CURTISS COMMANDO, already in mass production in America, is a 25-ton transport 'plane. This aircraft carries infantry, light artillery and one or more Jeeps, its purpose being to speed up reinforcements. The Curtiss Commando is the largest twin-engined military 'plane in the world, and has a wing span of 108 feet. In the foreground are seen three Jeep cars lined up behind a column of U.S. infantrymen, waiting to file into the aircraft. The cars are driven into the cabin by means of special ramps.
Along the Battle Fronts


In the first half of August the deterioration in the general situation, so alarming at the end of July, continued, but at a slackening pace and less widespread. In Russia, though the Germans made deep thrusts in certain directions these did not immediately threaten vital points, and where the danger was greatest Russian resistance showed distinct signs of stiffening. It was, in fact, so firm that the Germans were compelled to seek new methods of overcoming it, widening their front of attack. That may make heavy demands on their resources and communications, but it had, combined with unsparing use of reserves, a measure of success which, by the middle of the month, again made the situation, especially on the Stalingrad front, critical in the extreme. Although the Russians made successful counter-attacks at various points there was little indication that they intended to attempt a counter-offensive on a scale which might materially affect the issue.

In Egypt the full in the land battle was maintained—each side strengthening its defensive position while accumulating resources for offensive action. Little change in the situation therefore occurred.

It was in the Far East that the situation developed in a definitely encouraging manner with the Allied attack on the Japanese base in the Solomons. The operation strategically was defensive in nature, but it provided proof of the growing offensive power of the Allies and of the inherent weakness of the widely-dispersed Japanese positions with their vulnerable lines of communication.

Reduction in Allied shipping losses, which had for months reached alarming figures, is also encouraging, although as yet it is somewhat uncertain whether the reduction is due to redoubling of the enemy's attack or to undoubtedly improved results obtained from the Allied defensive and offensive measures. Reductions in Russian losses must be maintained over a longer period before it is safe to draw definite conclusions.

**Russia** During the period under review undoubtedly the most encouraging feature in the Russian situation was the magnificent defence made by the Army protecting the Don River, and especially on the Stalingrad front against an ever-increasing weight of German attacks. In the elbow of the Don between Kletskaya and Kalach, where the German attempt to reach the Don River opened, fighting was continuous and of ever-increasing intensity with heavy losses in men and material on both sides. The Germans, since they overran the Donets, have had the use of the railway connecting it with Stalingrad, and such damage as it sustained has no doubt been made good and its gauge altered by now. It must contribute largely to maintaining the vigour of the German offensive. In spite of this advance the Germans made little progress within the Don elbow until the middle of the month, when they gained a footing on the west bank of the river south of Kletskaya from which counter-attacks failed to dislodge them.

Early in August another serious threat to Stalingrad developed. The Germans, having at last succeeded in extending their bridgehead at Tsimlyanskaya to the south east, secured possession of Kotelnikovo on the Donov-Stalingrad railway. From there they attempted to advance north-eastwards, directly threatening Stalingrad and the communications of the Russians fighting west of the Don. This was all the more serious because the Rostov railway west of Kotelnikovo was by now in German hands and available as a new line of communication. However, the advance was soon brought to a standstill. Fierce battles in which armoured troops were resolutely used followed, again with heavy losses on both sides; but the defensive line held firm, counter-attacking vigorously.

Checked in this northern part of the drive, the Germans, about the middle of August, started a new thrust at the head of the valley of the Sal River; though whether this was intended to swing north towards Stalingrad, to continue eastwards towards Astrakhan at the mouth of the Volga, or to make for a point on the Caspian coast was not apparent. Whether line was taken, the threat was a new danger. On the Volga front there was therefore, about the middle of August, an alarming deterioration of the situation, although the Germans had been forced to throw in many reserves and to extend their front into an area where railway communications were lacking.

On the Caucasus front the Germans had not been definitely checked, though their claims that they have taken Maikop after Maikop and Krasnodar were made prematurely. Fighting continued in both places long after the claims were made, and when Maikop was finally evacuated on August 16 the German policy was carried out effectively. The German drive in the Caucasus, by the middle of August appeared to pursue two distinct objectives. It had reached the far side of Maikop and Krasnodar. In the west the capture of the naval bases at Novorossiisk and Tuapse appeared to be the immediate object. This entailed an attempt to cut off the extreme left wing of Timoshenko's army, which had clung to its position in the Azov coast region south-west of Rostov. Threatened with complete encirclement, the army was able to make good its retreat, partly by sea, to the mouth of the Kuban river, where it could reinforce the troops defending the lower reaches of the river to the east of Novorossiisk. The Germans also made desperate attempts to cross the Kuban in the Krasnodar region from which the railway runs to Novorossiisk, but their first stubborn efforts to make good their advance along the railway to Tuapse was also checked.

It is evident that the Germans attach special importance to the elimination of the Black Sea fleet, presumably because of their need for sea communications to ease their transport difficulties. Till sea transport can be used heavy plant to repair damage to the oil-fields in the Kuban area it is likely to be largely out of action. Much oil as may be obtained from the Maikop and Grozny oil-fields can hardly reach Germany over railways congested with military traffic. Germany may have all the oil she needs for her military needs, but it is badly needed to maintain the economic life of Germany and occupied countries. The Black Sea fleet, while it remains intact, is a powerful weapon and can prohibit any amphibious attempt against Trans-Caucasia, and it is interesting to note that no attempt has been made even to cross the Straits of Kerch.

The other half of the Caucasian drive is mainly directed south-eastwards. From Armavir a panzer thrust penetrated far up the valley of the Upper Kuban, from which a road crosses the mountains into the Black Sea at Sukhum. This thrust reached Cherkessk, where it was checked, but whether it was an attempt to cross the Caucasus seems doubtful, because the Rostov-Baku railway is clearly the line by which a major invasion of Trans-Caucasia or to reach the shores of the Caspian must be made. On this line panzer troops reached Mineralnye Vody in the Caspian watershed. From there they threatened the Grozny oil-fields, and the northern end, at Ordzhonikidze, of the military road which crosses the mountains. This road, which rises to 3,000 feet and might easily be demolished, is of importance as an avenue of invasion, but it would provide communication for a Russian force on the flank of an advance to Baku. In the Terek Valley, up which the road starts, is one of the richest deposits of manganese ore in the world, which, since Germany is in desperate need of the mineral, may be an incidental objective.

On the whole, it would seem, the main German objects are: to secure control of the Volga in order to interrupt Russian oil supplies and to push the Black Sea fleet presents to the development of sea communications. I do not believe the Germans will dissipate their strength in attempting a major invasion of Trans-Caucasia till these objects are attained.
They may push on towards the Caspian coast, from which air attacks might seriously interfere with Russian sea communications carrying oil and Allied munitions from Iran.

Except on the Volga and Caucasian fronts, the Germans are definitely on the defensive, and are hard pressed at Voronezh, Briansk and in the Rzhev region. The Russian attacks, though vigorous, are not in the nature of a major offensive. They are presumably designed to exhaust German resources, prevent the transference of formations to the main theatre, and possibly to prepare the way for offensive action on a major scale.

EGYPT

On land up to the middle of August no event of importance occurred in Egypt, but signs were not lacking that both sides were preparing intensively for operations.

Allied air forces, including American squadrons, maintained constant attacks on the enemy's land and sea communications. In particular, by sinking barges conveying material to Mersa Matruh they must have inflicted much damage and delayed Rommel's preparations.

During the lull our troops had had much better opportunities for rest and recuperation than those of the enemy, which may prove an important factor.

The event of most strategic importance at that time in the Mediterranean theatre was the arrival of yet another convoy at Malta. The price paid was heavy, but the scale of the enemy's attempts to destroy the convoy, and the continued costly attacks on the island, are clear indications of the important offensive role Malta is playing.

FAR EAST

The successful landing of American Marines on the Solomon Islands, and the capture of the enemy's air base there, is of first importance. It may be assumed that the operation had primarily a defensive strategic purpose, and aimed at depriving the Japanese of a springboard from which further enterprises against New Caledonia, or even Australia, might start, and from which communications between the U.S.A. and Australia could be attacked. The primary object has already been attained, but it may be some time before a secondary, though no less important, object is achieved—the establishment of an Allied base for offensive purposes. That object cannot be achieved till Japanese resistance is overcome, and it is likely to continue to be stubborn. The deployment of an adequate offensive force in, and its advance from, the bridge heads secured are certain to be slow, difficult and expensive operations, especially until shore air bases can be used.

