

## NAMES AND PLACES

### Distinguished Airman

Air-Marshal Sir Philip Joubert de la Ferte, C.B., C.M.G., D.S.O., who referred to the dangers of parachute troops during a recent broadcast, commanded the Royal Air Force in India until recently. Before that he commanded the Coastal Command of the R.A.F. in Britain. Air-Marshal Joubert de la Ferte has had an amazing career with the Air Force. He was educated for the army, but joined the Royal Flying Corps in 1913. When war broke out he flew in France, then spent a year in Egypt, then two in Italy. He was mentioned six times in despatches and decorated twice by the Italian Government for bravery. Since 1927 he has held important commanding positions and has been in charge of the Air Force Staff College at Andover. To-day he is one of the principal staff officers of the Air Ministry.

### Abbeville

New Zealand soldiers of the last war have pleasant memories of Abbeville, which is now in the line of the renewed German attack. When the Division arrived from Egypt in 1916, A.S.C. units went there to complete their equipment before rejoining the Division in the line at Arras. The small villages of the surrounding country were the scene of intense training for the Battle of the Somme and often for rest periods out of the line. Abbeville is on the River Somme, 12 miles from the mouth, and is built partly on an island.

One of its most notable architectural features is the Church of St. Wolfram, which was begun in the region of Louis XII., and is a magnificent example of the Flamboyant style. There is also a museum containing a rich collection of antiquities. Flint instruments, associated with the remains of the mammoth and rhinoceros, were found near Abbeville in 1841. Woollen, linen and hemp goods are manufactured in the town, which is also the centre of a large grain trade. It has a population of nearly 20,000.

### Valenciennes

Valenciennes, once famous for its lace, is the site of one of the great fortresses in northern France, close to the Belgian border. The country around it is a great coal basin, with numerous pits. To-day Valenciennes is an important manufacturing town, as well as a fort. It is the centre of the sugar-beet industry, and contains important iron works, as well as plants for the manufacture of fine cambric, cotton yarn, hosiery and linseed oil. Valenciennes is also the birthplace of several famous people, including Baldwin, Emperor of Constantinople; Froissart; Carpeaux, the sculptor; and Watteau and Harpignes, the painters. Among its famous buildings are the Citadel, built by Vauban, the town hall, with its decorated façade, and its modern Gothic church. Fierce fighting took place around the town in the early days of 1914, when the Allies fell back. The Germans made a stand there when they retreated in 1918, but until that time it was held by them for the duration of the war.

## ALLIED LEADERS (28): Lord Woolton

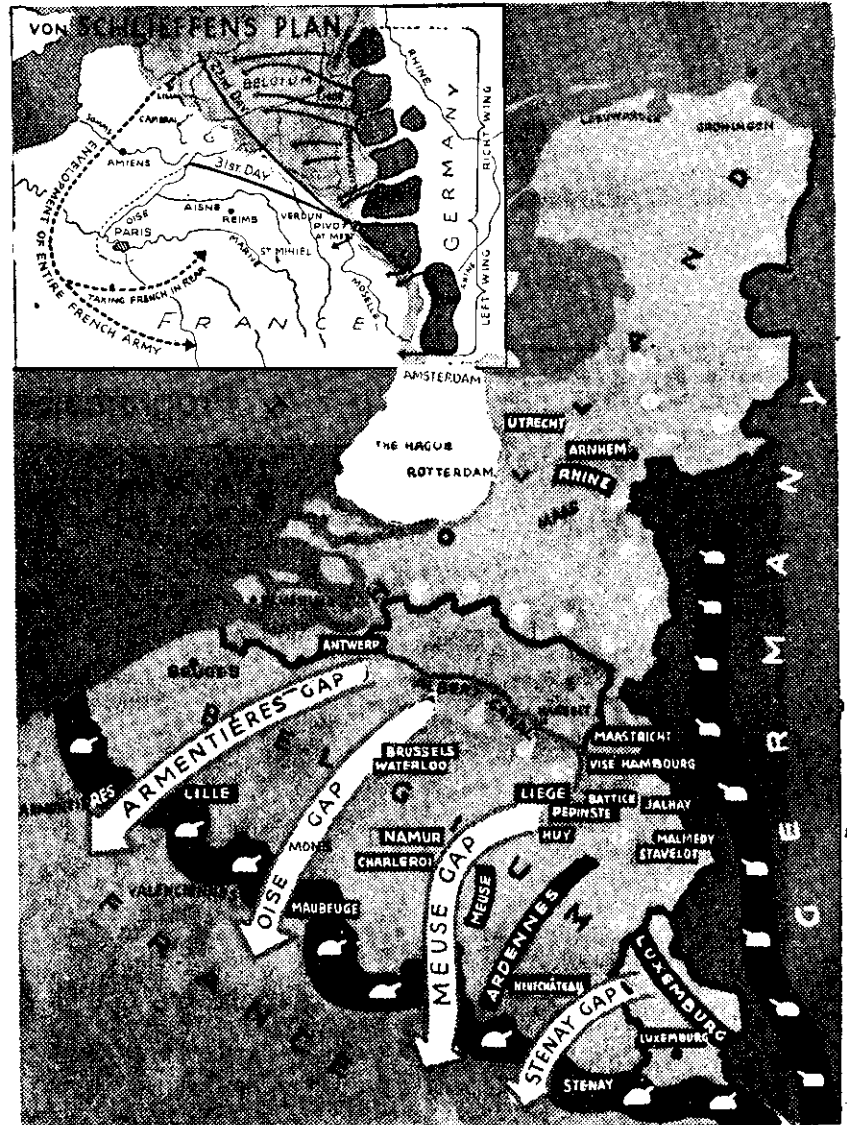
THE man who clothed the British Army, Lord Woolton, is now the head of the Ministry of Food. On his shoulders rests the responsibility of feeding the millions in Britain, and maintaining sufficient food supplies to meet every emergency. He calls his department the biggest shop in the world.

