

Can a Sea Blockade Cut Off Germany's Essential Supplies?

Sources of Food, Material Traced

Can Germany survive the allied blockade?

The British and French fleets have established what is assumed to be an iron-clad blockade against shipments by sea to Germany from the Atlantic and Mediterranean. The French Maginot Line cuts off supplies from the west.

Assuming that she can draw on the Baltic states, the Balkans and Soviet Russia, can Germany hope to continue on a war footing despite the blockade?

(The assumption is that the allies, by blockade and rationing of commodities which they control, as was done in the World War, can prevent Soviet Russia serving as a supply funnel into Germany from all parts of the world. Under Soviet-German trade pact, Germany is to receive \$36,000,000 worth of raw materials annually for two years in return for machinery. Last year Germany imported \$90,000,000 of metals alone. The Reich has almost no gold or cash to pay for materials and ability to get war supplies may depend upon whether she can obtain foreign credits.)

Germany produces not only sufficient coal for her own needs, but a 25 per cent surplus for export.

She also produces an export surplus of polish (essential fertilizer element for concentrated growing of war-time food supplies), magnesite (firebrick and linings for iron furnaces, etc.), and beet sugar.

Germany is developing potato alcohol to supplement her liquid fuel shortage.

The situation regarding other essential metals, minerals, other raw materials and foodstuffs, is as follows:

IRON: Domestic supply from German mines about 24 per cent of present requirements. Imported 66 per cent of total used in 1938.

Pre-war sources of supply: France and French North Africa, Sweden, Greece, Luxembourg, Norway, U. S. S. R., Spain, Belgium, Yugoslavia.

Doubtful: Greece, Norway.

Remaining sources of supply: Sweden (chief source, providing 35 per cent of German requirements), Luxembourg (2,000,000 tons annually), U. S. S. R. (600,000 tons estimated available for Germany, although Soviet is world's third largest producer), Yugoslavia (500,000 tons).

PETROLEUM: Germany produces from coal synthetic oils and gasoline which meet about 33 per cent of her peace-time or 10 per cent of her war requirements. Last year's imports, 66 per cent of total consumption.

Pre-war sources of supply: Rumania, Mexico, United States, Venezuela, U. S. S. R.

Cut off by blockade: Mexico, United States, Venezuela.

Remaining sources of supply: Rumania (produces 33 to 50 per cent of German needs, but 80 per cent of production controlled by Anglo-Dutch-American, French, Belgian and Italian companies), U. S. S. R. (world's second largest crude oil producer, but own requirements make available small export surplus only in peace times), Hungary (production increasing but not yet sufficient for much export), Poland (small and rapidly diminishing supply).

COPPER: Essential for communications, munitions. Germany last year had to import 88 per cent of requirements.

Pre-war sources of supply: Yugoslavia, Cyprus, Finland, Norway, India, Belgium, Sweden, U. S. S. R., Africa, Canada, South America.

Cut off by blockade: Cyprus, India, Africa, Canada, South America.

Doubtful: Norway.

Remaining sources of supply: U. S. S. R. (world's sixth largest producer), Yugoslavia (largest European producer, largely under French companies), Finland, Belgium, Sweden.

NICKEL: Essential steel alloy. Non-existent in Germany. 100 per cent imports last year.

Pre-war sources of supply: Canada, India. (Both cut off by blockade).

Remaining sources of supply: Finland, Greece (doubtful), Norway (considered wholly inadequate to sustain needs in case of long war).

MANGANESE: Essential alloy for light steels (airplanes, engines, etc.). None produced in Germany. 100 per cent imports last year.

Pre-war sources: Union of South Africa, India. (Both cut off).

Remaining sources of supply: U. S. S. R. (world largest producer, but exports would depend on own war needs).

CHROMITE: Essential alloy for steel. None produced in Germany.

Pre-war sources: Union of South Africa, Turkey.

Cut off by blockade: Union of South Africa.

Remaining sources of supply: Greece, U. S. S. R., Yugoslavia, India, Poland, Sweden, Yugoslavia, Spain.

TIN: Essential for machine solder, preserving food, etc. None produced in Germany.

Pre-war sources: Dutch East Indies, Holland, Africa, China.

Cut off by blockade: Dutch East Indies, Africa.

Remaining sources of supply: Holland, China.

BAUXITE (aluminum ore): Essential for airplane construction. Germany is almost wholly deficient in this common ore; imported 98 per cent of supply last year.

Pre-war sources: Hungary, Yugoslavia, Italy, Dutch East Indies, Poland, Sweden, Yugoslavia, Spain.

Cut off by blockade: Dutch East Indies.

Doubtful: Italy.

Remaining sources of supply: Yugoslavia (can provide 25 per cent of German requirements), Hungary.

LEAD: Essential for metal-preserving paints, batteries, bearings, etc. Domestic supply meets about 50 per cent of requirements.

Pre-war sources: Yugoslavia, which can continue to supply remainder of present needs.

pan, Italy, Spain, Portugal, South Africa, Yugoslavia.

Cut off by blockade: United States, Alaska, South America, Mexico, France, Australia, Portugal, Spain, South Africa.

Doubtful: China, Japan, Italy.

Remaining sources: Yugoslavia, Tungsten: High-speed machine steels. Germany relies almost wholly on imports.

Pre-war sources: China, Burma, Japan, Australia, Bolivia, United States.

Cut off by blockade: Australia, Bolivia, United States.

Doubtful: China, Burma, Japan.

VANADIUM: Steel alloy, to increase elasticity and shock resistance, as for forgings, engines, pumps, chemistry, etc.

Pre-war sources: United States, Southeast Africa, Northern Rhodesia.

Cut off by blockade: Virtually entire world supply.

MOLYBDENUM: Steel alloy for cutting tools, etc.; electrical uses. No German domestic supply. Faces vital shortage.

Pre-war sources: United States, produces 90 per cent of world supply.

Cut off by blockade: United States.

Doubtful: Norway.

MERCURY: Essential for barometers, thermometers, air pumps, chemistry, etc.

