BRITAIN'S LAST REARGUARD HOME FROM FRANCE

Before all the British forces left France every effort was made to damage the Channel ports so that they would be useless for many months. One of the French naval bases so dealt with was Brest, and here a naval demolition party that successfully carried out the work before the Germans entered on June 20 is coming alongside the quay at a British port on their return.
France's Might is Humbled and Broken

On June 17, when Paris had fallen and the German mechanized columns were creating havoc in the very heart of France, Marshal Pétain appealed to Hitler for an armistice. It was not until four days later that the plenipotentiaries of France and Germany met—in the dramatic circumstances described in this chapter.

At ten minutes past five on the morning of November 11, 1918, in a glade of the Forest of Compiègne, victorious France dictated to defeated Germany the terms of armistice. Twenty-two years later the roles were reversed. On June 21, 1940, in the same forest clearing, in the same railway coach, even seated at the same table and in the same chairs, the representatives of victorious Germany dictated the terms of surrender to the delegates of defeated France.

Beside the historic dining-car a guard of honour composed of German troops had been drawn up, and immediately in front of the Armistice memorial the Fuehrer's standard had been raised. In front of the dining-car high officers and guests of honour and distinguished members of the Nazi party awaited Hitler's arrival. At 3.15 in the afternoon he arrived, and a quarter of an hour later the French delegation, who had passed through the German lines at Tours and had spent the night in a Paris hotel, made their appearance.

Conqueror and conquered then entered the dining-car and took their places round the table. In Hitler's right sat Goering, Raeder, and von Ribbentrop, and on his left were Keitel, Brauchitsch, and Hess. On the opposite side of the table sat the French delegation—General Huntziger, General Bergeret, Admiral Le Luc, and M. Noel. Then at the Fuehrer's order General Keitel read the preamble to the armistice conditions:

At the order of the Leader and Supreme Commander of the German Defence Forces I have to make the following communication:

Trusting to the assurance given by the German Reich by the American President Wilson and confirmed by the Allied Powers, the German Defence forces in November 1918 laid down their arms. Thus ended a war which the German people and its Government did not want, and in which in spite of vastly superior forces the enemy did not succeed in defeating the German Army, the German Navy or the German Air Force.

At the moment of the arrival of the German Armistice Commission there began the breach of the promise solemnly given. On November 11, 1918, there began in this very train a period of suffering for the German people. Whatever could be done to a nation in the way of dishonour and humiliation—human and material suffering began at this point. Broken promises and perjury were used against a nation which after over four years of heroic resistance had shown only one weakness—namely, that of believing the promises of democratic statesmen.

On September 3, 1939, twenty-five years after the outbreak of the World War Great Britain and France declared war on Germany without any reason. Now the war has been decided by v. m. and France is defeated. The French Government has asked the German Government to make known the German conditions for an armistice.

If the historic Forest of Compiègne has been chosen for the handing over of these terms it is done in order to atone for past wrongs and to wipe out once and for all a memory which for France was not a glorious one in her history and which was held by the German nation as the deepest shame of all times.

After a heroic resistance France has been defeated in a single bloody battle and has collapsed. Germany today, therefore, intends to give the armistice negotiations with such a brave opponent a shameful character.

The purpose of the German demand is:

1. To prevent a resumption of the fight.
2. To give Germany all safeguards for the continuation of the war against Great Britain which has been forced upon her, as well as to create the preliminaries for the construction of a new peace, the essentials of which will be the restoration of the wrong done with violence to the German nation.

After General Keitel had finished reading this typically Hitlerian exordium, everyone stood, and at 3.42 the Fuehrer, accompanied by his suite, left the car to the strains of "Deutschland Uber Alles" and the Horst Wessel song. Shortly afterwards the French delegates retired to a tent which had been erected for their occupation near by, and there noted the terms of the surrender. During their discussions they were in direct telephonic communication with Marshal Pétain's government at Bordeaux, and at 6 p.m. they returned to the railway carriage and entered into further discussions with General Keitel.

These discussions continued into the next day. At 5.30 on the afternoon of Saturday, June 22, the actual armistice was signed—by General Huntziger for France and General Keitel for Germany. As might be expected, the terms (set out in the opposite page) were pitiless and amounted to nothing less than the complete capitulation of France.

Just before appending his signature Huntziger said:

"The French Government has agreed to the terms of the armistice, but before signing the document, I wish to say a few personal words. At the moment when the French delegation puts its signatures to this document, being forced to accept conditions through military misfortune, and having fought on the side of its Ally, the delegation wishes to point out that France has the right to expect from Germany a peace which would secure good neighbourly relations with her great neighbour. As soldier speaking to soldier, I hope that French soldiers will never have to regret that they laid down their arms for the peace to come."

General Keitel's reply was brief.

"I confirm the acceptance of the French Government in signing this armistice agreement. As a soldier I have little to say except that the victor knows how to honour a courageous, defeated foe."

Then, after the signatures had been actually put to the document, Keitel asked all the delegates to rise and went on:
The War Illustrated

Complete Capitulation at the Führer’s Order

"At this moment," he said, "it is our duty to remember those brave soldiers of our countries who have spilled their blood on the battlefields. We have risen to honour their memory."

After the signature the French plenipotentiaries left the coach and set off by car—later exchanged for an aeroplane—on their journey to Italy. As they sped through the mountains they looked down on country roads packed with tired and weary soldiers, and on towns and villages blasted by the fury of the invader. Here and there, too, they saw and heard signs of continued fighting, for until Mussolini had dictated his terms the armistice was not to come into force.

Crossing the frontier, where the gun of Maginot and Siegfried were still engaged in a furious war, the delegates spent the night at Munich, and on Sunday arrived in Rome. Talks with the Italian representatives—Count Ciano, Marshal Badoglio, Admiral Cavagnari, General Princo, and General Roatta—began at 4 p.m., and it was not until 6.35 on Monday evening that Count Ciano was able to tell Hitler over the telephone that the terms had been agreed.

Six hours later, at 12.35 (B.S.T.), the armistice came into force, and fighting ceased between the soldiers of France on the one hand, and those of Germany and Italy on the other.

Almost until the last moment fighting had continued, as was made clear by France’s last war communiqué, issued on the night of June 24: "Slight progress was made by the Germans," it read, "in the Charente region, where the enemy occupied Angouëlenne, and also in the Rhône valley, where he reached Aix-les-Bains and the banks of the Vorette. In the Alps, Italian attacks continued all day. They were checked near the frontier by our advance posts except in the Maurienne district, where the enemy advanced a little beyond Lanslebourg, and in the coastal sector, where he occupied Menton. Our positions of resistance are intact on the whole Alpine front."

As yet the French people had been vouchsafed no indication of the terms which were about to be imposed upon them by the triumphant enemy with the supreme acquiescence of the defeatist government at Bordeaux. In London,

THE ARMISTICE: GERMAN AND ITALIAN TERMS

(1)—Immediate cessation of hostilities in France, overseas and on the sea. French troops already surrendered to lay down arms.

(2)—In case of personal interests, territor
d and west of following line to be occupied: Geneva, Calais, Châteauroux, Vichy, Mâcon, Bourges, Tarbes, Biarritz, 20 kilomètres east of Toulouse, thence south 50 kilomètres to Toulon and Marseilles.

(3)—In occupied area Germany to have all rights of occupation, such as diplomatic, consular, postal administration, and so forth. French Government to afford all necessary facilities, Germany reducing to minimum occupation of 50,000 German troops in towns and ports.

(4)—French military, naval and air forces to be demobilized and withdrawn within a period to be decided by Germany. Troops to be on the medical establishment. French Government to provide all means of communication, principally railway, roads, canals, telephones, telegraphs, navigational and coast lighting marks. Material for repairs to be handed over to Germany.

(5)—All wireless transmitting stations in French territories and Docks.

(6)—French Navy to be handed over to Germany, and the ports to be occupied by German forces.