What price has had to be paid by the Allied navies will probably not be revealed for some time. It may be heavy, though Japanese claims are evidently fantastic. Japan has also had naval losses, and any attempts she may make to assist her garrison are likely to be increasingly costly. She has here, in New Guinea and in the Aleutians begun to pay the penalty for the dispersion of her forces—dispersion that, now that she is forced to adopt a defensive attitude, cannot be reduced. The Allies, on the other hand, are now able to concentrate for offensive blows, and each new air base secured will immensely facilitate and render less expensive the next step.
America's Famous 'Leathernecks' Go into Action

U.S. MARINES were stated on August 12 to have made successful landings on three islands in the Solomons Group, and by August 21 had occupied an important airfield and were consolidating and improving their positions. These photographs show men of this famous corps in training. Above, leaving the parent-ship in a rubber boat en route for the shore. Top, a landing effected, the assault troops advance to establish a beach-head.

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SOLOMON ISLANDS are now a crucial theatre of operations since Allied forces established bases there in August. 1. Tulagi, the scene of a landing by American forces. 2. Solomon Islands in relation to New Guinea and Australia. 3. View from Tulagi towards Makambo Island. 4. United Nations aircraft guards an Allied convoy near Port Moresby, New Guinea, and 5. Troops line up for inspection on arrival. Fighting continues in the Kokoda area of the island.
RAIDS ON TOBRUK have been made by R.A.F. bombers since its fall on June 11, and on the left three direct hits are being scored on two of the jetties during the night of July 9-10. Above, German ambulance car in front of a grimly humorous reminder of the British occupation.

HEROIC DEFENDERS OF TOBRUK who are now captives of the Axis. Among the units involved were elements of the 201st Guards (Motor) Brigade and the 32nd Army Tank Brigade; H.Q. 2nd South African Division, with the 4th and 6th South African Infantry Brigades; and the 11th Indian Infantry Brigade. There were also in the garrison units of medium A.A. and coastal defence, survey and searchlight artillery, and Royal Engineers, together with signal, service corps, and medical, ordnance, pay, pioneer and postal units, most of which were United Kingdom troops. Berlin claimed a total of 30,000 prisoners.
Hearty Welcome Back to the Aussies in Egypt

Australians recovering equipment from an Italian M13 tank, one of many which were wrecked or abandoned in the fierce fighting west of El Alamein. It was in the Tei el Elsa area that Australian reinforcements were officially stated on July 12 to be in action, and to have advanced the British line by 5 miles. This infusion of fresh blood into the weary desert army proved an important factor in Gen. Auchinleck's stand at El Alamein.

Above and right, men of the Eighth Army in the El Alamein battle zone find among the Australian troops newly arrived in Egypt many old comrades with whom they had fought side by side in the earlier campaigns. The "Diggers" received an enthusiastic welcome, and many friendships were renewed.

In mid-August important changes were announced in the Middle East Command. Gen. Alexander succeeded Gen. Auchinleck as C-in-C. Middle East; Lt.-Gen. Montgomery was appointed Commander of the 8th Army in succession to Gen. Ritchie, and Maj.-Gen. Lumsden became Commander of the 38th Corps in place of Lt.-Gen. Gott.

Photos, British Official; Crown Copyright
THE WAR IN THE AIR

by Capt. Norman Macmillan, M.C., A.F.C.

It can be truly said that the air war is world-wide. Great and important air actions have taken place over the Bay of Biscay, Western Europe, the Mediterranean, the Caspian, among the tropic islands north of Australia, and in the Aegean Islands of the North Pacific. In the spreading character of the air war there is evidence of the increasing air power of the United Nations; no other explanation is possible. To those who believe—as I believe—that overwhelming air power is the key to ultimate victory, and that the door to peace is uncompromisingly barred until that key is forged, the events of the period here under review are of heartening trend, despite reverses in certain theatres of operations.

British reports on the air-sea battle which began in the Mediterranean on August 11 ended with the arrival of the convoy at Malta three days later, make it clear that no greater battle between sea and air has been fought on the lines of communication during the three years of war.

H.M.S. Eagle, one of several aircraft-carriers included in the escort, was sunk by a U-boat the first day, and some of her fighters went down with her. About five hours later came the first enemy air attack. Bombers, torpedo-bombers and Stukas swarmed out from their bases in Sardinia and Sicily, but one attack after another was smashed either by our carrier fighters, which intercepted them out of sight, or by the tremendous barrage of shells from the naval and merchant ships. Losses were suffered in the convoy (see page 182), but it was known by the evening of Aug. 12 that 39 enemy aircraft had been destroyed that day. In the final stage of the operation, that of protecting the convoy in the Mediterranean Channel, Lochnagar (long-range fighter from Malta also took part and destroyed at least ten machines. The total number of enemy aircraft certainly destroyed during the five days by the daily daylight attacks on the convoy was at least 66, while we lost eight, four of the pilots being safe.

While our supply lines are almost entirely dependent upon surface ships there is no other way of communication (which also requires to import a large proportion of its food). Malta is important as a fixed forward base, and her importance has increased since the withdrawal of the Eighth Army from Cyrenaica to El Alamein. From Maltese aerodromes we have bombed Southern Italy, Sicily, and Sardinia. One attack on Naples were made from Malta. And because Malta lies astride Axis lines of communication across the Mediterranean, it must play an important part in future Allied operations in North Africa; and would be almost indispensable to any attempt to conquer Southern Europe. It is an unsinkable aircraft carrier. It has defied air bombardment. It would be a costly operation to attempt to sink it by storms. The Axis could make such an attempt all aerodromes throughout Crete.

It can be no comparison between defence organization in Malta and the improvised defences in Crete. The Axis, mindful of the wastage they have suffered in aircraft, and by contrast, of growing Allied strength in the air, would like to reduce Malta by siege.

Seven thousand miles from Malta, on the Californian coast, Mr. Henry Kaiser is to begin the construction of 70 70-ton Martin Mars flying-boats for transport use. Twenty per cent of America's multi-motor aircraft to be built for the U.S. Army are to be air transports. The United Nations cannot expect to begin the end of air transport in safety and speed until 1943 is well advanced. Until then the air-sea battles of the high seas and the narrow waters must continue unabated. The critical character of the current year was created, and is still maintained, as much by the initial lead in air strength possessed by the Axis as by any other factor. But in 1943 the pendulum will have begun to swing the other way.

In the meantime, I sympathise with Captain L. D. Macintosh, D.S.C., who commanded H.M.S. Eagle for a bare six weeks. Captain Macintosh (see page 182) has been with the air arm of the Navy for many years. I remember him when he was an observer in the Fleet Air Arm, in the days when the operational machine of the day-carrier were being slowly evolved, with experimental flying and tactical exercises proceeding side by side, as an officer keenly conscious of the importance of the Navy's work.

Fierce air combats began over the waters of the Bay of Biscay on July 28. Over the wide bay, from off Brest south towards the north coast of Spain, landplanes and flying boats of the Coastal Command have patrolled with ceaseless care to spot and attack U-boats on passage in and out of the French western ports. Duels between the underwater craft and the aircraft have made it more difficult for German submarines to carry on their attacks against the Allied shipping lanes. The isolated section of the Luftwaffe was dispatched to the French zone to counter the activities of Coastal Command, in addition to the landplanes already there. First blood was spilled when a squadron of Coastal Command, whose Sunderland flying boat shot a Messerschmitt 109 into the sea. A Wellington landplane showed the impudence of the daylight attacks in the war by shooting down and damaged another. Three Whitleys were attacked separately by Arados, but fought them off. More came. In a few minutes 10 when a Sunderland shot down one of three floatplanes. A naval officer on board the Sunderland commented on the similarity between air and naval fighting tactics. On August 3 a Whitley was forced down on the sea by two Arados. Within five minutes another Whitley engaged the Duruy and damaged her, but then shot down and drove the other off. Yet a third Whitley fought another Arado. On August 20 Coastal Command Beaufighters entered the Bay, shot down one Arado and damaged another.

On August 3 United States naval forces assisted the Royal Navy to bomb an enemy aircraft, attacked the Japanese holding the Tulagi area in the Solomons, in the best naval anchorage in that area of the South Pacific. Contingent air attacks were made against the Japanese aircraft based in New Guinea, and at all airports that might be sent to the Japanese forces in the Solomon group. The air fighting continues. Simultaneously United States air forces attacked the Japanese base at Kiska in the Aleutian Islands of the North Pacific. Enemy transports were sunk in harbour, but fog made observations difficult. The operations were doubtless designed to tempt the Japanese movement towards Alaska via the Aleutian stepping stones across the ocean.

Air fighting was severe in Transcaucasia while the Germans advanced south-east and south from Bosto, and Bosto aircraft were claimed by both sides. Air fighting there was purely tactical.

The R.A.F. lost Wing-Commander John "Moose" Fulton, D.F.C., A.F.C., of 536 Squadron, British Columbia, when raiding Hamburg on July 28. He had flown on 60 operations, and was a brilliant leader.