Pre-war sources: Italy, Spain.

Cut off by blockade: Spain.

Doubtful: Italy.

SULPHUR: Sulphuric acid essential in manufactures, batteries, etc. Germany supply partially sufficient.

Pre-war sources: Finland, Norway, Sweden, Italy, Yugoslavia, Spain.

Cut off by blockade: Spain.

Doubtful: Norway, Italy.

Remaining sources: Finland, Sweden, Yugoslavia.

PHOSPHATES: Essential fertilizer component for maintaining crop production. Imports last year totaled 50 per cent of requirements.

Pre-war sources: United States, Algeria, Madagascar.

Cut off by blockade: United States, Algeria, Madagascar.

Remaining sources: U. S. S. R., India, Egypt, Brazil, Turkey.

Cut off by blockade: United States, India, Egypt, Brazil, Turkey.

Doubtful: Turkey.

RUBBER: Germany produces synthetic rubber sufficient to meet about 26 per cent of her requirements. Shortage already keenly felt, resulting in seizure of automobile tires, etc., for war needs.

Pre-war sources: Dutch East Indies, Brazil, British Malaya. (Entire supply cut off by blockade).

WOOL: Imports 90 per cent of requirements.

Pre-war sources: Union of South Africa, Australia, Argentina.

Remaining sources: U. S. S. R., India, Egypt, Brazil, Turkey.

Cut off by blockade: Union of South Africa, Australia, Argentina.

WHEAT: Faces no serious shortage. This year's crops excellent in Germany. U. S. S. R. (one of world's greatest wheat producers), Poland, Rumania.

MAIZE: Essential in raising of cattle and hogs. Domestic supply inadequate, but large supplies available from Bulgaria, Rumania, Yugoslavia.

MEATS: Supply thought to be sufficient with cattle from Poland, U. S. S. R.; pigs from Denmark, Estonia, Lithuania.

FATS: Germany faces serious shortages in both animal fats and vegetable oils. Principal sources of butter and animal fats are Baltic states, Poland.

TIMBER: Domestic supply inadequate but can count on Baltic states and U. S. S. R. to make good shortage.



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Modern 'Great Walls' Set Up for Conflict on Old Battleground

Detailed Study of Western Front

Geography always has been a chief factor in determining where wars are fought. Although the air-plane has succeeded in overcoming to a great extent the limitations geography imposes upon warfare, the physical configuration of Western Europe still may be expected to play a vital part in any war between Germany and the Franco-British allies.

To arrive at an understanding of possible strategy on the western front today, it is well to review something of the great German strategical plan employed in 1914, still held in high regard by German tacticians.

Brought to perfection by the German general staff under Chief of Staff von Schlieffen as early as 1907, the plan involved a swinging movement through Belgium like a huge barn door, with its hinge at Metz. The hinge, doorjamb and adjacent wall, south and east of Metz, were to be lightly held by reserves. The whole weight of the German armies was to be put into the door, increasing away from the hinge so that the main effort, at the edge of the door, would be through Antwerp and the Armentieres Gap into France.

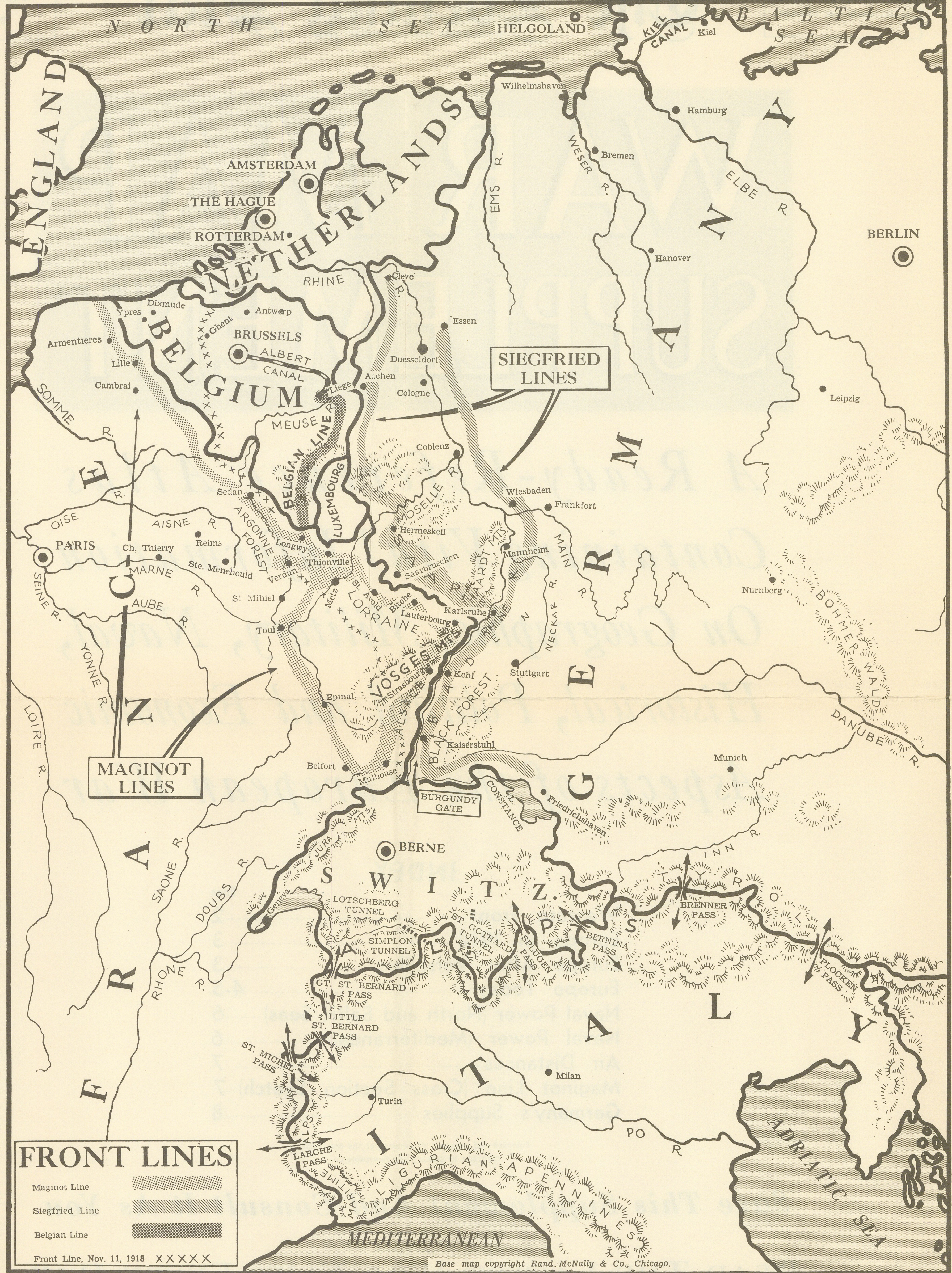
While other columns, successively nearer the hinge, poured through the Oise, Meuse and Stenay Gaps. The Oise Gap route lies across the Albert Canal, south of Brussels and then southwesterly to the line of the river as shown on the map. The Meuse Gap route follows the line of the river across Belgium. The Stenay Gap route crosses Luxembourg and the southern tip of Belgium into the Argonne Forest area between Longwy and Sedan. The Armentieres column was to drive west of Paris around the city to the south and take the French Army in the rear, while the other columns crushed and rolled up its flank.