The Fleet and Shipping

(8)—French Fleet, except that part left for safeguard of French interests in the Colonial Empire, shall be handed over to ports to be specified, demobilized and disarmed under German or Italian control. German Government solemnly declares that it has not the intention of using for its own purposes during the war these warships, and that the French Fleet stationed in ports under German control, except those units necessary for protection of French interests, will be handed over, and that they further declare that they do not intend to claim the French Fleet on the conclusion of peace.

(9)—All information关于 naval mines and defences to be handed over by the French forces.

(10)—French Government not to undertake any hostile action with remaining armed forces. Members of French forces to be prevented from leaving France, unless the German Government shall so order. No material to be conveyed to Great Britain.

ITALY’S TERMS SUMMARIZED

Published in Rome on June 25, the Italian terms were similar to the German. Those peculiar to the Italian armistice are summarized:

For the duration of the Armistice the Italian troops will stand on their advanced lines in position of operation.

Zone of demilitarization, to be from 30 to 120 miles, is to be demilitarized in France, Tunisia, Algeria, and France Somaliland.

Italy is to have full rights over the port of Jibuti and the French section of the Jibuti-Adabi Abla railway.

For the duration of hostilities between Italy and Great Britain, the maritime and military fortified areas and naval bases of Trapani, Messina, Africo, and Oran (in North Africa) shall be demilitarized. Demilitarization is to be achieved within 15 days.

The French Fleet is to be concentrated in ports to be indicated, and demobilized and disarmed under the control of Italy and Germany, except such units as the German and Italian Governments agree upon for the safeguard of French Colonial territories.

Head of the French delegation which signed the armistice terms at Compiegne was Gen. Hunthiager, commander of one of the French armies and a man with a distinguished colonial record.

Photo: Planet News
The Country is not Dead—Vive la France!

Above is the last tragic scene on the sands of Dunkirk. These men are not waiting to be evacuated, but are being marched away to a German internment camp. The great majority are French soldiers who took part in the heroic rearguard action of General Pétain’s army which enabled many of their comrades and practically the whole of the B.E.F. in Flanders to reach England in the great Armada of rescue ships.

However, their tenor had been reported, and they have been received with what Mr. Churchill described as “grief and amazement.” From being a powerful ally France had been converted in a day or two into an enemy, for the terms of the capitulation provided for the employment of her territory, metropolitan and colonial, and of all her military, financial, and economic resources, in the war against Britain—against that country with which as recently as March 28 M. Reynaud’s government had concluded a solemn pact, whereby the one country and the other swore that neither would make peace without the other’s consent.

With shame and indignation those French people who were outside France received the news of Pétain’s surrender, and with one accord hastened to repudiate it. From one after the other of France’s possessions overseas—from Syria and from Morocco, from Indo-China and Madagascar—came tidings that France’s pro-consuls refused with indignation to haul down their country’s flag, and in London a National Committee was instituted at the instigation of General de Gaulle, who for a few short weeks had been M. Reynaud’s right-hand man. “The war is not lost,” the General declared; “the country is not dead, hope is not extinct. Vive la France!”

THE PRIME MINISTER ON THE FRENCH SURRENDER AND THE FRENCH FLEET

Selected from Mr. Churchill’s statement in the House of Commons, June 25:

We shall certainly aid, to the best of our ability and resources, any movement of Frenchmen outside the power of the enemy to work for the defeat of Nazi German barbarism and for the freedom and restoration of France.

The safety of Great Britain and the British Empire is powerfully, though not deviously, assured by what has happened.

M. Reynaud [on June 13] asked me whether Great Britain would release France from her obligation not to negotiate for an armistice or peace without the consent of her British ally. I felt bound to say that I could not give consent.

Separate negotiations whether for armistice or peace depend upon an agreement made with the French Republic and not with any particular French administration or statesman. They, therefore, involved the honour of France. However, provided that the French Fleet was dispatched to British ports and remained there while the negotiations were conducted, His Majesty’s Government would give their consent to the French Government asking what terms of armistice would be open to them.

It was, therefore, with grief and amazement, to quote the words of the Government’s statement which we issued on June 22, that I read Article 8 of the armistice terms. This article, to which the French Government have subscribed, says that the French Fleet, excepting that part left there for the safeguarding of French interests in the Colonial Empire, shall be collected in ports to be specified, and there demobilized and disarmed under German or Italian control.

The French war vessels under this armistice pass into German and Italian control while fully armed. We note, of course, in the same article the solemn declaration of the German Government that they have no intention of using them for their own purposes during the war. What is the value of that? Ask half a dozen countries what is the value of such a solemn assurance.

In this pavilion in the forest of Compiègne was housed the dining-car in which Marshal Foch dictated terms to the German envoys on Nov. 11, 1918. To complete France’s humiliation in 1908 it was in this car, sitting in the same chair in which Marshal Foch sat in November 1918, that Hitler received the French delegates. The car was afterwards taken to Berlin, and the ground on which it had stood was ordered to be ploughed up.
Some people would say that the man who was primarily responsible for France's collapse in June 1940 was a six-foot-tall ex-sergeant of infantry who, after being severely wounded at Verdun, became Minister of War in Tardieu's cabinet of 1929 and died two years later—from, so it was said, typhoid fever contracted from eating his favourite oysters. This would be hardly fair, however, to his memory, for the line of fortifications which André Maginot conceived and which immortalizes his name was (we are now given to understand) never conceived or designed to be that impregnable barrier which a hypnotized world believed it to be.

Since "La Ligne Maginot" was completed in 1935 the people of France and of France's allies have suffered from what may be described as the "Maginot complex." The fact that the Line's primary function was to hold back the hordes of sudden invasion until France had had a chance to mobilize was brushed up, and no one and no newspaper made it clear that the Line did not extend from Switzerland to the Channel but terminated near Montmédy, from where to Dunkirk it consisted of little more than concrete posts strung out across a plain whose geological structure made it impossible to build the subterranean forts such as had been erected in the uplands of the Vosges and the Rhine valley.

That "Maginot Madness?"

While the Germany of Hitler and Goering was furiously arming, the great mass of the French people still went to bed at nights in a feeling of happy security behind the line which Sergeant Maginot had devised. Their confidence, shockingly misplaced as it was soon proved to be, was hardly surprising, when we remember that most of the chiefs of France's High Command were similarly afflicted with the Maginot madness. Because of this belief in the Line's impregnable quality France's war effort became essentially defensive.

France's Commander-in-Chief, who was also the Allied Generalissimo, was apparently well content with this war of inertia. In this country, and no doubt in his own, there were those who professed to believe that General Gamelin was the greatest soldier of the age, and that the strategy of the war could be left to his better hands. The newspapers were told, and in turn told their readers, that the great victory of the Marne in 1914 was due in large measure to Gamelin, then on Joffre's staff; and though the sub-editors sought in vain through the many thousand pages of war memoirs for any confirmation of this assertion, the pronouncement stood. Gamelin had triumphed at the Marne; he would triumph, too, on the Rhine.

On May 10 the great Battle of the West opened; on May 15 the Germans crossed the Meuse; on May 19 Gamelin was dismissed from his command. In his place ruled Weygand, General of France and "Foch's right-hand man." Twenty years before he had won the battle of Warsaw—though Weygand himself declared that the triumph was really due to the "heroic Polish nation itself." Surely he could be trusted to stop the guns, to rally the French armies and catch the divisions of the "mechanized Attila" in the net of the Weygand zone on the Somme and Aisne?

High Command Found Wanting

But Weygand was not a worker of miracles—and only a miracle-worker could have saved France in that hour of imminent collapse. The French soldicers fought as bravely as their fathers under Joffre or Napoleon or Turenne, but they were overwhelmed by the storm of German fire and steel. Better led they might have been extricated from their desperate position, but in the French High Command there were too few men of the quality of Girard, Prioux, and de Gaulle.