On July 30 Luftwaffe Ace Major Rudolph Pflanz scored his 51st claimed victory. Next day, when Bostons and Spitfires of Fighter Command raided the German fighter base at Abbeville they destroyed five F.W.190s and six Messerschmitt 109s; in one of those German fighters Rudolph Pflanz was killed.

Bomber Command's main objectives during the first half of August were Düsseldorf, Duisburg-Ruhrort-Maarsen and Osnabrück, Mainz (two nights). These are all large industrial towns. A Czechoslovak squadron of Bomber Command celebrated its second anniversary on August 6.

One Fighter Command station has reached a total of 900 enemy aircraft destroyed. At the end of July Fighter Command had destroyed a total of 4,452 enemy aircraft in daylight actions. During July the Axis lost 424 aircraft over Britain, Western Europe, the Middle East, and to the Royal Navy; the R.A.F. lost 432.
Captured Fighter Gives Away Luftwaffe's Secrets

Germany's latest single-seater fighter aircraft, the Focke-Wulf 190, whose secret was closely guarded by the enemy, has now yielded up any mysterious quality it may have once possessed. Flight tests have been carried out by R.A.F. pilots on one of these machines which was recently forced down on the South Coast of England. The 'plane was so little damaged that British experts were able to dismantle and examine it minutely.

The F.W. 190 has appeared as a fighter bomber in daylight raids over this country, and carried a bomb load similar to that of our Hurricane fighter bombers, though it is able to pack its load into one 550 lb. bomb as compared with the Hurricane's two of 250 lb. Its maximum speed, attained at 18,000 ft., is 375 m.p.h. and it possesses greater manouvurability than other German fighters. Armament consists of four 20 mm. cannon installed in the wings and two 7.92 mm. machine-guns mounted on top of the engine cowling (see illus. bottom, right), and firing through the airscrew arc with an interrupter gear. The cannon fire 60 rounds each.

An outstanding feature is the master control ('Kommandeur') unit, relieving the pilot of many duties in the control of the engine, and providing against any mishandling on his part.

Half-inch compressed steel protects the pilot's head from both rear and frontal attack, while the cockpit cover can be jettisoned in an emergency.

When the machine is in flight the wheels retract inwards into the wings. Here the 'plane is taxi-ing across the landing field after one of its trials.

Achtfung!
Haubenabwurf
durch Sprengladung
Atwurfbelicht nicht berühren. Im Falle der Vorherige Sicherung des Schlamms

Demolition of the Aircraft in the event of a forced landing can be effected by detonating an explosive charge inside the fuselage. On the left is a warning to the pilot against touching the operating lever. The efficiency of the F.W. 190 largely depends on its compact and powerful engine (right). This is a B.M.W. 14-cylinder air-cooled radial of 1,590 h.p., fitted with a two-stage supercharger—a development of the American Pratt and Whitney engine. The two machine guns, each designed to fire 1,500 rounds, are seen on the top.

possessing an extremely wide wing span and a finely tapered tail, the F.W.190 is seen in flight during one of its important R.A.F. tests.
Malta is 'A Very Great Nuisance to the Axis'

Bomb-scarred aerodrome of Ta Venezia, one of the R.A.F. bases in Malta. 1, aircraft sheds; 2, subterranean hangars; 3, stick of bursting bombs. Despite the recurring damage done to their base, it is from Ta Venezia that so many dauntless fighter pilots take off to do battle with the enemy. This and the photograph below are from Goebbels' paper, Signal.

On the eastern side of Malta (left) there are five airfields: 1, Halfar; 2, Guidia; 3, Luca; 4, Krendi; and 5, Ta Venezia. Three of these are linked by a broad runway. 6. Aircraft parking grounds are shown at 7, Valletta harbour, 8, and Marsa Scirocco. 9, are the two chief bays in a much indented coast. During the month of July 67 enemy aircraft were brought down over and around Malta, of which 133 were destroyed by our fighters.

Air Vice-Marshal K. R. Park, C.B., D.F.C. (above), recently appointed Air Officer Commanding the R.A.F. Mediterranean in place of Air Vice-Marshal H. P. Lloyd. During the Battle of Britain he commanded No. 11 Fighter Group. It was his predecessor who gave the George Cross island the apt description quoted in our headline.

Photo, British Official & G.P.U.
HUSKIES TO THE RESCUE. One of the most dramatic air adventures of the war reached a happy ending when recently three men of the R.A.F. Ferry Command, who were missing for forty-five days, were brought back from Greenland in a U.S. flying-boat. They had flown a Hudson bomber to Newfoundland, and were waiting to cross the Atlantic when they were ordered to make a survey sortie over N.W. Greenland and then repair to Reykjavik, Iceland. But the flight to Iceland was rendered impossible by nightmare weather—dense sleet, icing and an electric storm which threw both compass and radio out of gear. Then one of the two engines failed. Petrol was nearly exhausted and a crash-landing had to be made on a sheet of water covered with ice, which immediately broke.

"We were getting ready to swim for it," related the pilot, "when we heard and saw something of a kind which only happens in story books. Dashing towards us across the wilderness of mountains, ice and water was a team of huskies, and behind them a line of men." These belonged to an American detachment who had come to establish a post. Near by was an Eskimo hamlet; otherwise there were no human beings for five hundred miles. The huskies were harnessed to the task of salvaging everything that could be quickly removed from the sinking plane. A wireless transmitter was improvised and faint signals sent out. Rescue was, however, impossible until, after forty-five days, a Catalina flying-boat was able to land and embark the Hudson crew.
We Trained For the R.A.F. in America

A few weeks ago I arrived back in England from the United States as a trained observer of the Royal Air Force—one of the hundreds of thousands who are completing their flying instruction undisturbed within the borders of that vast domain. It was my good fortune to be detailed along with many of my fellow pilots for instruction in South Florida, where the subtropical climate, which had made the district famous as the World’s Playground in happier times, was also to be found.

First, however, we were to spend a short term of preparation in Canada at a large depot camp where, for the first time in our two years, we could walk along brightly illuminated streets and gaze into shop windows gay with neon lighting.

When we arrived we found Canada at its loveliest. The snow was past, and the long, long days of winter had ended, and every tree, every roof-top, was hidden beneath a deep layer of white, which moulded sharp outlines into things we had not seen before.

Our new-found friends made us very welcome, inviting us at once to their own homes and firesides to ask us details of England as it is today: the England that is still the "Old Country" to them. Many of the people we met during our short sojourn there were folk who left England a decade or so ago, and many were the yarns that went back and forth before the fire, and the British were intrigued and interested about our life in Canada. We found them quietly confident in the progress of the conflict, and justifiably proud of the contribution which Canada is making in men, money and munitions of war. They are our sons of Empire, these men from the teeming cities and vast forests of the North American continent, of our great Dominion, and we felt privileged to amongst them.

In a few days, though, we had to climb aboard...
Britons Learn to Fly in Florida's Sunny Clime

*AMERICA TAUGHT R.A.F. AIRCREWS* at a time when the speeding-up of training was a matter of urgency. These are scenes at U.S. flying schools while this invaluable help was being given to Britain. Top, embryo pilots return from an instruction flight at Lakeland School of Aeronautics, Florida. Below, a class at the Biddle-Mackay Aero College, Florida, lined up to receive their wings from Air-Marshals D. S. C. Ewitt, then Chief of P.A.F. Training Units in the U.S.A. In front are British officers and personnel of the flying school.

*Photos, Keystone, Planet News*
THOSE THREE FATEFUL YEARS!

Three years of war have changed Europe from a continent of uneasy peace, fitful prosperity and hectic brilliancy into an ocean of desolation, despair, suspicion and slavery. Three years under Hitler or in his shadow have done more harm than the Thirty Years' War or the two centuries of Turkish rule. Mechanized war, total war, has wrought havoc at a speed that was still unknown in 1914-1918. In September 1939 there were four belligerents in Europe: today there are five neutrals left, and even Spain, Sweden, Turkey, Portugal and Switzerland. But the close alliance of non-belligerents and not to that of absolute neutrals, having chosen their ideological allegiance in some way or the other. It becomes more and more clear at the end of the third year that what we are experiencing is not a war but a vast series of revolutions of world-wide effect.

There were two great dividing lines, immense watersheds in the tragic landscape of these years for Europe. The first was the fall of France; the second the Nazi attack on Russia.

The fall of France destroyed the final vestiges of the great system of alliances which had been the shining beacon and effective bulwark so hard to build. This system had been weakened by the Anschluss and severely shaken by Munich. But when France fell and the greatest military power on the Continent lay prostrate, the remaining unconquered neutrals were either driven into Hitler's arms or reduced to helpless panic. Some of them recognized themselves that extreme terror and wrote deathless pages of courage and defiance in the history of Europe. Others sank into the morass of collaboration and became vassals. The fall of France was the deepest point of Europe's disgrace, the nadir of her humiliation. It created the myth of German invincibility; it cut off Britain from the Continent.