The Germans began the war in August, 1914, in accordance with a revised form of the plan. The general staff, however, lost its nerve and abandoned the great swing west of Paris. It weakened its strong right wing, at the edge of the door, which was shortened to cut in front of Paris rather than to the west. The French took advantage of the weakening and smashed the German drive at the Marne. The armies dug in, the war of movement ceased. Millions of men were lost in trench warfare with neither side advancing any great distance until 1918. With the aid of the United States, the Allies finally pushed the Germans back to the line of November 11, 1918, shown on the map.

To block a new German version of the 1914 strategy, France has built its mighty Maginot Line from Metz to the North Sea along the border of Belgium. From Metz south to the Swiss border the line is double, forming a great hollow square. Belgium has built its own Maginot Line (heavy shading marked "Belgian Line") to connect Germans, Albert Canal and the area on to North Sea can be flooded, forming an effective barrier to the mechanized German Army.

Another great military highway between France and Germany, used frequently by Napoleon, is the Burgundy Gate (see map) along the Rhine Valley southeast of the Vosges Mountains, or through the Black Forest into the Netherlands to the great South German basin.

Germany, reasoning that its own 1914 plan might be reversed against it by Franco-British Armies or that



FRONT LINES

Maginot Line
Siegfried Line
Belgian Line
Front Line, Nov. 11, 1918

Base map copyright Rand McNally & Co., Chicago.

France might attempt to follow Napoleonic Eagles through the Burgundy Gate, has built the Siegfried (Limes) Lines from Switzerland to the Netherlands, doubling them in the Northern half by extension along heights east of the Rhine. At the south end they are swept back against a French drive along the Swiss border.

Mountainous, anti-Nazi Switzerland, magnificent natural defense stronghold, would be a tough nut for even mechanized modern armies to crack. Its constitutional, democratic government has stood for 100 years through Europe's storms.

Italy's role in the war is important because its several passes through the Maritime Alps, between Italy and France, and the Tyrolean Alps, between Italy and Austrian Germany, might become vital military factors. These passes make Italy vulnerable. Time and again through history the Po Valley has been invaded from France and Switzerland but, since the days of Julius Caesar, there has been no successful invasion of France or Switzerland from the Po. Hannibal invaded Italy by crossing the Alps with his elephants and full baggage train, probably through the Little

St. Bernard Pass (see map), and Napoleon used the passes through the Maritime Alps to achieve his great early victories in the Po Valley. Nature favors military movement through these passes from France, since columns converge on issuing from them; militates against operations the other way, scattering westward-bound columns through rough mountain country, subjecting them

to attack in detail as they emerge into the Rhine Valley of France, an easy highway for fast movements. The most famous gateway through the Tyrol is Brenner Pass, through which the railroad extends from Northern Italy to Munich. It is the chief as an alternative to attempting to force the Siegfried Lines. This would be a difficult, costly maneuver, tacticians hold. Should it

be attempted, the Plochen Pass, farther to the east, might prove of great military importance for flank attacks from either side of the border.

Although two vital railway portals, the St. Gothard and Simplon tunnels, have been driven through the Swiss Alps, they probably would not prove of great military importance, since tunnels are easily blocked in wartime.

Work on the line has been going on since shortly after the armistice, November 11, 1918—the German Siegfried Line is youthful, indeed, by comparison. During the past few years 12,000,000 cubic yards of earth have been excavated, 1,500,000 cubic yards of concrete poured and 50,000 tons of steel placed in the Maginot Line by 15,000 workmen.

Tunnels deep underground, large enough to accommodate railroads which run its length and breadth, connect the living quarters, power stations, kitchens, hospitals, magazines and stores, as well as the fighting turrets, machine gun nests and observation posts of this underground city. The gunners themselves do not see outside. Guns are trained by officers in observation posts, who see through

camouflaged telescopic periscopes. The whole system is artificially ventilated and lighted, of course, and there are 25,000 telephones, operating through exchanges 150 feet underground via cables buried in 5 feet of concrete. There are three separate emergency telephone circuits which may be used. Water supplies come from deep underground and the lines are stocked with food supplies for sieges lasting many months. There are in places even living quarters and food supplies for thousands of civilians who may be trapped by unexpected enemy action.

Air Distances Between Large Population Centers of Europe

Aviation Factors Compared

Nothing is more uncertain in connection with the European War than the relative strength, composition or performance of the air forces involved. All of the nations have for months been engaged in heroic programs to expand their air arms and to improve the quality of aircraft. No nation has made public official figures on any phase of its air strength.