If there was incompetent leadership at the front, what shall we say of the home front, where despite the colossal tragedy of the war the dirty game of French politics was played out with all the old-time zest by careerists, politicians on the make, schemers and near-traitors of the Left and the Right! There may not have been many pro-Nazis in Paris, but there were many who looked with something akin to sympathy on Hitler as the defender of Western capitalism against the Bolshevik-Communist menace. In the first months of the war the "Reds" were rounded up with gusto, but the far more dangerous men of the Right, as well as the Laval-Bonnet-Plandrin clique who might fairly be described as of Fascist inclination, were left free to pursue their intrigues. Daladier, the Radical Socialist, made way for Reynaud, the Independent Liberal, who was persuaded or compelled to appoint as Deputy Premier the venerable Marshal Pétain who to the timidity of old age added the conservatism of inborn inclination. Pétain was in the saddle, and to his support rallied the representatives of French finance, of big business, of appeasement and accommodation of the Axis Powers.

Many of these men were internationalists in the sense that their interests in coal and iron transcended the political frontier of France and Germany. Because their interests were continental they were inclined to look askance, we may well believe, on Mr. Churchill's proposal of an Anglo-French political and economic union. Britain looks out towards the Seven Seas on whose shores are clustered her daughter nations; the eyes of the French Rights were turned across the Rhine.

But far more than these differences of outlook served to keep Britain and France apart in the latter's hour of supreme crisis. The supporters of the Pétain Government and the members of Hitler's Fifth Column in France did their best to belittle Britain's war effort, as, for instance, when M. Prouvost, the new French High Commissioner for Propaganda declared (quite incorrectly) that Britain had promised to despatch to France in the first months of the war 26 divisions, whereas only—only!—400,000 men had been sent. They pointed out, too, that France's manhood was mobilized up to the age of 48, while hundreds of thousands of young men in England had not even received their calling-up notices; and on June 12 when France's soldiers were dying in droves on the Seine 30,000 British folk were raised by rail and car to Newmarket to watch the War Derby.

But black as was France's outlook on June 14 when Paris fell, the situation might yet have been retrieved if the Third Republic in 1940 had been able to throw up a man of such demonic energy as the Clemenceau of 1918. Reynaud was a man of vigour and discernment, but his resolution, though great, had not the iron quality of the "Tiger." Something of Clemenceau's spirit was present in M. Mandel, Reynaud's Minister of the Interior, but Mandel was a Jew, and Jews have never been popular in French government circles.

Pétain the Timid Pessimist

As for Pétain himself, listen to what Lloyd George wrote of him years ago.

"An able man and a good soldier," but "careful and cautious even to the confines of timidity." Both Poincaré and Clemenceau, Mr. Lloyd George tells us, constantly complained of Pétain's pessimism. "He was inclined to dwell on the gloomiest possibilities of a situation...he would have made an ineffective Commander-in-Chief for Allied Armies confronted with the problems of 1918."

What a tragedy that in 1940, when France was confronted by problems greater far, and far more dangerous, than those of 1918, this innate pessimist, this man of withered arteries and tired heart, was at her helm!
This Is the French Navy That Hitler Demanded

According to Clause 8 of the armistice terms imposed by Germany on France, the French Fleet was to be collected in specified ports, demobilized, and disarmed under German or Italian control. How grim would Britain’s naval outlook be if the navies of Italy and Germany were added that of France will be clear from the following account.

In number, size of ships, and quality, the French Navy ranks fourth amongst the navies of the world, and at the outbreak of war it numbered nearly 200 warships.

At the head of the list were the two great new battleships “Dunkerque” and “Strasbourg,” each of 28,500 tons, and with a primary armament of eight 13-inch guns (having a range of over 20 miles, and firing 1,200 tons shells at the rate of three a minute), and a secondary armament of sixteen 5-inch guns—the latter being dual-purpose weapons capable of being employed either against aircraft or surface targets at an effective range of 11,000 yards. The “Dunkerque” was put into service in 1937 and the “Strasbourg” in 1938, and both were designed as France’s answer to Germany’s vaunted pocket battleships.

Next come five older battleships, originally built during the Great War but since entirely reconstructed: “Courbet,” “Paris,” “Bretagne,” “Provence,” and “Lorraine,” each of 22,189 tons; the first two have a principal armament of twelve 12-inch guns, the “Bretagne” and “Provence” having ten 13.5-inch guns, while the “Lorraine” has eight 13-inch guns. There was one aircraft carrier, “Bearn,” 22,146 tons, and a seaplane carrier, the “Commandant Teste” of 10,000 tons.

Of cruisers there were seventeen, with a tonnage ranging from 10,000 to 6,496, and armed for the most part with 8-inch and 6-inch guns. Then, in addition, there were two cruiser minelayers, “Emile Bertin,” 5,886, and “Pluton,” 4,773 tons.

Following the cruisers there came 32 ships designated as contre-torpilleurs, which might be described as light cruisers or flotilla leaders; for the most part they were built between 1926 and 1935, and have a tonnage of between 2,126 and 2,884, with a speed in some cases of over 40 knots. The torpilleurs, or destroyers, numbered 26, averaging 1,950 tons. Then there were twelve torpedo boats and 78 submarines, of which 46 were of the large ocean-going type, six of them equipped as mine-layers. The largest submarine in the world, it may be noted, is the French “Surcouf,” with a displacement of 2,880 tons.

Since the war began a large number of warships of all classes have been completed and added to the fleet. The most important addition is the great 35,000-ton battleship “Richelieu,” which went into commission in the late spring of 1940; she is armed with eight 15-inch and fifteen 6-inch guns and has a speed of well over 30 knots. The second ship of this class, the “Jean-Bart,” was launched about the same time, but is not yet in commission. Other battleships of the same class, to be named “Clemenceau,” and “Gascogne,” were under construction, and it has been stated that the work had been so speeded up that they would be launched considerably earlier than was originally provided for. Other warships on the stocks include two aircraft carriers of 18,000 tons, three 8,000-ton cruisers, 29 destroyers and 23 submarines.

French naval losses in the war have been inconsiderable. Only one submarine has been reported lost, the “Doris,” sunk off the Dutch coast in May 1940; seven French destroyers were sunk in the course of the Dunkirk operation, and some other ships in the Norwegian campaign. Then one cruiser, “La Tour d’Auvergne,” caught fire and blew up at Casablanca on November 18, 1939.

During the war the French Navy has been of inestimable value to the Allied cause. Her ships and Britain’s have maintained the blockade in the Atlantic, and during the first phase of the war the Escadre de la Mediterannee was largely responsible for the patrolling of the Mediterranean. Off Norway and Dunkirk France’s ships shared the dangers and the glory with the Royal Navy. Thousands of troops were conveyed from Africa to France and from France to Syria under the protection of French warships without the loss of a single vessel, and the B.E.F. which crossed the Channel in the autumn of 1939 was under the guardianship of our Ally’s fleet; similarly, the Second Canadian Contingent was escorted across the Atlantic by a French admiral who flew his flag in the “Dunkerque,” and Australian and New Zealand troops have also been conveyed by French cruisers.

Just as the British armies overseas have been under the command of French commanders-in-chief, so the French Navy has been under the direction of British admirals. The C-in-C. in the Mediterranean of both the British and French fleets is Admiral Sir Andrew Cunningham, and the French ships in the Atlantic and English Channel have in like manner been under the command of Admiral Sir Charles Forbes. This fact alone serves to reassure, in some measure at least, those who feared that France’s military collapse would be followed by her fleet’s surrender.
FRANCE BETRAYED BY HER LEADERS
Will Yet Regain Her Freedom

By the Editor

It has long been a Latin practice to name certain streets and avenues of their capital cities with their red-letter dates of history. Paris has her Rue 4 Septembre and several others, Rome her Via Veneti Settembre, Buenos Aires her Avenida de Mayo, and there are many hundreds of others throughout the Latin world.

As a variant might it not be salutary to recall a day of national humiliation? 18 July 1871 in all but name. The cannonade of the Prussian battering guns which would be remembered mainly for the perjury of the leaders while the people's spirit and energy remained unbroken.