The attack on Russia had the opposite effect. It was what many of the European nations had been praying for. They knew that Russia could not be defeated, or at least not now. The Slavic countries, Russia was still the big brother; now that she was fighting, they had an ally, near enough to support and succour them. Even if they had no way of linking up with her armies, the underground army of saboteurs, guerrillas, partisans was given everywhere a new lease of life. New hopes, new opportunities. Hitler tried to turn the Russian campaign into a sham crusade of Europe against Asia (for some time the German communiques spoke not of the "Axis" or German forces but of the "European" troops), but this propaganda trick had a short-lived success.

Today the majority of her volunteers from Spain, Norway, Sweden, and many other countries have returned, saddled and wiser men.

The three years of war have proved the idocy of neutrality in peacetime; the truth that no nation could stand aloof from others in distress. War has become indivisible, as M. Litvinov had maintained peace was. It has spread to every nation and have already begun to create regional unions and look forward to a Europe not forced into the strait jacket of blocs but organized on a network of independent and interlocking units.

The three years have produced heroes and villains in plenty. A half-baked Norwegian visionary has given his name to a whole brood of traitors. But there were traits before Vidkun Quisling: smooth-tongued betrayers like Seyss Inquart and Guido Schmidt in Austria; weak-kneed puppets like Hacha in Czechoslovakia, Molotov in Russia, Tito in Yugoslavia and Muscat in Rumania; ambitious fanatics and schemers like Mussert in Holland, Degeale in Belgium, Scavennius in Denmark; odious mercenary adventurers like Frangard in France, Nedicht in Yugoslavia and King Boris in Bulgaria. Hitler's New Order proved to be broadminded about its local agents—a dozen yes-men in France, a dozen in the Ukraine, an overlord of unhappy Croatia, or an ex-gaolbird like Sano Mach in Slovakia were given more or less free hand to murder and plunder their captives. It was significant that almost everywhere the popular support of these quislings represents a small fraction of the nation. And it is to the eternal glory of from their homes and sent to unacustomed, inhospitable places. And a smaller yet no less important trick of migration is taking place constantly—thousands of men and women who can no longer stand German tyranny to try to escape to freedom. Only a small percentage succeeds. The escapes alone show that Europe has not given in to the tyrant. Apart from millions of prisoners-of-war Germany has also given up to her benenitary large numbers of foreign workers.

The political and social hierarchy of Europe has changed and stiffened. On top there is the Herrenvolk with the top-heavy ruling caste of Nazis and military leaders. Next come the "allies" who are in reality satellites. One of the most tragicomic sights in Europe is Italy—having been a "partner" in the Axis, she has now become a third-rate power, her gnomes Cesar fading into obscurity, her rich beauty easy German plunder, every phase of her national life controlled by the Nazis. Hungary and Rumania, the two jackals, are ready to fly at each other's throat if Germany should remove the leash. Bulgaria and Slovakia have also sunk to vassaldom. Finland's tragic case shows that you cannot sup with the devil however long your spoon's handle.

The satellites are followed in the hierarchy by the occupied and subjugated; and in this category there is strict distinction between the "collaborationist" states who give comparatively little trouble and those more openly muzzled, under whose rule it can be said that the daily sabotage acts, assassinations, passive and active demonstrations show that Hitler is actually farther today from subduing the continent than he had been these three years.

The spiritual field there are two main facts about Europe. One is the revival of religion and the defiance of the servants of God—Bishop Berggrav in Norway, the Orthodox Patriarch in Yugoslavia are only two of the well-known cases. The other is the complete barrenness in creative arts. Hitler's Europe hasn't produced a single outstanding work in literature, the drama, the cinema, or the arts during these years. You cannot create beauty under a whip.

Today Europe's heart is in London, the centre and magnet of the free. But millions of individual hearts are beating all over the world, stung and goaded, and waiting for the German empire to combine and defy openly the monstrous plague of a diseased political creed. Europe is waiting, no longer hopeless as after the collapse of France. On July 22, 1941—waiting with sobriety, patient grit, for the day when she will recover her soul and forget the long nightmare of these three years.

by Paul Tabori
Author of Epitaph for Europe

Paul Tabori has written in Epitaph for Europe one of the few war books that will outlive the War. In the current number of World Digest I wrote of him:

"Not many English writers can rival this fortunate Hungarian in coming out of his solitude and, none, it is safe to say, has had so complete a training in European affairs. To read his book is more fully to appreciate what is meant by a good European. The truth about every people in Europe, stated with restraint which comes from knowledge and understanding, is told superbly well in Epitaph for Europe."

My readers will, therefore, welcome the contribution which Mr. Tabori has expressly written for this issue and will be glad to see him as contributor to the pages of THE WAR ILLUSTRATED.—Ed.
In this and succeeding pages we print a series of striking photographs issued by German propaganda. Above is one that purports to show submarine shelters in course of construction on the French coast. "Very like a whale" as Polonius said. It looks a formidable rampart against British invasion. Its use for U-boats is less apparent.
On Channel Coast and Atlantic Shore:
Stretching for 130 miles along the north coast of France, the Germans claim that their Channel defences constitute a coastal Siegfried Line. (1) Long-range guns recently installed. (2) Blockhouse apparently devoid of guns or gun emplacements; the parapets and chimneys are for ventilation. (3) Enemy artillerymen with so-called "champagne cocktail" shells.

Hitler's Bastions Against Invasion
(4) German machine-gun post on a cliff-top acts as a defense against low-flying R.A.F. bombers. (5) A gun crew makes ready. The Germans employ their heaviest guns to attack British shipping in the Channel; these guns are placed on rails and frequently moved since they present an obvious target. (6) Guns firing from the railway siding of a factory.
Giant Fortress of Steel and Concrete

"Batterie Todt" (top), named after Fritz Todt, builder of the Siegfried Line, serves as an important link in the German system of Channel fortifications. This enemy stronghold on the French coast is camouflaged from the air and sea. The Battery is manned night and day. Men of the garrison (below) are seen rushing to the gun posts as the alarm signal sounds.
THE WAR’S MOST VITAL CONFERENCE
Churchill, Stalin and Harriman at the Kremlin

At four o’clock on Wednesday afternoon, August 12, three great American Liberator bombers, escorted by Russian fighters, approached the red roofs of Moscow, circled over the airport and quietly came to earth. That people of importance were arriving was apparent from the presence on the tarmac of M. Molotov, the Foreign Minister, Marshal Shaposhnikov, the Russian Chief of Staff, and other Soviet representatives, as well as the British and American Ambassadors, Sir Archibald Clark-Kerr and Admiral Standley, and Gen. Follett Bradley, of the U.S. Army.

As the first aircraft came to rest the guard of honour presented arms, and massed military bands struck up the British national anthem, followed by that of America and the Internationale. Out from the bomber stepped Mr. Churchill, a broad smile on his face, his fingers held aloft in the V sign. At the invitation of M. Stalin he had flown from Britain at the head of British and American delegations, in which was included Mr. Averell Harriman, for important conferences.

After greetings and introductions and an inspection of the tail, steel-helmeted guard of honour, two short statements by Mr. Churchill and Mr. Harriman were recorded on the airfield (see panel above). The delegates then faced a battery of Soviet photographers, and at last entered the fleet of waiting cars and were driven to the Kremlin. The citizens of Moscow had noticed in Gorky Street a number of exceptionally smart infantrymen and some Cossacks in parade uniform, but as yet they were unaware of the identity of the visitors whom they could just discern in the limousines as they sped past.

In addition to the Prime Minister, the British delegation included Sir Alexander Cadogan, Permanent Under-Secretary at the Foreign Office; Gen. Sir Alan Brooke, Chief of the Imperial General Staff; Gen. Sir Archibald Wavell; Air Chief Marshal Sir Arthur Tedder, Chief of the Air Command, Middle East; Sir Charles Wilson, the Prime Minister’s personal physician; Col. E. I. C. Jacob; Commander C. R. Thompson, R.N., personal assistant to Mr. Churchill as Minister of Defence; Lt.-Col. Dunphill; and Mr. T. R. Rowan, the Premier’s private secretary. Gen. Wavell did not arrive until Thursday, his plane having had to return to Teheran after taking off from there, owing to a slight mishap.