Virtually all military observers rank Germany far in the lead as regards both numbers and quality of airplanes. Great Britain and France, however, both are nearing production peaks and their air forces are now growing probably faster than that of Germany.

As to quantity the most recent "educated guesses" put the numbers of European military airplanes of types suitable for war service as follows: Great Britain, 2,000; France, 1,000 (both probably too conservative); Russia, 4,500; Germany, 14,000; Italy, 2,500. As to general order of quality, all factors and types considered, the order probably is as follows: Germany, Great Britain, France, Italy, Russia. As to leadership and all-around quality of pilots and personnel, Great Britain probably leads, with France and Germany close behind. Russian and German pilots have had some experience in Spain, Italian pilots in Ethiopia and Spain.

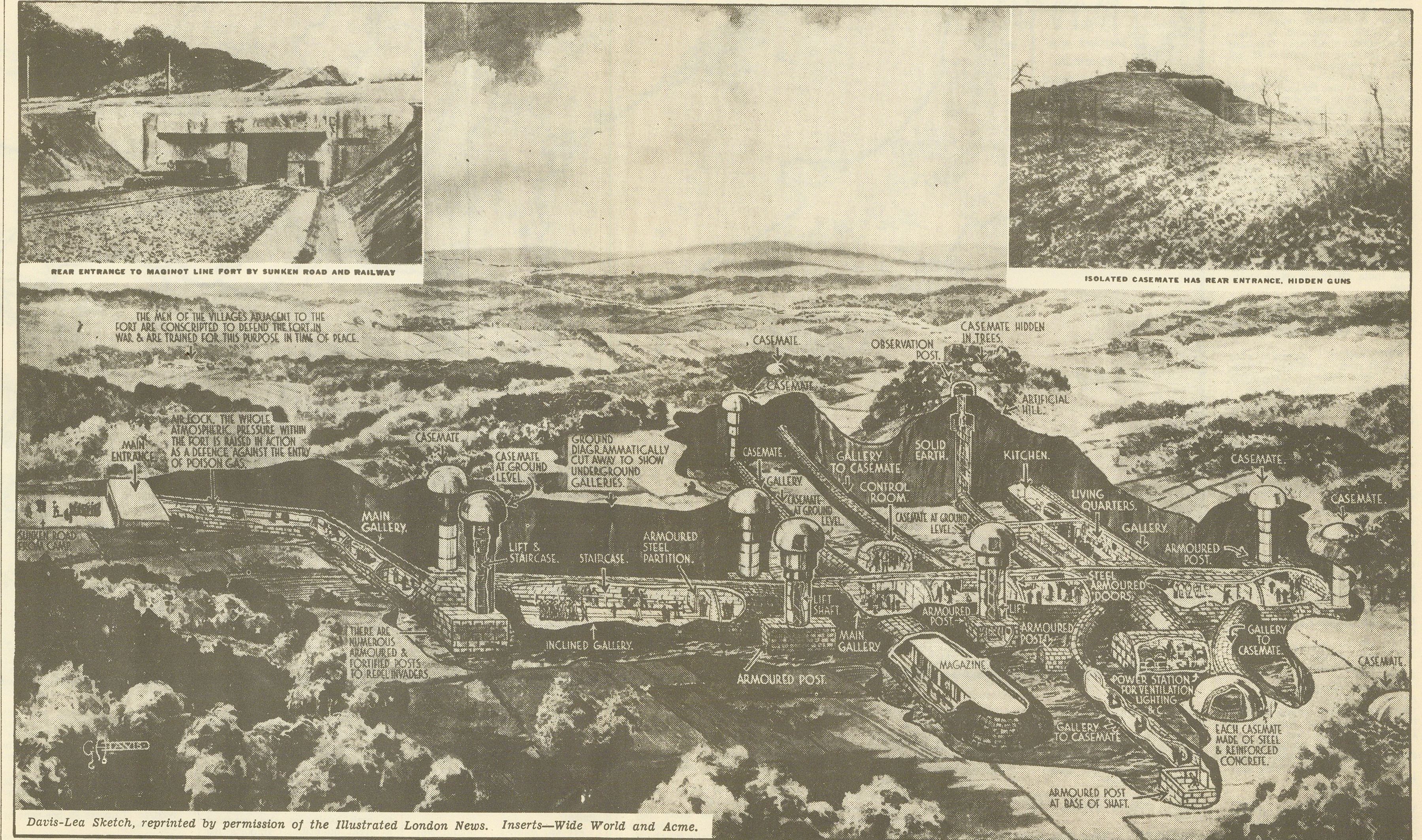
A German Junkers Ju. 88 bomber has flown 2,000 kilometers (1,243 miles) with a payload of 2,000 kilograms (4,410 pounds) at an average speed of 313 miles per hour, an international record. This probably was a "special" job and ordinary bomber ranges or speeds for even the same type would not be so good with the same load. While it is difficult to lay down a rule, it is estimated that European bombers, with designed loads, probably have effective ranges of 1,200 to 1,500 miles. By lightening bomb loads, of course, ranges may be increased.

The map of airline distances shown here gives a graphic comparison of distances between principal European cities. Military airplanes on battle missions probably would deviate widely from the routes shown to avoid anti-aircraft guns and

air defenses, intervening mountains or even shifting areas of bad weather. In almost every case it is certain they would have to fly greater distances than those shown between two

given points. Nor will military planes be based at large cities or on prepared airbases. The air forces of Germany, Britain and France now are widely scattered on temporary "cow-pasture" airbases to avoid the fate of the Polish air force, caught by German air raiders on main airports and bombed almost out of existence during

the first few hours. In case of raids against foreign cities, bombers of the fighting countries might be expected to start from points not far from their own borders. For this reason the map shows distances between many of the cities and strategic borders from which conceivable air raids might be launched, as well as distances between principal cities.



Base map copyright Rand McNally & Co., Chicago.

