













ENGLISH COLUMN

HEIDELBERG, SEAT OF UNIVERSITY SETTING FOR 'THE STUDENT PRINCE'

In entering Heidelberg, the Seventh Army reaches the seat of one of Germany's best known cultural institutions, one of her oldest universities. The University of Heidelberg dates back to 1386, when it was founded by Rupprecht I, Palatine elector, says the National Geographic Society.

Duel Scars of Honor

Famed in song and story, including chapters by Mark Twain and Longfellow, Heidelberg University before the war had an enrollment of 1,750, nearly a fourth of them women. Eight German universities had larger student bodies than Heidelberg, but none was so cosmopolitan in past centuries, or had more loyal alumni.

Headlined features of student life at Heidelberg were the student duels. They were fencing bouts among the five rival corps, each with distinctive caps. A facial scar became a badge of honor.

The duelling "ground" was near the Scheffelhaus, at the north end of the old arched bridge in the quaint residential section of Heidelberg. One scene of "The Student Prince" was laid in the beer garden of the Scheffelhaus. Most popular with the students was the tuneful and rollicking drinking song from the musical comedy.

To the south the old moated castle of Heidelberg stood out from its mountainside setting, 330 feet above the river. It was an aggregation of fortresses and palaces of past centuries. The castle was largely destroyed in 1693 by the French soldiers of Louis XIV. The castle was noted for the great Tun in the cellar, a cask that could store over 50,000 gallons of wine.

Heidelberg is connected with Karlsruhe and Stuttgart to the south, Mannheim to the east, and Frankfurt to the north, by

Germany's new system of superhighways.

The city is situated in a strip of land in the castled valley of the hill-crowded Neckar River, about 12 miles above its junction with the Rhine at Mannheim. The old town occupies a plain, with a backdrop of mountains to the south; the newer part climbs the hill-slopes to the north. Heidelberg, with its shady streets, public gardens, flowers and fountains, in a scenic setting, was pronounced by many the most beautiful city in Germany.

VIENNA, RENOWNED FOR MUSIC, MEDICINE, FINANCE BECAME 'CAPITAL WITHOUT A NATION' AFTER 1918

Location in the very heart of Europe made Vienna a hub of rail, highway and water routes to every corner of the continent, says the National Geographic Society. The city lies on the long Danube River thoroughfare from Germany to the Black Sea, on the ancient "amber route" from the Baltic to the Mediterranean, and on rail and highway routes from France and Italy to eastern centers of trade.

In 1910, Vienna was a city of more than two million people, the gay capital of the Hapsburg-ruled empire of 51 million, covering an area the size of Texas. The Treaty of Versailles carved away seven-eighths of the land, leaving only a Meane-size, Germanic core of Austria, containing less than seven million people.

Often referred to as "the capital without a nation," Vienna by 1938 could still count 1,900,000 residents. After 1918 it had changed from waltz time to march time by force of circumstance, turning from art for art's sake to commerce and industry for the sake of its masses. In 1938, Anschluss (enforced union) converted Austria from an independent state into a province of the Nazi Reich. Vienna became the second largest city of Greater Germany, outranked only by Berlin.

Found Salvation In Industry

In the two decades between wars, Vienna, renowned as the birthplace of Schubert, the workshop of Brahms, Beethoven, Schumann, Haydn, Mozart, Johann Strauss and a host of other famous musicians, increased its once-casual pace of making jewelry, fancy leather goods, millinery and art objects and greatly extended its mills making iron and steel, machinery, railroad equipment, chemicals and textiles.

The re-styled Vienna funneled raw materials to neighboring towns, developing their industries. Foremost among these in recent years has been Wiener Neustadt (Viennese New City), 22 miles south, seized by the Soviets in approaching Vienna. Its big airplane and locomotive plants have been the Number One target of the Vienna region, which was virtually out of bomber range until "Fortress Europe" was invaded.

Although Vienna tasted the bitterness of defeat in the days following World War I, the city



Rusų infanterija, tankų saugojama, baigia užimti išgriautą Berlyną.

had enjoyed a most prosperous period extending from 1848 to the outbreak of World War I in 1914. At the beginning of the period, the emperor, Francis Joseph, ascended the throne he was to occupy for 68 years.