For nearly half a century Paris kept her statue of Strasbourg in the Place de la Concorde draped in black crape: a continual mourning for the loss of Alsace and Lorraine in 1871. On a happy day in 1918 these funereal trappings were removed. Will they ever be replaced? I doubt it: Alsace and Lorraine seem now to be lost for ever, though Hitler had lyingly declared himself content that they should remain a part of France.

A Betrayal Without a Parallel

Today Paris might well rechristen the Champs-Élysées, l'avenue 22 Juin. And draw up the buildings in funeral crape. Not as a sign of national collapse, but as a remembrance of a betrayal that is without a parallel in all history. The betrayal of France. The betrayal of Britain. No country in Europe—in the world—has contributed more than France to human freedom, liberty, word enlightenment. It is her immense and overwhelming misfortune that, for lack of energetic leaders and commanders of vision and resolution, she has been betrayed by a nerveless supine government in whom all these fine and heroic things have died; that her great party politics have—temporarily—overshadowed her noblest aspirations.

No one knowing the glorious story of France's stand for the liberties of man will ever believe that those craven politicians who this day signed the infamous armistice terms at Compiègne and then flew on to crawl in their humiliation by meekly signing on the dotted line dictated by Italy's gangster chief at Rome, represented the French people and the spirit of France and her mighty Empire. Those who do believe that must agree that M. Reynaud's assertion that "France cannot die" has been given the lie: to them France is dead! No Briton I hope, believes that.

SHORN of its rhetoric, we have no valid reason today for accepting M. Reynaud's "France cannot die" as a truism. Great Aryan, mighty Persia, ancient Rome are long dead, Carthage is dead, great Rome itself, the world civilization was—along with the sum of human happiness anything comparable with the ideals of liberté, égalité, fraternité, which the French Revolution gave to mankind. Every nation in South America was born out of the French Revolution.

On what still stands of the Palace of Carchemish, in Syria, there is a series of sculptured slabs showing how Hittite treated his fallen foes. The enemy leaders with upstretched hands sue for mercy lying on their backs under the horses of the Hittite charioteers, while—the final insult—the horses make their water on them. That is a good, if crude, representation of the chariot of Hitler (with his Italian jackal in attendance) and Pétain and his shameful group of politicians who have sold France to the modern Hun.

But it is no representation of the French people, who have in them to rise superior to their cowardly self-imposed leaders, and in the end to save their souls. Frenchmen knew the moment Pétain had polluted his Cabinet with Laval that all was lost politically. The entire government is tarred with a Fascist brush and is out of tune with democracy.

Here is no place for prognostication: our concern is with the things that have happened. But we cannot ignore the implications of these things. And they bid us hope that, so far as France is concerned, all is not lost. It is difficult to believe, for instance, that any French captain or general will place his worship in a French airdrome for the service of the enemy against France's pledged and unwavering comrades in arms.

The great French Empire exists apart from the politicians and schemers of Paris: commanded by men of action and patriots to whom the Paris politician is a loathsome thing, and it can well continue, with British co-operation, to exist as a mighty arm against the forces of Nazi and Fascist.

We Shall Overcome the Forces of Evil

Self-Reliant in our island fortress we British are able to meet the onslaught of the totalitarian power and to extinguish them, while on our-flung posts of Empire—the Anglo-French Empire—we can, in co-operation with the patriotic French, give blow for blow and overcome the forces of evil.

A hundred times in history, though the conditions may have vastly differed, nations have stood as a point in time and been lost, only to emerge in the end victorious and stronger than before. We stand at such a point today. No backbone is needed to shoulder shouldering with all that is worthiest in the Empire of France and still remains free to exercise its striking power. We shall yet see the dawn of a day when Hitler and his four henchmen of Italy will have to acknowledge that all their easy-won victories are eaten up in defeat; that despite the French Fifth Column, represented by this pitiful paper-ad government which has brought France to her knees in Europe, France will rise again and stand again in Poland, Holland, Norway, and all those other peoples who have preserved their souls in that chaos which for the moment—and not for very long—the ruthless measures of a pitiless, mechanized nation have brought upon Europe.
From France in Collapse the B.E.F Came Home

The great French port of Le Havre was repeatedly bombed by the Germans. Above is the scene after a raid during which incendiary bombs were dropped. Left, at a London terminus, a man of the B.E.F. has found an uneasy but nevertheless welcome resting-place on a motor-cycle.

On Monday, June 17, some of the last British soldiers to leave France arrived at a West Country port, including men of the B.E.F. and a Canadian division, a number of whom are seen above resting after landing. The Canadians had gone overseas only a week earlier and had arrived within 30 miles of Paris when they were ordered to retire. Their only engagement with the enemy was at the French port of departure, where they were bombed, but brought down the attacking plane with machine-gun fire. It was a French aircraft flown by a German.

*Photo: Previous and "Voss Chronicle"*
By Road and Field the Nazis Sped to Victory

These pictures of advancing German troops are reproduced from the German military periodical "Die Wehrmacht." The one shows German infantry deploying in a field, while in the other a German motorized unit, half obscured in drifting clouds of dust, speeds along a road lying between wooded hills. Commenting on the lightning advance of the Nazis, the caption reads: "As it was in Belgium and France, so it was in Flanders . . ."
The New Phase in Our Air War Against Germany

After the opening of negotiations with the enemy by Marshal Pétain's government, the Advanced Air Striking Force was withdrawn to British bases. Episodes of its work during the last fateful days are here described, and an account is given of the nightly operations of our bomber squadrons against key points in Germany.

After the fall of Paris on June 14, it became clear that a new phase of operations was about to begin for our Royal Air Force. The enemy's southward drive, it seemed, could not be halted; on June 17 came the news that the Government of Marshal Pétain had opened negotiations with the Nazis. In view of a possible worsening of the military situation adequate steps had been taken to bring back the A.A.S.F., nearer to the coast, and, in fact, by the end of the third week of June most of our bombers and fighters had been safely withdrawn to home bases.

And during those last fateful days the A.A.S.F. and their French colleagues had taken a dreadful toll of the Nazi air force. In one week the Germans had lost 500 dive-bombers, and there is no doubt that their casualties among fighters and other aircraft had been severe.

An indication of the qualities that enabled our airmen to take on odds of two or three to one is afforded by the story of a Blenheim's last fight.

It had been a "strafing" expedition to Rotterdam. With others of the squadron the Blenheim attacked enemy aircraft and blazed away at hangars—and then, as it came out of a dive, had found six Messerschmists on its tail. Its port engine, smoking from an early enemy shot, was destroyed by a cannon shell, and things began to look black. Apart from the six pursuing Me 109s, there were at least fifty enemy planes in the air at the time. As the Blenheim turned for home it swung from side to side and its speed fell to 130 m.p.h. One enemy shell broke up the tail, and another took ten inches off the airscrew blade. After ten minutes the Nazis decided that only one of their number would be needed to finish off the Blenheim, and the other Me 109s flew off. The remaining enemy attacked, at close range—but luckily the Blenheim's rear gun, which had previously jammed, now came free and was fired. The enemy must have been hit, for he slowed down and fell away towards the ground. The Blenheim's crew were now left alone. They went along slowly, hedge-hopping on their one engine, but soon decided to come down on a mudbank off the Dutch coast, whence a destroyer afterwards took them home to England—to find themselves posted as "missing."

On another day the air gunner of a British Defiant fighter shot down a complete formation of five Ju 87 dive-bombers within a few seconds. Another gunner of the same squadron shot down three in quick succession. Altogether, during that day, 42 enemy dive-bombers were accounted for by the twelve Defiants. The Junkers had been dive-bombing on ships off a French port and had set three vessels on fire. The enemy paid a heavy price for those ships.