Sidelights on The Maginot Line

Salient features of the great Maginot Line built by France along its eastern frontier are shown clearly in this cross-sectional drawing. This line, in effect, is the world's greatest fort—a continuous defense 180 miles long. Whatever its military strength, and military authorities rank it as the most nearly impregnable work yet devised by warring mankind, the Maginot Line ranks as one of the engineering wonders of all time.

It is almost wholly underground—in some places 200 feet or more below. Over it are farms and towns. The line itself does not appear as a part of the landscape; one of its greatest aims is invisibility. A steel turret may rise in a haystack or a barn, in a swamp or even in the bed of a stream well camouflaged.

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Hitler Paved Way
For Conquests by
Rearming Germany

With the rise of Adolf Hitler and his efforts to lead Germany in throwing off the boundaries and military shackles of the treaty of Versailles, Europe has marched steadily since 1933 along the path to war. On January 30, 1933, there began a new day for Germany and the world with the appointment of Herr Hitler as chancellor of the German Reich. An overwhelming Nazi triumph in the elections of March 5 seated the new chancellor firmly in power and pointed his way to dictatorship. From this moment historians begin to trace the shift of the balance of power in Central Europe from the Anglo-French alliance to the rising German Reich. Diplomatic efforts to assure peace continued. The little entente—Czecho-Slovakia, Rumania and Yugoslavia—on February 10, 1933, signed a "pact of organization" in the hope of strengthening Central European peace. On June 7 the four-power pact was signed by France, Great Britain, Germany and Italy, in which they agreed to cooperate for peace.

Chronological events in the rise of Nazi-ism follow: 1934. Hitler gave the order "for German rearmament which will now be to be very thorough," and the disarmament provisions of the Versailles treaty went to the scrap heap. Germany signed a 10-year non-aggression pact with Poland, weakening Polish ties with France. With anxious eyes on Nazi remilitarizing activities, Rumania, Yugoslavia, Greece and Turkey entered into the Balkan entente and in September the little Baltic entente was established among Estonia, Latvia and Lithuania.

1935. Fuehrer Hitler restored military conscription, forbidden by the Versailles treaty, to create an army of 36 divisions—550,000 men. The Saar Basin was reunited with the German Reich following a January plebiscite. Disension over Memel, between East Prussia and Lithuania, reached a head when pro-German leaders were jailed. Chancellor Hitler told the Reichstag Memel had been "stolen" from Germany with the sanction of the League of Nations. Elections in Memel favored the pro-Nazi group and Memel passed under German domination. In the Locarno treaty Germany joined with Britain, France and Italy to guarantee the inviolability of the Belgian-German border.

1936. As a reply to German rearmament, France negotiated a mutual assistance pact with Soviet Russia. Chancellor Hitler used this as an excuse to reoccupy the Rhineland on March 7. So doing, he repudiated the Locarno pact and threw off the last of the military shackles imposed after the World War. British-French general staff discussions began. Germany and Japan signed an anti-Communist pact, later extended to include Italy, Hungary and the Franco Spain. The Spanish war began in July; Italy and Germany intervened on the side of the rebels. On October 25 the Berlin-Rome axis came into being with signing of an agreement for co-operation on foreign policy and defense against Communism.

1937. Belgium, fearing her growing Nazi neighbor, requested France and England to free her of obligations to them under the Locarno treaties and other pacts. They consented, but continued to guarantee Belgian independence and territorial integrity. In October, Germany pledged herself to respect Belgian territory unless Belgium participated in military action against the Reich. Military might of Reich increased.

1938. Chancellor Hitler in a Reichstag speech February 20 assumed responsibility for the welfare of 10,000,000 Germans outside borders of the Reich. Two years of Nazi agitation in Austria reached their climax; on March 13 Anschluss was effected. Austria, despite unavailing French and British protests, became a part of the Reich. Events began to shape a similar fate for harassed Czecho-Slovakia.

(Continued on Next Page.)



Revised European
Map by Series
Of Conquests

(Continued From Opposite Page.) autonomy demanded for Sudeten Germans, who established their own storm troops as Anglo-French conversations began in London at the end of April to establish close co-ordination of allied armed forces, including principle of unified command. Anglo-French military accord supplemented by economic preparations for war, including pooling of essential foodstuffs and raw materials, and accumulation of war stores in France for a British expeditionary force. This alliance was conditioned upon French avoidance of war over Spain and Czecho-Slovakia. August found 1,000,000 German soldiers on maneuvers and on Czech border. On September 12, Chancellor Hitler demanded "self-determination" for Sudetens. Next day, Czech government imposed martial law in Sudetenland after two days of Nazi rioting. Chamberlain-Hitler discussions began at Godesburg September 22; Czecho-Slovakia mobilized on suggestions from France and England. After Hitler speech setting October 1 deadline, British fleet mobilized September 27. The Munich pact, signed September 30 by Germany, France, Britain and Italy, gave Sudetenland and other Czech areas to the Nazis; marked effective end of Versailles treaty era and passing of French hegemony.

1939. Remains of Czecho-Slovakia endured less than six months; a great turning point in the diplomatic struggle for new balance of power in Europe came with Nazi invasion of non-German provinces of Bohemia and Moravia in March. France and Britain, confronted with apparent German bid for Nazi world domination, launched a "Stop Hitler" effort. Britain guaranteed assistance to Poland, Rumania, Greece and Turkey, and in March for first time military conscription in time of peace. Italy seized Albania. Britain, in April, opened negotiations for mutual assistance pact with Soviets. Rome-Berlin axis transformed to formal military alliance, signed May 22. Memel handed over to Germany week after Czech breakup. After unsatisfactory reply from Poland to demands for Danzig and right of way across Polish corridor, the British on April 28 abrogated Polish-German non-aggression pact of 1934. The buildup of Nazi activities and "incidents" in Danzig and Poland went forward rapidly. Although France and Britain warned Chancellor Hitler an invasion of Poland meant war, the Polish "Blitzkrieg" began September 1 on heels of history-making German-Soviet agreement. France and England declared war September 3. Russian invasion of Poland began September 17. French Army began systematic occupation of German territory in advance of Siegfried Line with British arriving in France. Poland completely occupied, Russia began "negotiations" with German states for ports and military bases on Baltic, penetrating hitherto German sphere. October 6 Chancellor Hitler announced completion of Polish conquest, offered to bargain for peace on that basis. Allies rejected the offer.