During that time the ancient city fortifications were torn down, and a great tree-shaded avenue, the Ringstrasse, flanked by handsome government buildings, hotels and offices became the nucleus of modern Vienna. Its great Gothic-spired cathedral of St. Stephen, dominated the city, while Schoenbrunn, beautiful summer residence of the emperor, edged the outlying section.

Great Viennese banking houses dominated the finances of large parts of central and eastern Europe. Massive government buildings, industrial offices and banks were the outward measure of its success; universities, conservatories, museums and opera houses established its cultural standards.

Vienna's history has fallen within several colorful periods. The town was first a Celtic settlement, Vindobona. Then followed successive periods when it was a Roman garrison, a medieval trade center, and a fortified city that twice repulsed the Turks. It was as the glittering capital of the rich Austro-Hungarian empire, that this city on the "beautiful Blue Danube" played its best-remembered role.

IJSSEL MEER, OBJECTIVE OF CANADIAN DRIVE IS NETHERLANDS' FORMER ZUIDER ZEE

Canadian forces, striking from the lower Rhine bridgehead northwestward across the waist of the Netherlands, have brought into news stories the familiar old name, Zuider Zee. It is the former name of the broad arm of the North Sea that reached deep into the heart of the Netherlands.

The name will not be found on many maps of today, however, points out the National Geographic Society, unless they were published more than a dozen years ago. In 1932 the Zuider Zee (South Sea) was sealed off by the building of a massive 18-mile-long dam across its mouth. Since then the enclosed body of water has been known as the IJssel Meer (IJssel Lake). The IJssel River empties into the former salt sea and is gradually changing it into a fresh water lake.

The old Zuider Zee played an intimate part in the life and history of the Netherlands. It

did not exist before the 12th century; but soon afterward was formed by storms which drove the sea inland engulfing many fertile areas. Through the centuries, Netherlanders tamed their new sea by building dikes around its rim, and put it to use for their commerce.

During the heyday of Dutch sea power in the 17th and 18th centuries, sailing vessels from all the world poked their prows into Zuider Zee waters bringing wealth to numerous ports along its coasts. Greatest of these was Amsterdam which grew into one of the busiest and most prosperous ports of northern Europe through Zuider Zee traffic. When ships became too large for the shallow Zuider Zee, Amsterdam turned to the west and in 1876 completed its ship canal to the North Sea. From then on the Zuider Zee carried only a dwindling trade in small ships.

Under Netherlands' engineering plans before the war, IJssel Meer was to be whittled away by a series of dikes scalloping out from its shores. The enclosed areas or polders were to be pumped out, and the reclaimed ground turned into farms — a procedure that has given the Netherlands hundreds of thousands of acres of its richest lands.

Cutting off the southern exit from the Netherlands by the advance of the Allies might force Nazis trapped in the western part of the country to attempt a crossing of the IJssel Meer in boats and barges or along the Great Dam over which a highway extends. East of the lake lies upland country which leads into the North German Plain.

BREMEN, SECOND LARGEST GERMAN PORT GREW THROUGH TRADE WITH UNITED STATES

If Ninth Army GI's pushing into the business center of Bremen could glance into old files of the city's steamship line offices, they would find many letters from home. Bremen's modern rank as Germany's second port (after Hamburg) came about because, from 1776 on, its men of commerce saw in the young American nation a promising field for trade, says the National Geographic Society.

In May, 1815, the "free and Hanseatic city of Bremen" abolished duties on goods received from the United States — a courtesy reciprocated by proclamation of President Mon-

roe three years later. By 1827 Bremen was established as Europe's leading gate for American cotton and tobacco, and its greatest exit for America-bound emigrants. In that year was concluded the first treaty of friendship and commerce between the United States and any German state. Bremen was joined in this treaty by its neighbor city-state ports, Hamburg and Luebeck.