On Friday there were further consultations and discussions, by the end of which the essential business had been transacted, so that evening the delegates relaxed at a great banquet given by their hosts at the Kremlin, in the room Catherine the Great used as a ballroom. The entire Soviet Politburo, which had been invited to meet them, but there was nothing stiff or formal about the festivities. The speeches, of which there were 25, were light and witty, and the whole atmosphere one of complete friendliness. M. Stalin was in great spirits, cracking many jokes, and himself proposing several of the innumerable toasts. Mr. Churchill’s sonorous voice was heard booming “To the President” as he rose, glass in hand, to the toast of President Roosevelt. M. Stalin wore his customary semi-uniform of light brown summer blouse, brown trousers and regulation black boots. Mr. Churchill had donned the “siren suit” which was so often noticed during his visit to America.

On Saturday Mr. Churchill and Mr. Harriman spent the day in the country near Moscow. Late in the afternoon a final meeting with M. Stalin took place, but this was more in the nature of a farewell, for complete and full agreement on the momentous subjects under discussion had been reached the previous day. Owing to these constant preoccupations the Prime Minister was able to see nothing of the life and activities of the great metropolis of Moscow.

In the early dawn of Sunday morning he and his party left by air on their homeward journey.

On Monday evening, August 17, Moscow radio officially informed the Russian people of Mr. Churchill’s mission, at the same time that the B.B.C. gave the news to British listeners. In the words of the London communiqué: “A number of decisions were reached covering the field of the war against Hitlerite Germany and her associates in Europe. This just war of liberation both Governments are determined to carry on with all their power and energy until the complete destruction of Hitlerism and any similar tyranny has been achieved.”

In a last message to M. Stalin the Prime Minister said: “I am very pleased to have visited Moscow: firstly, because it was my duty to express myself; and, secondly, because I am certain that our contact will contribute usefully to our cause.”
This was the Cost of the Passage of the Don

FIGHTING ON THE DON FRONT was unparalleled in its intensity as the Germans, disregarding their enormous losses, threw in fresh reserves. The top photograph shows an appalling scene of devastation in what was once the busy centre of a town on the Don after the Germans had captured the place. Russian bombers and heavy artillery ceaselessly pounded enemy tanks and lorries during the Germans’ crossing of the great river. Below, a bridge and its approaches choked with the wreckage of enemy vehicles.

Photo, Sport & General, Keystone
IN RUSSIA the importance of mechanized warfare is fully recognized. 1. Moscow railwaymen have built an armoured train and presented it to the Red Army. Members of the train's crew are seen lined up in front of it before leaving for a battle zone. 2. Radioed picture showing Soviet anti-tank units passing through a village on their way to the front. 3. Jumbled mass of captured enemy tanks brought to a special factory for repair, after which they will be used by the Red Army.
THE WAR AT SEA

by Francis E. McMurtrie

An important Allied offensive was opened in the South-West Pacific on August 7. In the course of this operation, strong forces of the United States Marine Corps were landed on certain of the islands of the Solomon group, including Guadalcanal and Tulagi, and according to the latest news available at the time of writing are now "well established" there. In support of these landings, repeated air raids have been made on Japanese bases at Rabaul, Lae, Salamaua, and Buna, as well as on more remote spots such as Timor and the Kei Islands, an enemy-occupied group in the Banda Sea.

Units of the main United States Pacific Fleet have recently been added to the naval forces already assigned to the South-West Pacific sector, which include both American and Australian warships. Substantial damage has been inflicted on the enemy naval and air forces, though details are not likely to be published until the operation has been concluded.

With the object of calming anxiety in Japan, the Tokyo authorities have issued the wildest claims of devastation inflicted on the Allied forces, culminating in a broadcast on August 15 asserting that 11 cruisers, six destroyers and ten transports had been sunk. Most of this destruction is alleged to have been accomplished by torpedo aircraft, 21 of which it is admitted were lost. Boats were hurled themselves with headlong crashes on to the decks of warships. This is not the first time this particular story has been put forward. It originated with the Italians, who before the war began were fond of boasting that their airmen were prepared to sacrifice their lives in this spectacular fashion to make certain of achieving hits. Actually the only Allied losses so far reported from official sources comprise one cruiser sunk, and two cruisers, two destroyers and one transport damaged—a modest total compared with enemy claims. The enemy lost 36 aircraft in the initial landing operations.

Washington stated on August 17 that the only engagement between surface forces was fought on the night of August 9-9, when an enemy force of cruisers and destroyers attempted to attack our transports, but was heavily repulsed. It had previously been explained that the immediate objective was to expel the Japanese from the Tulagi area and to make use of that region for Allied purposes. Evidently it had been the enemy's purpose to use it as a base for offensive operations against Allied positions covering the line of communications to Australia and New Zealand.

An initial surprise was effected, and though the enemy counter-attacked rapidly and with vigour, he failed to expel the landing parties. The great significance of the whole operation is that it marks the Allied assumption of the initiative against Japan. Previously it has always been the enemy who has done the attacking. Operations are under the immediate direction of Vice-Admiral Robert L. Ghormley (see portrait p. 163), who until April was United States Naval Observer in London, and under the general control of Admiral Chester W. Nimitz, Commander-in-Chief of the U.S. Pacific Fleet.

The garrison of Malta, whose dauntless service has excited such admiration throughout the Allied countries, has again been reinforced and supplied by an important convoy under the protection of the Royal Navy. In the escort were included battleships, aircraft carriers, cruisers, destroyers and minesweepers, which were called upon to beat off constant attacks by aircraft and U-boats. Italian cruisers and destroyers also approached from the Tyrrhenian Sea, but as soon as a striking force of aircraft assailed them they retreated without coming within range of our gunfire. One of our submarines, commanded by Lieut. A. C. G. Mars, R.N., succeeded in hitting two of the enemy cruisers (which included an Italian battleship mounting eight 6-in. and 6-in. guns) with torpedoes. Though there is no evidence that either was sunk, air reconnaissance showed that one had 60 ft. of water blown away.

Before this encounter developed, H.M.S. Eagle, an aircraft carrier of 22,600 tons, was torpedoed by a U-boat and became a total loss, though luckily 930 of her officers and men were saved. This is the first tragic accident in British naval history. Laid down on the Tyne in 1913 as the Chilean battleship Almirante Cochrane, she was acquired by the Admiralty during the last war and completed as an aircraft carrier. Her design was therefore somewhat obsolete, but in spite of the fact that her maximum speed was 24 knots and her complement of aircraft only 21, she has done good work in the present conflict. Some of her planes took part, with those of H.M.S. Illustrious, in the famous torpedo attack on the Italian fleet at Taranto on November 11, 1940; and on various occasions her aircraft have disposed of Italian destroyers and submarines with which they have been in action.

Regardless of the Eagle's loss to the convoy continued on its way and after hard fighting reached its destination. In addition to the Eagle we lose the aircraft carrier H.M.S. Manchester, a destructor of 9,400 tons, completed in 1938, H.M.S. Cairo, an old destroyer of 4,200 tons, re-armed for anti-aircraft escort duties, and H.M.S. Forrest, a destroyer of 1,350 tons. Two enemy submarines were destroyed and at least 66 aircraft (possibly 93), while we lost only eight.

Vice-Admiral E. N. Syfret, who was in command of the whole operation, has worthily maintained the high tradition established during the first twelve months of the War with Italy by Admiral Sir James Somerville, who will always be remembered for his famous order: "The convoy must go through." Rear-Adm. A. L. St. G. Lyster was in command of the aircraft carriers, and Rear-Adm. H. M. Burrough of the light forces.

In case it may be questioned whether the retention of Malta is worth the naval, mercantile and air losses which have had to be sustained to keep the island supplied, it may be pointed out that it is the only bastion on the northern flank of our Mediterranean front which the enemy has been unable to overcome.

Malta has served the threefold purpose of affording a base for the interception of enemy supplies to Libya by submarines and light craft; for providing an intermediate stage for aircraft, and for air attacks on Axis sea communications and bases; and of constituting a miniature but most effective second front, which has been the means of keeping large numbers of enemy aircraft away from other theatres of war. Altogether not less than 800 enemy planes have been dealt with abortive assaults on the Maltese stronghold.

An American merchant vessel has been sunk by a surface raider in the South Atlantic. The raider is described as a heavily armed vessel of mercantile units' size, armed with an extensive fuel supply, resembling in her main features the notorious Altmark. Germany possesses several such ships, which were undoubtedly designed for this purpose. It is probable that this raider can attack far more than fleeting opportunities upon the trade routes, the bulk of her time being spent in unrefined areas lest she be sighted and run to earth. This necessarily sets a limit on the amount of destruction that she can accomplish in a given time.
Escorts Take Deadly Toll of Convoy Raiders

ITALIAN BOMBER (above), swooping to attack a British destroyer, has been hit by the ship’s deadly pom-pom fire, and makes a determined bid to escape. A few minutes later the plane crashes in flames into the sea (left). These photographs were taken during an actual Axis attack on a Mediterranean convoy.