An encounter typical of the R.A.F. spirit was that of June 17. A section of three Spitfires met three German dive-bombers between Boulogne and Le Touquet; each British pilot singled out one of the Junkers, with the result that one enemy machine crashed in the sea, another dived into cloud with flames spouting from its starboard engine, and the rear guns of the third were silenced.

A squadron of Hurricanes, swooping down out of the sun on the morning of June 28, machine-gunned German machines parked in two hangars at Rouen-Boos aerodrome. There were 50 Ju 52s (troop carriers) and Ju 87s (dive-bombers) on the ground: twenty were damaged and four set on fire.

After the strategic rearrangement of our air forces following the fateful events in France it fell mainly to the R.A.F. bomber squadrons to strike hammerblows at the enemy. Night after night our heavy bombers attacked military objectives in North-western and Southern Germany and the Ruhr. Ere the enemy had been able to clear away the debris of one raid, his marshalling yards, railway junctions, and railway warehouses were subjected to another nightly visitation. In the Ruhr valley are many large oil storage depots and refineries. Two at Gelsenkirchen were attacked and hit repeatedly on the night of June 17.

Other R.A.F. squadrons bombarded objectives in North-western Germany that same night, with a similar tale of destruction. Refineries at Dollbergen, east of Hanover, and at Hamburg were set on fire. Next evening Hamburg and Hanover were revisited, while at Bremen more than 250 bombs were dropped within ten minutes on numerous oil tanks. At Kastrop, N.W. of Dortmund, during the night of June 18, a petroleum refinery was destroyed. Rail junctions at Gladbach, Wesel and Arnsbreck were bombed; two goods trains in the yard at Soest were hit with heavy calibre bombs. In a cutting near Cologne our men caught another train, probably laden with munitions, and scored three direct hits which caused violent explosions. The same night a power station near Hamburg and a large munition works in the Cologne district were badly damaged.

So the work went on. "Large-scale operations by R.A.F. bombers continue nightly," said an Air Ministry announcement of June 20. Here was something to hearten the British civilian in his resistance to the Nazi aerial terror. Night after night, for weeks past, our airmen had been pounding away at real military objectives on a scale that made the Nazi's reprisals seem puny.

So heavy was the damage regularly inflicted that the raids caused the greatest alarm to the Nazi authorities, who were unable to explain to the German public the frequent penetration of their A.A. defences. Production in some munition factories was held up for a week at a time, while the havoc in Hamburg caused one observer to compare it with Warsaw, perhaps a pardonable exaggeration.
American Bombers Under Fire with R.A.F.

The navigators of Lockheed-Hudson bombers work on what is called the "ground floor," that is, the windowed nose seen in the photograph at the foot of this page. Above, left, the navigator of one of the five that took part in the Borkum raid is handing a note of the course to the pilot. One of the carrier pigeons which the bombers carry laid an egg during the raid, and right, a member of the crew offers his congratulations at the base.

Wireless kept the raiders in constant touch with their base, and here the radio operator of a bomber is sending a report of the results of the action to the officer of the Coastal Command.

When carrying out, one day in June, a patrol near Borkum, Heligoland, and the Danish coast, five American-built Lockheed-Hudson aircraft of the R.A.F. Coastal Command made extensive locations and reports on the movements of enemy ships in the Heligoland Bight area. During the greater part of their flight the weather compelled the planes to fly at 200 feet above the water. The German Flak (anti-aircraft) ships opened up intense fire, but the Lockheed-Hudsons climbed steeply out of range. The squadron to which they belong has flown over 7,500 hours and covered nearly a million miles since the beginning of the war—an achievement of which their American builders might well be proud. The photograph below is one of the first to be released of a British plane actually under fire from German Flak ships.
The French Empire Refuses to Haul Down the Flag

"The battle for France has ended," said a high French official at Beirut when he heard the news of his country's surrender, "but the battle for our Empire and the World War are just now beginning. In this the French and British Empires remain side by side."

How vast and how strong is France's overseas empire will be clear from this article.

When, after a month of terrific fighting "metropolitan" France lay prostrate at the feet of the conqueror, many of the lands and peoples which composed France's overseas empire refused to follow Marshal Pétain along the path which led to shame and servitude. From Africa and from Asia, from the islands of America and of the exotic southern seas came expressions of a resolve, as General Mittelhauser in Syria put it, "to defend with indomitable energy the honour of France and of her flag."

To that extent, at least, Hitler was disappointed in the fruits of France's capitulation. To crush France on the field of battle was a great military achievement, but to secure the Republic's overseas possessions would crown his victory with a spoil beyond imagining. For the French Empire extends over 4,617,579 square miles, and has a population of some 65,000,000. It is second, indeed, only to the British Commonwealth in the number of its people, in the wealth of its raw materials, in the extent of its possibilities.

By far the greater part of the empire is in Africa, north and central. Only a day's sailing from Marseilles is Algiers, capital of the great province of Algeria; so near is it, indeed, to the homeland that Algeria's government is shared between the Governor-General in Algiers and the Ministry of the Interior in Paris, and deputies and senators from Algeria have long had their seats in the French parliament. Its garrison, too, comprising part of the 19th Army Corps, belong to the metropolitan and not to the colonial army, and their recruiting depots are all in France. To this there is one exception—the world-famous Foreign Legion, whose headquarters are in Sidi bel Abbes in the department of Oran.

West of Algeria is French Morocco, which, though nominally an empire—the present sultan is Sidi Mohammed—has been a French protectorate since 1912. The Sultan retains his traditional pomp and spends his time pleasantly enough in one or other of his four capitals, Rabat, Fes, Marrakesh, and Meknes; but the real power is centred in the hands of the French Resident-General and General Nogues, C-in-C of France's North African army, who on June 25 declared that resistance was the order of the day. On the farther side of Algeria is Tunis, which, like Morocco, is a French protectorate. The reigning boy is Sidi Ahmed, but again the real ruler is the French Resident-General.

In all, the population of French North Africa is some 16,000,000, of whom fewer than a million and a half are Europeans; the rest are mainly native Moslems of Arab descent. South of the Atlas France's West African empire extends for 1,000 miles, including within its 2,000,000 square miles the wastes of Mauretania, the wild, sandy tracts of the Sahara, the forests of the Ivory Coast, the jungles of Dahomey and

In the Near East the most important of the French territories is Syria, which was mandated to France by the League of Nations and is now on the road to full nationhood. Among the many interesting peoples are the Druses, and here, holding the regimental standard, is a Druze cavalryman serving in the French colonial army.

Photo, Keystone
Not for Them the Slavery of Nazi-Fascist Rule

French Moroccan troops who, while fighting in France, were surrounded in an advance post by the enemy but bravely beat them off, are being decorated by a French general.

Photo, Section Cinéma de l'Armée

the Niger. In this vast area 15,000,000 of black folk are guided on the road to civilization by French officials.

To the south, athwart the Equator, lies another great stretch of French territory nearly a million square miles in extent, inhabited by about three and a half millions in the most primitive state of human existence. Here, too, in this land of streams swamps, of great rains and relentless sun, the tricolour is the banner of civilization.

Still we have not completed the survey of France's African empire, for 240 miles off the continent's eastern coast is the great island of Madagascar, which, with its area of 241,000 square miles, ranks as the third largest island in the world. It is inhabited by 3,800,000 people, of whom the great majority are of the Malagasy tribes. Since 1896 Madagascar and its dependencies have constituted a French colony with the seat of the Governor-General at Antananarivo.

In Asia France's dominions are hardly less valuable than her African. First are the territories of Syria and Lebanon, which, once Turkish, were mandated to France by the League of Nations in 1922. Some 68,000 square miles in area, with a population of 3,650,000—Moslem Arabs, for the most part—the territories are now divided into the republics of Syria and Lebanon and the governments of Latakia and Jebel Druze. Since 1936 Syria has enjoyed a large measure of autonomy, though there is still a French High Commissioner at Beirut, M. Gabriel Puaux. By a military convention made in 1936 France was enabled to maintain armed forces in several areas, and indeed Syria is the headquarters of France's army in the Near East, of which General Mittelhanser is the Commander-in-Chief—that Mittelhanser who on June 22 declared that whatever might happen in France it was the determination of the French forces in Syria to fight on.