In 1827 also, Bremen's port planners founded Bremerhaven, 42 miles northward down the Weser at the river's junction with the North Sea. Detached though it was, the seaport was a political part of Bremen that greatly augmented its port volume. The North German Lloyd was founded at Bremen in 1857, and, in time, its ocean liners as well as those of other companies were to grow so big that they could not enter the Weser, even though a twelve-year channeling operation, 1887-99, opened Bremen to most ocean traffic.

Built Ships and Planes

Bremen's annual port volume grew from a 50-million-dollar total in 1857 to a billion dollars before the outbreak of World War I. In normal peacetime years, the city's imports came one-third from the United States, one-third from the German Empire itself and one-third from the rest of the world. Passenger traffic from foreign shores was heavy. In addition to vast amounts of cotton and tobacco from the American South, much wool,

grain, coffee, petroleum and lumber was unloaded along 18 miles of well-equipped wharves. As its shipping grew, Bremen developed industries. Bremen of the present war, repeatedly raked by U. S. and British bombers, was a city of 350,000 people. It had two of Germany's largest shipyards, turning out everything from big transports to small submarines. It had a Focke Wulf aircraft plant, textile factories, grain and lumber mills contributing to the war machine.

Most of Bremen's wharves and industrial plants lie on the north bank of the Weser, adjoining the business quarter in the Old Town. This section contains the Market Square and old Town Hall, the narrow streets, ancient churches and other buildings that remind of the city's affluence in the best days of the Hanseatic League, from the 13th to the 17th century. Across three bridges, on the river's south bank, is the New Town of broad streets and fine homes.

Bremen city occupies less than one-sixth of the 99-square-mile area of the former Bremen "free state." In addition to Bremerhaven the state includes a second detached community, Vegesack, about ten miles down the Weser on the north bank. Some livestock and potatoes are raised on the state's small share of the surrounding plain.

Bremen entered the new federated German Empire in 1871. In 1934-35, it was reduced from a sovereign state to a mere administrative district, in the Nazi sweep to power.

REM KITE TUOS, KURIE GARSINASI 'NAUJIENOSE'

Advertisement for O-o-o-UST cleaning product, listing uses for various materials like wood, tile, and metal.

PIRKITE KARO BONUS

Advertisement for Triple Three Bar, a restaurant located at 3337 Lituanica Ave., featuring a special menu for June 5, 1945.

Advertisement for Mutual Federal Savings and Loan Assn. of Chicago, located at 2202 West Cermak Road.

AKIŲ SPECIALISTAI

DR. VAITUSH, OPT. LIETUVIS



Mano 26 metų praktikas... Atitaisome akių color blind. VALANDOS: nuo 10 ryto iki 8 val. vakaro.

4712 South Ashland Av. Phone YARDS 1373

Dr. G. SERNER LIETUVIS AKIŲ GYDYTOJAS

25 metų patyrimas... Ofisas ir Akinių Dirbtuvė 3401 SO. HALSTED STREET

Advertisement for Monarch Liquor, featuring a portrait of a man and text about imported liquors.

CONRAD FOTOGRAFAS

Studija įrengta pirmos rūšies su moderniomis užlaidoimis ir Hollywoodo šviesomis. DARBAS garantuotas. 414 W. 63rd ST.

BUDRIKO RADIO VALANDOS: W. H. F. C. 1420 K. Ketverge, 9:30-11:30 7 valanda vakaro.



DIDELĖ RAKANDŲ, RADIO IR JEWELRY KRAUTUVĖ

JOS. F. BUDRIK, INC. 3241 So. Halsted St. Chicago 8, Ill. Tel. CALUMET 7237-4591

SOPHIE BARCUS RYTINĖ RADIO VALANDA

—18 STOTIES— W.G.E.S. Kasdien nuo 8:45 val. ryto iki 9:15 val. ryto. Subatomis nuo 8:30 iki 9:15 val. ryto.

Advertisement for For Victory Bonds and Stamps, featuring an illustration of a soldier.

Advertisement for Insurance (APDRAUDA) with a list of services and contact information for Naujienu Raštineje.

Hair-Breadth Harry

A multi-panel comic strip featuring the character Harry and his interactions with other people.