DAMAGED U-BOAT rises to the surface after having been successfully attacked by a British warship in a fierce encounter. Members of the crew who are seen standing in the stern of the submarine were rescued and taken aboard the warship as prisoners.

LEADING A CONVOY ESCORT into Malta harbour, this British destroyer reaches port after warding off enemy submarines and aircraft in the hazardous waters of the Mediterranean.
COMMANDOS IN ACTION have proved formidable fighters in raids on enemy-occupied territory such as the reconnaissance in force at Dieppe on Aug. 19. The photographs show the rigorous training which these men undergo in preparation for such combined operations. 1. Disembarking from landing-craft. 2. Preparing to jump ashore. 3. Advancing under cover of a smoke-screen across a beach. 4. Thrusting an explosive charge into a pill-box opening by means of a pole-charge. 5. Part of the equipment carried by these troops is the dirk—a useful weapon which is worn inside the stocking.
ROYAL INDIAN ARMY SERVICE CORPS units are here seen against an unfamiliar background. Stationed in Scotland, a team of pack-horses, top, begins the mountain climb as it carries stores and equipment beyond the reach of mechanized transport. Below, the pack-train has mounted to a higher altitude, while far below it stretches the lovely panorama of the Scottish countryside.
Women in Uniform: Civilian Work and Pay

Following her description of conditions of service in the three Women’s Services (see page 152) Irene Cleland begins this second article treats of those whom she describes as “civilian uniform” — the women who serve in the N.A.A.F.I. canteens, the nurses in hospitals and first-aid posts, the cherrie conductors on the bus and tram platforms, the greeng and khaki-girls of the Women’s Land Army, and the stalwart and ever-helpful women in the blue of the Police.

Civilian women doing war work exceed in number those in the forces, and many of these wear a uniform. Take, for instance, the women in N.A.A.F.I. (Navy, Army, and Air Force Institutes), the official name of the London A.A.R. who process its objectives to provide serving men with a homely atmosphere in their hours of recreation. Women joining N.A.A.F.I. do not have to sign on for the war — though they may be summoned after the War if they wish to remain in its service. Uniform is worn, but there is no military discipline, for though so closely associated with the Forces, N.A.A.F.I. is not part of them. Rates of pay range from 20s. for counter, general, and kitchen assistants, to 45s. for fully qualified cooks, plus board, lodging, and uniform.

Then there is nursing, the service which calls more urgently than any other for recruits. Girls of conception age can always volunteer for nursing, even if they wait until they are a bit older it is of vital service to essential work of some kind. Nursing is of equal value to civilians and to the armed forces, especially in the present war when air raids mean thousands of civilians in hospital. Many young women between 18 and 30 who feel a call to nursing as a career have already become student nurses, at a starting wage of £40 a year, plus board, lodging, and medical attendance and uniform. Many nurses who had enlisted have returned to their profession. But the need still continues: a call for 5,000 more went out in the spring of 1942.

Women drawn to nursing who yet do not want to make it a career are doing splendid work in the Civil Nursing Reserve as Nursing Auxiliaries. The age limits are 18 to 55, and candidates need have had no previous nursing experience. Over 25,000 have taken up full-time service in hospitals and first-aid posts all over the country. In hospitals they are paid £5 a month and receive free board, lodging, and laundry, or a cash allowance in place of them; in first-aid posts or medical-aid posts, whether in or out of hospital or in the field, they are paid £2 7s. a week and keep themselves.

During the period of heavy air raids the hospitals suffered many direct hits. A number of nurses were killed at their posts, and the remaining youngest patients were sometimes so terrified by the most commonplace happenings that they were convinced they were about to die. Some of these casualties were due to the overcrowding of hospital wards. Others were the result of fright. It is important that these women should be given more rest and more time for socialising. It is also important that they should be protected from the effects of being so overtaxed, physically and emotionally, that they cannot do their work properly. This means that more nurses should be trained and that they should be given more time off for rest and recreation. It also means that more nurses should be trained in the special fields of nursing, such as obstetrics, gynaecology, and child welfare.

Fifty Thousand Land Girls

The Minister of Agriculture recently announced that Great Britain is now producing two-thirds of its own food. The supply of this figure is due in no small measure to the skill and devotion of the Women’s Land Army, this organization, though called an army, is purely civilian. It resembles the Forces only in that its members have to promise to serve for the duration of the war, and in the direction of which it is under the Ministry of Agriculture and Fisheries. The Women’s Land Army was founded in 1914, during the war of 1914–1918, it was revived in June 1939. By the end of August 1939, some 9,000 volunteers had offered their services, and 3,000 more were being interviewed. In those last momentous days before war started, men assisted for the first time in getting in the harvest. By the end of September, 19,000 were at work in England, Wales, 1,300 in Scotland; and in that month the Queen became the patron of the W.L.A. In the summer of 1942 the number had risen to 40,000. Members of the Land Army are exempt from direction by the Ministry of Labour. Their work includes milking and dairy work, general farm work, fruit and vegetable cultivation, the care of livestock, tractor driving, and the hewing and measuring of timber.

The girl conductor is a common-place today. In the London area alone, out of a total of 9,000 conductors, some 13,000 women conductors have taken their place in the trolleys, buses, and trolley-buses, 8,000 are now women. They work under the same conditions and for the same hours as the men. Blitz or no blitz, they all carry on. And though after 2 to 3 weeks training they start at 8s. 6d. a week. After 6 months — 10s. a week. And though they are paid the men’s minimum of 93s. a week, and afterwards work up to the same maximum, 99s. a week. The women conductors employed by the London Transport Board wear an attractive and comfortable uniform of jacket and slacks in pale grey piped with blue. More than one romance has been cemented in the bus revenue. Many women conductors have been worked as conductors, and the Board finds that a wife conductor behind a husband driver in no way impedes work. But while it is true that all women can work on the buses, it is also true that not all women can work on the buses.

During the blitz period 1,000 women were employed to see to the feeding of the 100,000 people who nightly sought shelter in the London tube stations. These were divided into two shifts — an evening and a morning one — and were paid 6s. to 8s. a shift, working 6 shifts a week. This part of the Board’s organization could be revived instantly at need.

The majority of the women in the service of the Board come from better-class factory jobs, but you may find a court dressmaker acting as a pipe-fitter’s mate, a school teacher or a nurse as a cleaner, or a gentrified foreman of a teashop as a labourer, and so on.

Women on the Railways

Transport companies and local authorities all over the country are employing more and more women in jobs usually carried out by men. Forty-four Brighton trolley-bus women conductors recently set up a national record of regular attendance at work; absenteeism among them was less than one per cent. The main line railways too are employing women as porters, booking clerks, ticket collectors, cleaners, etc., in ever-increasing numbers. On the Southern Railway alone over 5,000 women were already engaged on the end of 1941 in place of men serving with the Forces.

The Home Office has more than once urged the appointment of women to the Police throughout the country, particularly in the neighbourhood of military establishments and munition works, where the presence of a female police officer can often prevent disaster in the lives of thoughtless young women (and men). Some local authorities have listened to the Home Office’s arguments. The work is usually done by women who are already employed by the police in some capacity. The work is not easy, but it is of the utmost importance that these women should be given the opportunity to serve in the Police.
Many and Varied Tasks of the Women’s Services

TRACKING DOWN PARASITES liable to destroy prized tomato plants, these experts in research are engaged in highly important work for the Women’s Land Army. They are here seen, hard at work at their horticultural research station in Hertfordshire.

VARIED DUTIES undertaken by women include the familiar ones of nursing and public transport work. Above, a nurse assists convalescent soldiers to enjoy the sunshine in the grounds of a Military Hospital. Two types of uniform worn by London bus conductresses are seen below. The three-quarter coat and grey slacks worn by the girl on the right have now become the official costume as opposed to the more restricted coat and skirt.

N.A.A.F.I. GIRLS, above, are packing cakes into boxes at the central bakery of the command. These are to be dispatched to the many N.A.A.F.I. depots throughout the country. Over fifteen million cakes and pastries are made each year for the consumption of the forces.

WOMEN’S AUXILIARY POLICE CORPS in the City of London was started in 1941, and has proved to be outstandingly successful. Duties include the driving of ambulances and clerical and canteen work. Here is a telephone operator. Photos, Daily Mirror, Topical Press, Fox
NEW A.A. ROCKET defends merchant ships against enemy dive bombers. The rocket apparatus shoots parachutes with long wires attached to them into the sky and unless the enemy pilot swerves instantly off his course his plane becomes entangled in the "wire barrage." Above, roket is seen carrying the wire aloft. Jet set, parachute trailing the wire.

