events both in Germany and abroad, and foreign nations were glad to welcome the young midshipmen with their studied courtesy and their desire to make a good impression and be liked. The tales brought back home by the first to go abroad interested others, and in their intense longing to travel and see the world, young Germans soon came to look upon the Navy as their only hope. The rush to enlist began and the Navy was soon able to select its prospective officers from among the best stock in the country. Jealously guarded naval traditions were revived and Germans again began to speak of the "Honor of the fleet."

The center of German naval tradition and training is the Mürwik Academy in Schleswig-Holstein—the German Annapolis. To be accepted for study there, a young German must have completed his *Gymnasium* course and have spent six months in the Labor Service. His qualifications and background are carefully studied, and if they are found to be in order, he is invited to the Academy for a personal interview and physical examination. The course of training covers three years. The first five months are devoted to intensive military training, after which the young midshipman spends four months on one of the two naval training ships learning practical navigation and the rudiments of seamanship. This is followed by the most attractive part of the entire course, the coveted eight-month trip around the world on a warship. Returning, the midshipman spends nine months at the Academy for classroom study. Emphasis is placed on geography and languages, particularly English, which is the official foreign language of the German Navy.

The first major test ever faced by a German Navy ended in disaster. Grand Admiral Raeder, a survivor of that grim period, is at the helm as a new German fleet moves up to the line for the second test. With reports arriving to announce the sinking of his prized cruisers and destroyers, he may recall the words of his Supreme Commander, "Warships are built to be sunk. When a gunner fires a torpedo, he does not expect to get it back." He may also remember the slogan of the Imperial German Fleet, "For God and the Navy, nothing is impossible." On the other hand, he may reflect upon the verdict of two famous Germans—Grand Admiral von Tirpitz, who declared: "The German people have never understood the sea—in their hour of destiny they failed to use their Navy properly;" and Kaiser Wilhelm II who, in a moment of exasperation, said to George V: "Germans are landlubbers. They are afraid of water."



"Germans are landlubbers," the Kaiser admitted to George V of England in a moment of exasperation. Shown here, some 28 years later, is a marine detachment of Hitler Youth learning to row a lifeboat on land by the placid Havel River near Potsdam.



Every pair made with loving care... to bring you glamour, beauty, extra wear. Preferred by millions of women... Sold by over 6,000 stores, coast to coast. 79¢ to \$1.35

MOJUD the dependable HOSIERY

TRADE MARKS REGISTERED COPYRIGHT, 1940
MOCK, JUDSON, VOEHRINGER CO. OF N.Y., INC.

LET IT RAIN
What Do I Care? I Keep Dry in My ALLIGATOR RAINCOAT



WATERPROOF by Alligator \$5.75

Style Honors go to Alligator. But that's not all! Every Alligator raincoat, whether waterproof or water repellent, is made to give lasting, dependable protection. Insist on ALLIGATOR when you buy! Choice of many styles \$5.75 to \$26.50

At Better Dealers Everywhere
The Alligator Co. - St. Louis - Los Angeles - New York

ALLIGATOR RAINCOATS and GALECOATS because... IT'S SURE TO RAIN!