Summary. In the four years prior to the beginning of the Polish invasion Hitler's conquests have added to the German Reich an area of 63,000 square miles and have increased her population by 18,000,000. The Germany which launched the Polish invasion and so embroiled herself in war with Great Britain and France was bigger both in territory and population than the nation which Kaiser Wilhelm led into war in 1914. The extent of German gains in Poland is still problematical, pending final partition. Polish boundaries as set up at Versailles are shown in broken lines. The heavy black line shows the "military" border between Germany and Russia through the heart of Poland. It extends from the southeast corner of Lithuania along the Pissa, Bug and San Rivers to the Rumanian border.

North Sea Battleground and the Mediterranean Problem

These Maps Give Background of Present World-Wide Crisis

Naval Bases and Blockades

Any hope for British success in war with any power or coalition of powers rests upon her continued control of the high seas. Her strategy unquestionably is based upon maintaining the offensive position she has taken at sea with the co-operation of France.

This means as nearly ironclad a blockade of Germany as can be maintained. With Russia sending supplies to Germany, the British role becomes increasingly difficult. She must blockade not only the North Sea and possible Mediterranean approaches to Germany, she must prevent the shipment of such war essentials as rubber and many metals, especially those required for alloys, to ports of countries friendly to the Reich, from which they may be transhipped into Germany.

Great Britain must at the same time deny the seas to German naval vessels acting in the role of commerce raiders, since British success, even more than German, depends upon freedom of supply.

These maps indicate essential features of the naval campaign. Locations of naval bases of the various powers and normal locations of the major fleet units are shown by initialed symbols and battieships. Principal mine fields and blockade lines also are indicated in the upper map. As indicated, the German and British mine fields off the German and Danish coasts overlap, the British mining the area to keep German ships in, the Germans to keep British vessels out.

Throughout the early part of the World War, until the German fleet was so savagely mauled by the British at the battle of Jutland, May 31, 1916, the British fleet was maintained constantly on the alert against thrusts in force by the German high seas fleet. There is almost no likelihood of such a German attack during the present war because of the overwhelming superiority of the Franco-British fleet. Germany's small, new navy must content itself with possible raids on small, isolated allied units which can be assaulted by the "hit and run" method or in eluding the blockade to engage in commerce raiding on the world's sea lanes—a risky procedure, which might in the long run end in disaster for the raiders, as it did during the World War.

Upon the attitude of Italy must depend Franco-British naval strategy in the Mediterranean, and upon the role of Turkey any possibility of naval activities in the Black Sea, at Germany's "back door." Turkish alignment with the allied powers tends to insure opening of the Dardanelles to the navies of Britain and France, without necessity of a full-scale joint naval-land effort, the success of which, as during the World War, at best would prove doubtful.

With Italy in the war on the German side, Great Britain and France, despite their great strength in Mediterranean fleets and bases, might find it exceedingly difficult and costly to keep open the route from England to the East, familiarly known as "the British life line." The alternative would be the routing of naval vessels and merchantmen around the Cape of Good Hope to India and the British possessions in the Far East and Southern Pacific. This would prove an enormous handicap to both the French and British.

No effort has been made on these maps to show naval air bases. In general, such bases are located in conjunction with the principal naval bases, which are shown. Minor naval aviation bases are subject to frequent, rapid changes.

The spectacular entrance of Soviet Russia into the Baltic naval picture through its establishment of the bases shown above, in Estonia and Latvia especially, presents a new factor. The principal German supply line from Sweden, safety of this supply, vital to any continued German war effort, depends now upon the continued friendliness of Russia.

Despite superiority of the Franco-British navies, any naval attack on Germany would prove a desperate undertaking indeed. The only approaches to the North German coast are by way of the Skagerrak, the Kattegat and the passage past Copenhagen, all of which are narrow and defended by German mines, ships and batteries.

Except for possible isolated events, like the sinking of the Athenia and the various attacks on British warships, the naval war holds the advantage by a vast margin, with 1,181,000 tons of naval vessels and more than 21,000,000 tons of merchant marine bottoms. Germany has only 178,000 tons of naval vessels and 4,400,000 tons of commercial shipping. France adds to the latter total 302,000 tons of naval vessels and nearly 3,000,000 tons of commercial ships. Italy has a battle fleet of 417,000 tons and a merchant marine of a little less than 3,500,000 tons. Soviet Russia, now asserting her naval power in the Baltic, has a naval fleet aggregating 240,000 tons and 1,300,000 tons of commercial shipping.

So long as Great Britain continues to control the world's sea lanes she can expect to maintain the flow of the world's raw materials so essential to an allied victory. For her, now as always, the seven seas form the potential British naval arena.

affected by pronounced weather changes or by reports of enemy ship movements.

These patrol and blockade positions, however, serve to show how thoroughly the allied navies are guarding the great trade routes of the seas, the heaviest of all sea trade being over the routes between the English Channel and the United States and between the

channel and the Mediterranean Sea and so on through the Suez Canal toward the Orient.

In a long-drawn-out war it is probable that the crucial weapons may in the long run prove to be ships, both naval and commercial. Here the British Empire holds the advantage by a vast margin, with 1,181,000 tons of naval vessels and more than 21,000,000 tons

expected to continue on both sides, as well as attacks on isolated naval vessels or units.

The positions of naval vessels as shown on the two maps indicate only approximately the positions of blockade and patrol lines, which are highly mobile in character and subject to frequent and rapid changes to meet varying conditions. These positions may be



Nations Established By Treaty

The "rubber" boundaries of European nations underlie the current war.

The Europe of 1919 was a different Europe from that of 1914, even as the Europe of today is different from that of recent months.