A similar declaration was forthcoming from the Governor-General of Indo-China, France's enormously wealthy congeries of States in the far south-east of Asia. The colony of Cochinchina and the protectorates of Annam, Cambodia, Tongking, and Laos, make an area of about 281,000 square miles with a population of 21,000,000. On the whole, no French colony is more progressive than Indo-China, and on Cochinchina in particular the French genius has set its mark. The whole country is under a Governor-General at Saigon, but there are still kings in Annam and Cambodia—their majesties Rao-Dai and Susawatmonivong.

Still we have not finished, for France's flag flies in India at Pondicherry and four other little colonies with a population of rather less than 300,000; at the islands of St. Pierre and the Miquelouis off Newfoundland in the North Atlantic, and Martinique and Guadeloupe in the West Indies; at French Guiana in South America, and at New Caledonia, the New Hebrides, and many another island and group of islands in the South Seas.

In all the continents, indeed, France has played her part as the apostle of civilization, and for millions of people, white, black, yellow, and brown, her flag has come to stand for liberty and progress. What a tragedy for them and for the world if the swastika should be flaunted where the tricolour has flown!
These Were Once Englishmen's Homes

Houses in a Cambridge town shattered by Nazi bombs on the night of June 18, 1940
They Held More Than Hitler—But They Lost

Those who are oppressed by the speed and extent of Hitler's conquests may be advised to study history. A glance at the maps shown in this page will show that Napoleon and Kaiser Wilhelm II both succeeded in overwhelming the greater part of Europe, and yet both failed in their assault on Britain. In this fact we may well find encouragement.

The Kaiser's conquests included an immense extent of Russia, almost all Belgium, a slice of France, and the entire territories of Rumania and what is now Yugoslavia. Bulgaria and Austria-Hungary were fighting with him, and Turkey also was his ally. Syria, Palestine and Iraq were in the hands of Britain's enemies. The Kaiser's hold on Europe and the Near East was, in fact, greater than Hitler's. But in the end he failed to hold any territory outside Germany itself.

As Mr. Churchill recently reminded us, he felt confident in 1914 of the Navy's ability to secure this country against invasion or serious raid by sea. On June 18, 1940, the Premier repeated his pledge. "So far as sea-borne invasion on a large scale is concerned," said Mr. Churchill, "we are far more capable of meeting it today than we were at many periods in the last war."

Hitler's conquests look very imposing on the map and almost rival those of Napoleon. Italy is his confederate; non-belligerent Spain is his friend. Together they may menace Gibraltar and challenge Britain's control of the Mediterranean, but the British Navy is still pre-eminent. And there is one vital factor that is not disclosed by these maps—the moral and material aid Britain is receiving in ever-increasing measure from her Dominions and Colonies overseas.
Their Anderson Shelters Saved Their Lives

This crater was made by a bomb during the German raid of June 18. The people in the Anderson shelter were unscathed. Right, completing Britain's biggest shelter: it is a disused electric railway tunnel in Southwark, accommodating 11,000 people.

When technical experts of the Ministry of Home Security visited the areas bombed during the raids in mid-June, they reported most favourably on the way in which Anderson shelters had stood up to their task. In one South-Eastern town, it was stated, a heavy bomb, probably of 500 lb., fell in a garden at the back of a group of small houses, most of which had shelters. One of these shelters was only 30 feet from the bomb-crater and held a family of four, including two children. All were unharmed, while the house from which they had come was badly damaged. Two other Anderson shelters close to the bomb-crater were damaged because they had insufficient earth covering; in one case the entrance, which was not facing the house, had no earth bank, or similar protection, as officially recommended.

Big guns line the shore at every point of our coast that might be considered suitable for a landing. In this photograph the Secretary of State for War Mr. Anthony Eden, is seen with a staff officer, inspecting a part of the fortifications on June 22, 1940, while he was making a tour of the home defences.
A FEW hours after he had given the signal for war, Herr Hitler made a humanitarian gesture before the Reichstag; with his hand on his heart he averred, "I will not war against women and children." Yet at that very moment his war planes were raining down bombs on Polish cities, towns and villages far behind the actual front. Already scores and hundreds of innocent civilians — old and young, men, women and children — had sacrificed their lives in order that the Fuehrer's greed for power and territory should be satisfied.

Born into a world which had only just learned to know the ominous note of German warplanes, these babies (left) have been taken from the maternity ward of a Warsaw hospital into the comparative security of the basement. Another supremely innocent victim of the Nazi blitzkrieg is this Polish village girl.

Forced to leave her home when German bombs fell near or upon it, this Norwegian woman and her young daughter have just set out on the hard and stony path of the refugee. It is the depth of winter in an Arctic climate, and night is coming on.

This baby girl was one of a party of Belgians who hurried from their home at the approach of the Nazis, boarded a fishing boat, and were at length landed at a West Country port in England. For her, at least, the future is now fairly bright, but what of the young Pole seen in our other photograph? On a day in September 1939 he was helping to lift potatoes in a field near Warsaw when a German plane suddenly appeared overhead. There was a rattle of machine-gun bullets, and his mother fell dead beside him. Now, stunned by Fate's hard blow, he sits beside the half-filled sack.
How Then Does Hitler Explain These Photos?

Desolation and despair is the story told by these two pictures, of an old woman in Belgium being led away from the remains of her home shattered by a Nazi bomb, and of a young Frenchwoman lying exhausted and heartbroken on the quayside of a French port. Both the one and the other have lost their all.

Those terrible deeds of blood worked amongst the innocent and altogether inoffensive civilian population of Poland were soon reproduced on an even greater and more terrible scale in the other lands which stood in the way of Hitler's megalomaniac march: in Norway and Holland, in Belgium and in France. In an earlier page (p. 636) facts are recited showing that the machine-guarding of women and children in refugee columns was part of a deliberate policy. Time was when Napoleon was denounced by men of liberal mind and humane sentiment as the supreme architect of human misery, but in the light of Hitler's achievements the record of the emperor of the last age fades into the insignificance of second place.

Thousands of innocent civilians died as Hitler's bombers flew across the skies of France. Three of the vast multitude of slaughtered humanity are seen here—three who, only a short time before, had lived and laughed in the busy city of Nancy.

Total war such as Hitler wages spares none, neither the old already travelled far on the way to the grave, nor those who are hardly past the threshold into separate life. By way of illustration of the latter, here is a photograph (left) of a maternity hospital in a village in the valley of the Marne where a number of patients were found dead amongst the ruins after the raiders had passed. But similar tragedies have been witnessed in England: this shattered room, right, in Cambridgeshire is evidence that Nazi bombs fell to distinguish military and civil targets although women and children may be involved.

Photos, Reuters, Copyright: Associated Press.
South Africa Will Stand with Britain to the End

First of the Dominions to issue a war communiqué was the Union of South Africa, whose troops and planes have been in action against the Italians on the Kenya-Abyssinia border. Here we tell of the Union's armed forces and of her responsibilities as a free and equal partner in the British Commonwealth.

South African planes raiding Italian posts and bases in Abyssinia, South African soldiers serving side by side with British troops in Kenya—these are tangible proofs enough of South Africa's determination (as her Prime Minister, General Smuts, put it in a broadcast on June 18) "to stand with Britain to the end of this mortal struggle."

South Africa's soldier-statesman, who first shouldered a rifle in a Boer commando in the South African war forty years ago, and commanded the Expeditionary Force which conquered German East Africa in 1916, has no doubt as to the consequences that would follow upon a Nazi victory. Germany, he told his people, has an historic ambition in Africa and in all the continent South Africa, with her gold and other mineral resources and her strategic position, is the prize most worth having. The loss of East Africa would jeopardize the Union's first and most important line of defence; and in face of the threat by that formidable foe, the Italian army, South Africa would not hesitate to redouble her war effort and make the utmost demands on her man-power and resources. "What would it profit South Africa," he asked, "if she saves her own skin in a world that goes under before the Nazi assault?"