Lord Woolton was born Frederick Marquis, son of a store-keeper. He did not become known nationally until he established himself as chairman of Lewis's, Limited, a huge chain of stores, with branches in all the large Midland towns. Hand in hand with this business, he was associated with Lewis's Bank, Martin's Bank, and the Royal Insurance Company. To-day, his influence and his interests are extraordinarily wide. He has served on many boards of inquiry, including a recent Committee of Inquiry into Civil Aviation. Lord Woolton was unfit for active service during the last war, but he did invaluable work at the War Office, assisting with supplies. He seems to have a special flair for organisation. After the last war, he reorganised the Boot Manufacturers' Federation; he has been a member of the Council of the Manchester University; of the Overseas Trade Development Council; Advisory Council of the Board of Trade; Advisory Council of the



Post Office; the Home Office Committee on Fire Brigades; President of the Drapers' Chamber of Trade and the Industrial Research Health Board. Apart from his business activities, Lord Woolton is a lover of art, and a Governor of the Royal College of Art.

## SCHLIEFFEN'S PLAN OF INVASION



GERMAN armies invading France have apparently worked to what is known as the "Schlieffen Plan." This is no new thing. For years it has been regarded as the German High Command's scheme for the conquest of Britain and the overthrow of France.

Count von Schlieffen was a former German war lord and Chief of the German General Staff. His plan was to attack France first through the Low Countries, Holland and Belgium, as indicated in the smaller map. The army was to execute a great wheeling movement via the Belgian river valley and enter France through the frontier gaps at Arras, Oise, Meuse, and Stenay, which are the chief lines of communication and railway nerve centres. Schlieffen planned to drive any existing forces in the way to the coast, encircle Paris and take the French Army in the rear, as indicated in the inset map.

This plan was modified for the 1914 invasion. Holland was not invaded, but Belgium and Luxembourg were over-run. For a time this plan succeeded, but the

German right wing was cut up in front of Paris and the Battle of the Marne broke the German advance and forced the army to retreat. The 22nd and 31st day lines indicate the position of the German advance in 1914.

In the larger map the gaps on the French frontier are shown. This time the break in the line of Allied defences was made through the Meuse and Stenay gaps; then the German forces made for the coast down the Somme River valley to cut the two important ports of Boulogne and Calais, which are Britain's principal sources of supply for men and arms and supplies. It would seem, from reading the reports since the invasion of Belgium and France, that the failure to blow up bridges over the Meuse was one of the principal reasons for the swift German advance. No one can say for certain until the full story is written. The dismissal of the French generals may also be another clue to the German success. One of Belgium's strongest fortresses, Namur, on the River Meuse, held up six German divisions and 500 guns for five days in 1914, but this time it failed to stem the enemy advance.