In 1919 at Versailles, after the World War, the allies stretched and compressed national boundaries into different shapes in an effort to solve once and for all the racial differences which had plagued Europe for centuries.

Nine new nations were created — Czechoslovakia, Austria, Hungary, Yugoslavia, Estonia, Latvia, Lithuania, Finland and Poland. The first four nations were carved out of Austria-Hungary, which also lost pieces to Italy and Poland.

Serbia became Yugoslavia and was enlarged to include Croatia and Slavonia, Bosnia, Dalmatia, Herzegovina and part of Montenegro, thus becoming the kingdom of the Serbs, Croats and Slovenes. Albania also was enlarged at the expense of Montenegro.

The total number of states in Europe was raised by these partitions from 20 to 27.

Greece took a part of Bulgaria to extend its boundary in the west to Turkey, thus shutting off Bulgaria's access to the Aegean Sea south of it.

Germany lost Alsace-Lorraine in the west to France, besides the eastern portions given to help form Poland.

To Denmark went the Danish portion of Schleswig, shown on the map of Europe after Versailles as a small indentation in the German-Danish frontier.

The only nations which kept their original territories without gain or loss were Sweden, Norway, Luxembourg (a small principality between Belgium, France and Germany), Holland, Switzerland, Portugal and Spain. Although Great Britain's territory remained the same in Europe, it received various German colonies in Africa and Asia.

Unfortunately, however, when the allies attempted to solve racial differences, they initiated economic ones at the same time.

In losing part of her western lands to help form Poland, Germany lost a section rich in coal and iron, one of her principal manufacturing centers before the war. To regain this as well as to wipe out the Polish Corridor and regain Danzig, which was made a Free City under supervision of the League of Nations, was Hitler's alleged aim in sending his armies into Poland.

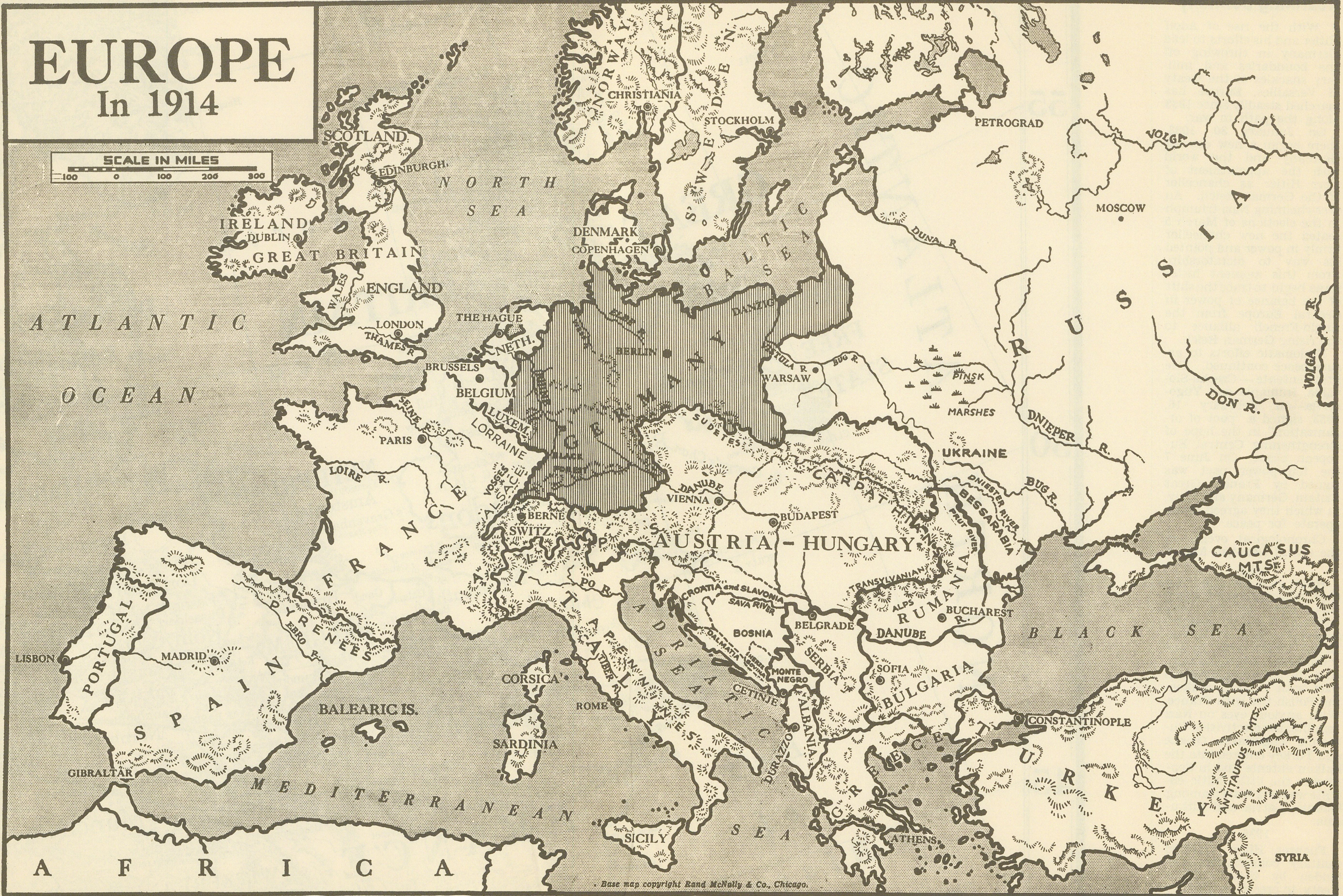
Germany lost another manufacturing region when she ceded Alsace-Lorraine to France after the war. It contains iron and coal mines and manufactures cotton, wool, silks, chemicals, glass and paper.

Austria-Hungary before the war represented almost a perfect economic unit—Hungary providing a market for Austria's manufactured goods and Austria absorbing the agricultural products of Hungary.