South Africa, he concluded, recognized from the start that her cause was linked with that of humanity itself, and so she would wage the war to the very end, not only for herself but also for the great group to which she belongs and for the rights of man. "This war which began as Hitler's war will end as God's war."

Having regard to her population—according to the latest census there are only some 2,000,000 white people in the Union—South Africa has very considerable defence forces. There is first the South African Permanent Force, comprising the S.A. Artillery, Air Force, Naval Service, Special Service Battalion, Ordnance Corps, Service Corps, Medical Corps, Veterinary Corps, and the Administration, Pay, and Clerical Corps. The Permanent Force numbered in 1939 254 officers and 4,490 other ranks, including 1,500 men of the S.A.A.P.

In addition to these "regulars" there are the Coast Garrison Force, the Active Citizen Force, the Royal Naval Volunteer Reserve, and a number of rifle associations. In one or the other of these...
Men of the Union Are Already in Action

every South African citizen of European descent between the ages of 17 and 60 is liable to serve in time of war, while in time of peace those between 17 and 25 are embodied and receive training, including a month in camp, spread over four consecutive years. In peacetime only some 50 per cent of the total number liable are called up for training, but the others are obliged to join one of the rifle associations, so that every young South African at least knows how to handle and use a rifle. In 1938 the membership of the rifle associations was over 100,000.
The C-in-C of all the Union’s defence forces is the Prime Minister, who took up the command on May 24.
First of the South African units to be actively engaged in this war was the South African Air Force, some of whose planes operating from aerodromes in East Africa bombed military objectives in Italian East Africa on June 11 within 24 hours of the outbreak of hostilities with Italy. In addition to the S.A.A.F., the Union sent a mobile Field Force, already intensively trained under hardy veldt conditions, to operate with British troops in Kenya and the Abyssinian border.
The dispatch of these troops and planes was inspired by the Union’s determination to keep out the Nazis from Africa in general and South Africa in particular. Tanganyika to the south of Kenya was once a German colony, and at the outbreak of war its white population still contained some 3,000 Germans as against some 4,000 English and South Africans. Its importance to South Africa is obvious from the fact that it lies on the “All red route” connecting the Cape with Egypt and the Mediterranean—a line of communication which is vital to the continued existence of the Union as a great and growing Dominion of the British Commonwealth.

Still nearer home is South-West Africa, another former German colony, which was surrendered to the forces of the Union in 1915, and since 1920 has been administered by the Union under League of Nations mandate. In the months just before the war there were many signs of Nazi activity in the territory, and nearly a third of the white population of some 30,000 were Germans, most of whom were members of Nazi organizations and subject to dictation from Berlin. Just before the war began it was realized that a Nazi “putsch” might be expected at any moment, and the authorities at Pretoria dispatched 500 soldiers and special police to reinforce the local forces. With an area of 217,000 square miles South-West Africa is larger than France, although its native population—Ovamboes, Hereros, Hotentots, Bushmen, and the rest—are mainly only some 260,000. Its great coastline of 1,000 miles contains several harbours, e.g. Walvis Bay, Swakopmund, and Luderitz Bay, which might offer tempting possibilities to German U-boat commanders and the captains of their surface raiders. From this desolate coast the Nazis might well threaten the great sea highway which follows the coast of South Africa, which is all the more important now that the Mediterranean has been closed to British ships. Report has it that the number of ships passing the Cape each day is now some 200.

One of the most encouraging signs in South African politics in these recent days has been the way in which General Smuts is continuing to receive assurances of whole-hearted support from South Africans who, though they have often opposed him in the past on the platform and in the field, now see in him the leader who will captain South Africa into a greater and happier future.
Mussolini Has Always Had His Eyes on Malta

H.M.S. "Queen Elizabeth" is seen here with other warships lying in the Grand Harbour of Valetta, capital of Malta, one of the two great bases of the British Mediterranean Fleet.

WITHIN a week of the declaration of war Italian aircraft raided Malta some thirty times, but they had a very warm reception, the shooting of the anti-aircraft batteries of the Royal Malta Artillery, recruited from the Maltese population, being particularly good. Following the news of the stout defence, Mr. Churchill sent a message of encouragement to the Acting-Governor of the Island, Major-General W. G. S. Dobbie. "The Cabinet," it read, "watch with constant attention the resolute defence which your garrison and the people of Malta are making of the famous fortress and island. I have the conviction that you will make that defence glorious in British military history, and also in the history of Malta itself. You are well fitted to rouse and sustain the spirit of all in enduring severe and prolonged ordeals for a righteous cause."

The Italian claim that Malta should belong to Italy is absurd, since it has never been Italian. The majority of the inhabitants are not of Italian descent, the country people being mostly direct descendants of the Phoenicians.

This man of the British garrison in Malta has taken up a position on a roadside footpath with a light anti-tank gun during manoeuvres.

The plan of operations drawn up for the manoeuvres is being studied by a group of officers. Their steel helmets are camouflaged.

Malta's defences against invasion from the sea are very complete, and included in the garrison equipment are armoured Bren-gun carriers which move easily over the rough ground and steep inclines. Some idea of the nature of the terrain can be had from the photograph, right, of riflemen advancing in the open. The ground consists of porous sandstone, with occasional gullies that afford excellent cover.

Photos, Charles E. Brown and F.N.A.
Our Homes Were Bombed by the Germans

On Tuesday, June 18, Mr. Churchill warned the country that increased air attacks by the Germans were to be expected immediately, and that same night the following night raiders attacked military and industrial objectives over a wide area. Here are some eye-witness accounts of the raids and of the British soldiers' successes against the enemy.

Raids took place on the night of June 18 over Essex, Suffolk, Norfolk, Cambridgeshire, Kent, Northants, Lincolnshire and Yorkshire. Considering the large number of bombs dropped, the civilian casualties were few, except in a Cambridgeshire town, where one bomb demolished an entire row of houses—eight homes in all.

It was here that most of the casualties occurred, eleven people being killed.

A description of the bombing was given by a person who lives nearby opposite the place where the bomb fell.

He said: "I was sitting in my dining-room listening to the wireless. The air raid warning had gone before midnight. Soon after there was a crash."

"All the lights went out. I grabbed my torch and ran out into the street. Nobody knew what was happening."

Then I realized that the wall in front of my house was not there. Then I looked across the street. Eight houses in a row of about 30 had been hit and wrecked.

"I hurried across to see what I could do."

"The A.R.P. people were on the spot in a few minutes, and they and other helpers got down to the job of trying to extricate people from the wreckage."

Mr. L. Dear, whose baby was killed, said that when the siren went he and his wife took their child downstairs, where they remained for 15 minutes, and then, thinking it was a false alarm, went back to bed.

"My wife and I were lying in bed with our baby in the cot beside us. There was a whistle and a bang and wreckage fell across me."

"I managed partly to protect my wife, and I calmed her and then waited until I heard voices."

"I felt somebody stand on the wreckage which was pinning my shoulder. I pushed my hand up and wriggled my fingers to attract attention."

"Helpers then moved the wreckage from my wife and myself. I was only scratched."

My wife was bruised, but my little daughter was killed in her cradle."

A family who lived in the house next to that in which a mother, father and child were killed had a remarkable escape. There are five members of this family.

A son said that the family were sitting in a downstairs room, with their backs to the stairs, when the bombs fell.

"Wreckage fell round us," he said, "and the light went out. I pushed the door at the bottom of the stairs, and it opened sufficiently to allow me to get upstairs."

"Wreckage, however, blocked the way. I pushed a piece of board and saw a shaft of light."

"I thought the light was on in the room above, and was about to climb through to put it out when I suddenly realized that what I could see was the moon. The room above had been blown away."