Soldiers of the Norwegian Army (right) march past King Haakon at the military parade which formed part of the celebrations in London of His Majesty's seventieth birthday on August 1. The King stands between Crown Prince Olaf and Crown Princess Martha of Norway. The parade took place in Hyde Park.

GATHERING IN THE HARVEST, these soldiers at first glance appear to be camouflaged. They are lending valuable assistance to a Berkshire farmer during one of the busiest periods of the year.

Photos: Central Press, Topical, Sport & General, Keystone
STARTING from Calcutta in a big transport plane we flew through cloud and sunshine. Everything was dripping, including our sweating faces. Just before the take-off an air-raid alert caused droves of fighters to take the air, while our crew was on the ground eating ice-cream.

Nothing developed from the alarm. We took off and followed the red-brown snake of the Hooghly River, dotted with boats with square green sails. In a short time we were flying over immense tracts of flooded countryside. Villages and clumps of flooded islands were made forlorn little islands, and great rivers spread formlessly over forest and rice-fields.

From time to time we plunged into clouds, hail lashed us like bullets, and our great wings quivered. Several hours later we were over the trim tea gardens of Assam. We came down from the cool heights to the steaming heat of this aerodrome.

Early next morning I boarded another transport from which the door had been removed, for the first food-dropping trip of the day. While I sat on a pile of sacks containing a ton of food and clothing, our pilot, a flight-lieutenant from Wicklow, Eire, pointed out our destination on a map. The weather having temporarily improved, we were headed for one of the most difficult places, where low cloud would make navigation impossible.

Down the centre of the plane ran a steel wire to which the crew attached themselves with safety lines. An aircraftman, formerly a London lorry driver, stood with his hand jealously on the wire like a bus conductor about to ring the bell.

We took off towards the distant hills, keeping a sharp look-out for Japanese fighters, which have, however, been very quiet lately. A flight sergeant, an ex-manager of a Manchester store, who has been on 45 bombing raids in Europe and the Middle East, described to me the contents of the bundles. There were rice meal, tinned meat, towels, soap, stockings, sandals, tea, sugar and a big parcel of books.

He told me that the party we were seeking had on the previous day split out with bully beef tins the message: "Thousand starving."

He recalled that the piece de resistance of their food-dropping was a barrel of rum, sent down on two parachutes.

Now we were 8,000 ft. up over rugged hills covered to the summits with dark-green jungle. In all directions they extended endlessly, ridge on ridge, while here and there mysterious peaks poked through billowing cotton-wool.

In the dust-filled cabin the crew put on goggles and handkerchiefs over their heads and mouths as we neared our destination. Diving through a cloud ceiling, we began to spiral down in a bowl of mountains till, less than 600 ft. below, I saw a camp of bamboo huts in a clearing on a hilltop.

I caught a glimpse of a message in bully beef tins: "Drop food and drugs."

Then began a series of tricky "bombing runs" over the target. We had no parachutes. The method adopted was simply to stack up half a dozen sacks in the open doorway. An aircraftman, a former Cambridge farm labourer, braced his back against the cabin wall and, on a light signal from the pilot, pushed the sacks out with his feet. With others I heaved and sweated at the sacks in a choking cloud of dust, and saw them whizzing down through space mostly well within the target area.

I saw several Indians staring upwards, oblivious of the danger from these 30-lb. sacks that were smashing down, sometimes clearing the ground through the rush of them, it was manna from Heaven. Nine times we flew over the camp and pushed out sacks. The figures below rushing to recover them became so close that I suspected we could have hoisted them on board to safety, yet they were marooned by a flooded river.

The South African group captain who made the flight with us pointed out landmarks in this wild country. Finding and feeding these 45 people was his biggest task. He is fighting the monsoon more than the Japanese. There are rescue parties with elephants threading through the jungles who have to be located at the last possible moment. Bumps are being formed. When there is a break in the monsoon the food planes fly from dawn till dusk. On one camp we visited seven tons of food were dropped in a few days.

At Night With My Tank in the Western Desert

We had been fighting hard all the afternoon, and the going had been particularly stiff. In the lulls we watched the sun—as one always does, trying to will the thing down towards the horizon. How slowly it moves! But at last it touches the horizon and twilight falls.

With darkness we can no longer clearly distinguish our target; further firing is just a waste of ammunition. Suddenly we feel utterly weary as tensed nerves relax; also we feel a great relief that makes many pray, for we have been deprived for another day.

Over the air comes the voice of the colonel, telling us to rally to a given light signal. Up soars a light, and we take a bearing on it and move towards it. All around us sound the throb of engines and crack of tracks. Other troops loom up in the gloom, recognize us and fall into their allotted places until the regiment moves through the darkness in two long lines.

The gunner and the loader doze, exhausted, their faces coppery black with fumes. The driver strains to see the tank ahead, for there are no lights. He is the tower of every tank; on his mechanical skill our lives depend. He alone can do nothing to hit back, can make no objections. He can only watch and wait for orders.

Out of the gloom looms another column, silent compared with the boom of our huge engines; our transport has arrived. It bears petrol, oil, water and food; perhaps rum tonight. With it come the fitters and medical stores. Often there are wounded men lying on the backs of tanks, where they can be stretched out and kept warm over the engine.

Here and there fires blazed from burning tanks and lorries—relics of the day's struggle—and sometimes we have to make a small detour to avoid being illuminated by them.

Clusters of white illuminating lights rise at different points around us; these are the German line. It is no use to go any further, as they are probably on the move, too. We should never find them, we might give away our position, and one can see little through the smoke at night. The German tank is a gentleman's agreement"; we should attack them if we could.

At last we halt and move into our protective formation around the soft vehicles—the lorries. The gunner and loader have to be shaken.

Discipline tells, and we move briskly. The driver tells his commander his petrol and oil requirements; the gunner tells how much ammunition he needs. The commander tells his squadron leader. Guns are cleaned and the tank is maintained. No matter how weary we may be, there is one tradition which will not be broken: the tank will be made mechanically perfect before
TANK MAINTENANCE is of the utmost importance in desert warfare and, as described in the text, is the nightly duty of the crew, however weary, to see to their charge and make it ready for the morning before themselves seeking rest. But sometimes more than routine servicing is necessary, and this work is carried out by the Light Recovery Section of the Ordnance Corps. Above are seen two transporters, each with its Cruiser tank, which are being returned to the forward areas after re-conditioning. Inset, a mechanic overhauls a tank engine.

Photos, British Official

Dawn, the tank will be full of petrol and ammunition, and the tank will be spotlessly clean inside; then some of us may rest.

The supply lorries move along the line, dumping our exact requirements. They have been following behind us as we fought throughout the day. They have been dive-bombed, they have been machine-gunned, they have been shelled—they have no armour. They will finish after midnight, and will rise long before dawn. Then they will go to their rendezvous with the R.A.S.C. and do the whole thing again. Those are the men who form our lifeline, the men of our regiment, our “echelon.”

We heave up the heavy petrol tins, the five-gallon drums of oil, and the boxes of ammunition. We draw our rations and pack everything away; and all the time the bitter wind is blowing. We cannot make tea, we cannot cook or even smoke, for we must not show a light.

The squadron sergeant-major comes along. He plods up the line, not very straight, for he is deadly tired. He has done his full share of work in his tank, he has reported to his squadron leader, and now he brings the orders round. One man per tank for guard. An hour and a quarter per weary man, and we have only five hours for sleep tonight. All members of the crew do guard in turn. Tonight it is the loader, and he will be called at half-past two by the man from the next tank. He will listen for the slightest sound that might mean the approach of an enemy lager-raiding party. It is anxious work.

We train the guns outwards, and they are left loaded and cocked. Then we haul the tarpaulins off the back of the tanks. On those we spread our blankets and roll our greatcoats for pillows. We fold the other half of the tarpaulin back over the beds to keep off frost and dew, place loaded revolvers handy and crawl under the blankets.

It seems but a moment before we hear our unhappy loader called to do his guard, and but another moment before the hum of engines tells us that the echelons are moving out to refill. It is still dark when a sentry shakes us. We roll our blankets and pack them and stow the tarpaulins. We are quivering with cold and filled with dread anticipation. We wait for orders.

A voice yells “Start up!” and almost immediately engines roar. It is a relief to have something to do. In a few minutes engines are warm. A pale streak on the horizon shows the dawn and tanks cautiously move out, just a little way. As the light increases they will move farther and farther until they command a view of the surrounding desert, and there they will wait operational orders. If we are lucky they will wait long enough to prepare a hot breakfast.

We Were the R.A.F.’s Rearguard in Libya

The story of the rearguard action fought in the Western Desert by the Allied Air Forces, and of their final retirement from their landing ground almost under the noses of German tanks is told here by an R.A.F. officer.