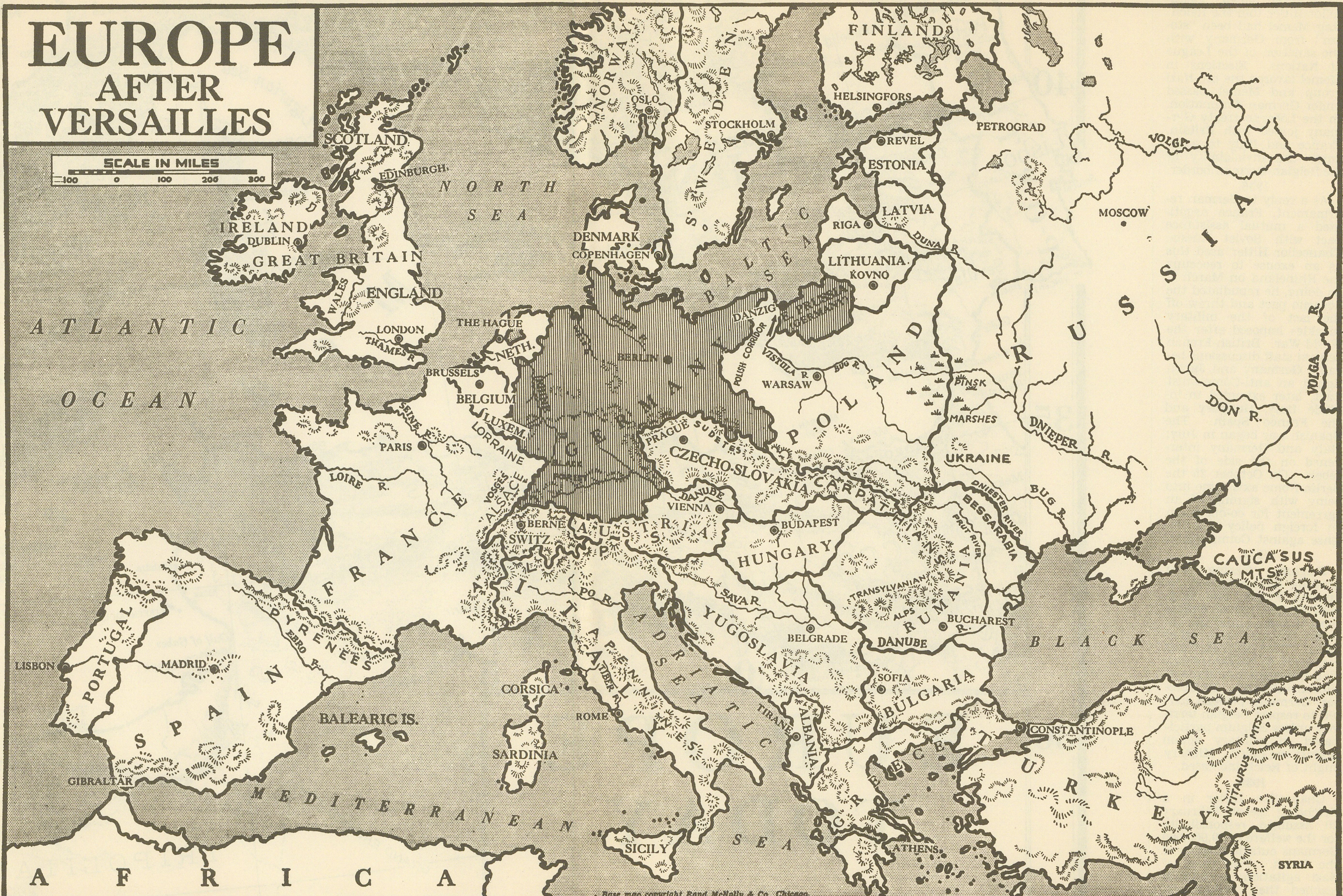
By breaking up the Austro-Hungarian empire into small states, the allies also shattered this reciprocal trade and set up barriers in the form of national boundaries. Each nation set up its own system of tariffs and import duties so that unrestricted trade with its neighbors was no longer possible.

A constant source of contention in Eastern Europe has been the annexation by Rumania of Russian Bessarabia after the war. Russia still regards Bessarabia as "occupied territory."

An agricultural region, growing cereals, fruit and wheat, it also contains fine navigable rivers. The Dniester River, now the boundary between Russia and Rumania, before 1918 was the main artery for disposing of this province's products. After the annexation, however, the Dniester no longer was available for trade, so essential to an allied victory. For her, now as always, the seven seas form the potential British naval arena.



This map shows how Europe's three biggest nations—Germany, Austria-Hungary and Russia—had expanded their borders by 1914 to include millions of Slavs, Poles and Finns. Poland as an independent nation had vanished after being partitioned in 1795 among Austria, Prussia and Russia. The latter took almost three-quarters of the country, the remaining one-fourth being divided almost equally between Austria and Prussia. Finland, which was conquered by Russia in 1809, retained a portion of her independence and up to 1914 was a semi-independent duchy with the Czar of Russia as grand-duke. Austria-Hungary ruled over the Czechs and Slovaks extending along her northern border and the provinces of Croatia and Slavonia, Bosnia, Dalmatia and Herzegovina in the south. These had been wrested from the Turks in 1878 and annexed to Austria. Germany had received Alsace-Lorraine from France after the Franco-Prussian War in 1871.



A study of this map reveals the extent to which Europe was changed after the World War. Three nations disappeared altogether. They were Austria-Hungary, Montenegro, seen just above Albania in the pre-war map of Europe, and Serbia. The Russian empire's western frontier was split up to form Finland, Estonia, Latvia and Lithuania. All of Russian Poland was taken away to form part of Independent Poland, which also included part of Eastern Germany. Russia also lost Bessarabia on the Rumanian frontier to Rumania, which extended its boundary with Russia to the Dniester River. The Polish Corridor, which may be seen separating Germany proper from East Prussia, was designed by the allies to give Poland an outlet to the sea and also because it was said to be more Polish than German. It was this wedge driven into Germany in the northeast that proved especially irritating to Chancellor Hitler.