"I made the gap in the wreckage a little larger and helped out the rest of my family."

"We had stayed in bed instead of getting up when the siren sounded we should undoubtedly have been killed."

In this same town a young father, Mr. Leonard Palmer, searched through the wreckage which was once his home for signs of his two little children, Little Molly, aged nine, and Len, aged six, were both dead, killed by a Nazi bomb.

All that their father has left are a few golden curls found among the debris and a teddy-bear the little boy took to bed with him. Mr. Palmer's four-month-old niece was also killed, and his wife, mother and father critically injured.

As he stood outside his demolished home he said: "I was standing at my front door when the first bomb fell. My wife was in the kitchen and suddenly the floor above fell on her."

"The kiddies, who were in bed, hurtled through the ceiling. They were killed almost immediately, and I dug frantically at the debris to free my wife."

An eye-witness of the battle which ended in the destruction of the bomber in Cambridgeshire said:

"I heard the sound of machine-gun firing and, looking out of the window, saw tracer bullets flying through the sky."

"I could not see anything of your 'planes, but they must have been there all right, for 'Jerry,' in the glare of searchlights, began to hurtle towards the earth with tracer bullets still pouring from his rear guns."

"The searches followed it in its fall and kept it in view until it crashed to earth with a terrific explosion which could be heard over a radius of many miles. I heard it clearly and was told later that the plane had fallen about 15 miles away."

The scene in the top photograph is the wreckage of some of a row of eight houses in a town in Eastern England after being bombed in the raid of June 18. A Salvation Army worker is bringing away a clothes-horse on which, strangely enough, not even the clothes have been disturbed. The lower photograph shows the remains of one of the seven Nazi bombers brought down during the raid, guarded by soldiers.
For Easy Recognition of Nazi Troop ‘Planes

The Junkers Ju 52 (B.M.W. engines), left, is the most important German troop-carrier and the one normally used for dropping parachute troops. Span, 94 ft.; length, 63 ft. Its distinctive features are: (1) three engines, (2) low wing, (3) single square-cut rudder, (4) sharply tapered wings, (5) square-cut wing-tips and tail-plane, (6) fixed undercarriage.

A Junkers Ju 90 troop-carrier (B.M.W. engines), right. Span, 115 ft.; length, 84 ft. The distinctive features are: (1) four engines, (2) low wing, (3) two rudders, (4) tapered wings, (5) leading edge of wing has very pronounced “sweep back,” (6) square-cut wing-tips and tail-plane, (7) retractable undercarriage.

The Focke-Wolf 200 “Condor” (B.M.W. engines), below, is another German ‘plane used as a troop-carrier. Span, 196 ft.; length, 78 ft. Distinctive features are: (1) four engines, (2) low wing, (3) single rudder, (4) tapered wings, (5) rounded wing-tips and tail-plane, (6) retractable undercarriage, (7) smooth streamlined fuselage.

A Junkers Ju 86 troop-carrier (Juno engines), below. Span, 73 ft. 6 in.; length, 57 ft. 4 in. The distinctive features are: (1) two engines, (2) low wings, (3) two square-cut rudders, (4) sharply tapered wings, (5) square-cut wing-tips and tail-plane, (6) retractable undercarriage.

The War Office desires that these silhouettes of four German troop-carrying aeroplanes should be given a wide publicity by the Press, for they may be of value in enabling not only Local Defence Volunteers but ordinary citizens to recognize enemy aircraft. They are therefore reproduced here, and readers are advised to keep this page handy for reference. They show the outline which the chief types of Nazi ‘planes would present as seen from the ground at different angles.
Making Ready for the Battle of Britain

When it became known that Britain stood alone in the "forefront of the battle" the desire of every British man and woman to serve in some way became even greater than it had been before. A remarkable evidence of this was afforded by the fact that in many towns what were quickly styled "broomstick armies" came into existence. With the prospect that the call-up of men for service would be greatly accelerated, men of military age felt that they did not want to join as raw recruits, and voluntarily and unofficially they set themselves to learn in advance at least the elements of drill. In this page men of the Doncaster "broomstick army" are shown, but similar organizations have since come into existence in other parts of the country and many "old soldiers," some of them formerly drill instructors, have undertaken this work of preliminary training. Local authorities have readily helped in finding parade grounds.

The Local Defence Volunteers have shown great zeal in fitting themselves to deal with parachutists; in the circle one of them is receiving bayonet instruction from a sergeant of the Guards. The young men above form part of the Doncaster "broomstick army"; determined not to join as raw recruits, they have formed a civil corps and were drilled by an ex-sergeant-major, but they carry broomsticks instead of rifles. The other photograph, of the notice-board of a church in Kent, speaks for itself.
HISTORIC WORDS
Extracted from Authoritative War Speeches and Statements

Wednesday, June 19, 1940
LORD LOTHIAN, British ambassador to U.S.A., in a speech at Yale University:
We are grateful to you for the help you have sent us—for the arms, aeroplanes and machines. We want everything you can send us as quickly as possible. If we can find out in time, Christmas we can prove that Hitler, with all his brutal violence, cannot break our spirit or conquer our island. We shall, I believe, have turned the tide. Hitler cannot do for ever. The issue will probably be decided this year, in six months, and not next year or in two years or three years. The outcome of this grim struggle will affect you almost as much as it will affect us. For if Hitler gets our fleet, or destroy it, the whole foundation of which the security of both our countries has rested for 120 years will have disappeared.... We believe that the independence of Britain is literally the last bastion of freedom in the world today.

Sunday, June 23
MR. CHURCHILL, in an official statement:
His Majesty's Government have heard with great regret that the terms of peace dictated by the Germans have been accepted by the French Government at Bordeaux. They cannot feel that such terms or similar terms could have been submitted by any French Government which possessed freedom, independence and constitutional authority.

Wednesday, June 19, 1940
French Government appointed plenipotentiaries to receive Germany's terms. British Cabinet claimed to have taken Cherbourg and to have reached Rennes and Le Mans. Later they claimed that Strasbourg had been occupied, and Luxembourg and fortress of Toul captured. Over 100 Nazi bombers crossed British coasts late at night. Bombs dropped on Newcastleton, Edinburgh, South of England and South Wales. At least three bombers shot down and others damaged. R.A.F. attacked enemy aerodromes near Amiens and Rouen. Other bomber formations raided the Ruhr and West Germany. R.A.F. had aerial battle with Italian aircraft over Eggipsky town of Buqbuq, claiming a victory at least four to one. Italian submarine sunk by R.A.F. British liner "Niagara" sunk by mine.

Thursday, June 20
French plenipotentiaries left Bordeaux. Germans occupied Lyon and claimed capture of Brest. Fighting in Maginot Line continued on both sides of Thionville. Bordeaux suffered two bombing raids. Nazi bombers attacked enemy aerodromes, including those at Rouen and at Schiphol, near Amsterdam. R.A.F. raids made on Diredawa, in Abyssinia, and inside Libyan frontier. British mechanized units from Sudan routed enemy forces across Eritrean frontier. H.M.S. Andalucia, armed merchant cruiser, reported sunk by U-boat. H.M. trawler "Juniper" considered lost. First contingents of Anzacs to come to Britain arrived safely.

Friday, June 21
Hitler informed French delegation of armistice terms in Forest of Compiegne. Fighting continued, particularly in the Vosges, near Thionville, and at Colmar. British Air Arm wrecked enemy gun positions at Calais. Coastal Command attacked enemy shipping and oil depot at Wilmerswoord, Holland. Two ships sunk. R.A.F. bombed, Libya, and secured hit on Italian warship.

Saturday, June 22

Sunday, June 23
Mr. Churchill issued official statement on France's acceptance of Germany's terms. Ministry of Information published summary of Articles of Armistice terms imposed by Germany on Pétain Government. French armistice terms were handed to British. Italian conditions for armistice with Rome.

General de Gaulle announced formation of French National Committee. French territory still holding out in parts of Maginot Line.