We were standing on the landing ground when the bombers returned from their last raid. It was nothing but an arid stretch of desert—a few tents and a thick cloud of dust kicked up by the constant take-off. All around were grouped the air crews, grimy and dust-covered from days of continuous fighting, but still cheerful.

Then the Bostons came back. They had been gone only a few minutes but their bomb racks were empty. The nearest column of tanks, they reported, was only about five minutes’ flying time away. It might be on the landing ground within an hour or so. Everybody knew that the withdrawal could not be longer postponed. Lorries took on board tents and the ground crews. The convoys of trucks formed up and moved quietly across the desert. The air crews climbed into their Bostons and took off.

At the nearest fighter landing ground the squadrons were still up patrolling over the enemy columns only a few miles from their base. They flew and fought till nightfall.

Then the drama transferred itself to the dug-out which served as the fighter operations room on the landing ground. From time to time news of the enemy tank movements came in on the telephone. Outside in the cool quietness of the desert evening the fighters and bombers alike were dispersed.
around the aerodrome. All tents had been struck and piled on lorries ready to move off at short notice. Everybody slept out in the silt trenches or on the open ground.

The sun over the telephone was not reassuring. The nearest enemy tanks were only 15 miles away. At midnight they were being engaged by the Free French. An hour later, German tanks were driven a little north on to Gambut aerodrome. At 2 a.m. they had been driven from there and nobody knew where they had gone in the darkness. The mission had set out, they said they had turned to the north-east towards us.

Messengers were sent round the camp shucking sleeping men by the shoulder and telling them to be ready to move off at first light. The temporary dawn was too anxious, for the fighters and bombers still stood on the aerodrome and the German tank column still hovered somewhere near. We were just leaving, drinking hot tea from a dicey and chewing bacon and sausage sandwiches to the light of a single hurricane lamp. The field telephone was still ringing with orders to get rid of any surplus aviation petrol to demobilise aircraft that were useless and could no longer fly.

Then it was light, and the shapes of the waiting aircraft gradually formed from the dim light of the low sun. It was a magnificent sunrise. The trucks formed up into convoy. Two columns of black smoke rose into the air from where two useless aircraft had been based. Then the formation began to take off.

It had been worth it. They had risked staying almost in the front line, so as to be able to strike anywhere in the moment. They had been within easy striking distance of the tanks. But now it was light the aircraft were away. The whole force had fought until the last moment and been drawn into safety. That was something of a triumph.

AUGUST 14, 1942. Wednesday 1.068th day Air.—R.A.F. bombers railed targets in the Ruhr by night.

Russian Front.—Further German gains at Kotelnikovo, on Stalingrad-Russlan railway, were stopped by ordered fighting continued north of Byelya Gliha to Kushelevka.

Mediterranean.—British submarine sank Italian supply ship and damaged another.

China.—American bombers attacked Jap installations near Hankow.

AUGUST 15, Thursday 1.069th day Air.—Strong force of R.A.F. bombers raided Osnabrück.

Russian Front.—Germans claimed capture of Makop and Krasnograd. Round Stalingrad Russians continued to push up and had reached resistance.


China.—U.S. bombers and fighters continued attacks on Jap airfields.

Australia.—Allied bombers made day and night raids on Rabaal, Gusama, Salamaua and Kokoda.

U.S.A.—American navy patrol planes attacked Jap ships in Kiska harbour.

General.—Mr. Gandhi and leaders of Congress Party arrested.

AUGUST 18, Saturday 1.071st day Russian Front.—Fighter force in area of Armavir and Krasnodar according to region fighting continued at Kletskaya and Kikelevo.

Australasia.—American and Australian forces started offensive operations against the Yalu River. The Chinese on the Saldan Islands.

Home.—Sharpe attack on East Anglian towns.

AUGUST 15, Saturday 1.070th day Air.—R.A.F. bombers railed western Germany in bad weather conditions.

Russian Front.—Fighting in Caucasus round Cherkessk, Mineralnye Vody, Krasnogor and Makop.

Africa.—Our bombers railed Morro Matruh, Tabruk, and Sollum.

Australasia.—Allied bombers attacked Jap installations on Timor. Enemy pressure in New Guinea.

General.—Five Dutchmen held as prisoners. Their German military train was executed.

AUGUST 16, Sunday 1.071th day Air.—U.S. Army Air Force fighters again took part in operations near Stalingrad. Germans made some progress.


General.—Mr. Churchill left Moscow

AUGUST 17, Monday 1.072nd day Air.—U.S. Army Air Force flying Fortresses railed railway marshalling-yards at Rouen by daylight. R.A.F. bombed Osnabrück by night.

Russian Front.—Heavy fighter attacks at Mineralnye Vody; in area of Krasnodar the Germans forced crossing of Kuban R., and further bombers railed Danzig, Königsberg and Tilsit.

Russian Front.—Fighter force in Caucasus round Cherkessk, Mineralnye Vody, E. of Armavir, at Kotelnikovo the Russians counter-attacked.

Mediterranean.—British naval squadrons under Admiral van der Peel railed Rhodes.

Australasia.—Allied bombers made daylight raids on Jap convoy off New Guinea.

AUGUST 18, Tuesday 1.073rd day Air.—S.A.F. Squadron, serving with the R.A.F. in the Middle East, is packed up and ready to move to another desert landing-ground. Sudden removals such as this are now nearly frequency with which they are effectuated.

General.—Indian Congress Party resolution demanded British withdrawal from Egypt and threatened campaign of civil disobedience.

AUGUST 18, Tuesday 1.072nd day Air.—Strong force of R.A.F. bombers railed Osnaprück.

Russian Front.—Germans claimed capture of Makop and Krasnograd. Round Stalingrad Russians continued to push up and had reached resistance.

Africa.—U.S. Army Air Force heavy bombers made daylight raid on Belfort.


China.—U.S. bombers and fighters railed Jap installations.

Australia.—Allied bombers made day and night raids on Rabaal, Gusama, Salamaua and Kokoda.

U.S.A.—American navy patrol planes attacked Jap ships in Kiska harbour.

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AUGUST 19, Wednesday 1.074th day Air.—R.A.F. bombers railed round Armavir, Krasnodar and Makop; claimed captured of Piatigorsk. In the Don bend Russians countered many attacks by Jap aircraft.

China.—U.S. Army Air Force made low-level attack on Hankow.

Australia.—Allied bombers continued to attack Jap airfields on New Guinea and attacked Jap shipping off Timor.

General.—German authorities announced that 93 persons had been executed at the Teheran prison as reprisals for attacks on Germans.

AUGUST 20, Thursday 1.075th day Air.—Strong force of R.A.F. bombers railed round the Volga; Cobhara and Le Havre also raided. 16 bombing misses.

Russian Front.—German advance in Caucasus continued, with fighting at Cherkessk, Krasnodar and Makop.

Mediterranean.—H.M.S. Eagle (aircraft carrier) lost as result of U-boat attack while escorting convoy to Malta.

General.—American heavy bombers attacked enemy cruisers in Naravon Bay, Greece.

China.—American fighter aircraft bombed Jap aerodrome at Nanchung.

Home.—Sharp raid on S.E. coast town.

AUGUST 12, Wednesday 1.073rd day Air.—R.A.F. bombers railed again for Jap installations on Timor. Enemy pressure in New Guinea.

General.—Five Dutchmen held as prisoners. Their German military train was executed.

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General.—Indian Congress Party resolution demanded British withdrawal from Egypt and threatened campaign of civil disobedience.
Editor's Postscript

O

NE of the most pleasantly profitable
hours that I spend every week is de-

voting to the art of reading, and many
times I feel that the entertainment and in-
struction to be had in one of these is vastly
better value for money than some of the over-
praised folderlark that I have recently seen.
But as the lion's share in the programmes
at the New Theatre is a mixture of American
comedy, I think, some danger of overloading
usassispace. I have noticed that one's sense
of hearing rejoices in passing from one of
these American sound

tracks to the purer and more
agreeable sound of

Leslie Mitchell, Stuart Hibbert,
or other of the B.B.C.
nouncers whose voices are
occasionally used by British
film makers.

My spirits always fall when I

see a travel piece from America announced, for while
I know that its photography will
be impeccable, I also know that I am going to listen to the
most banal comments in the
least attractive phrasology,
with one dreadful word recur-

ring like the leitmotiv in a more
tuneful sort of composition.
That word is pronounced and repeated four or five times in a
five-minute film as 'cullulul.'

The word in itself is not offen-
sive if its use is occasional, but in
America it almost rivals

'wonderful' as a sound ex-
pressing an idea for which the

speaker has not a sufficient
vocabulary. I could write at
length on this important topic
if paper were more plentiful, as
I heard an American com-

mentator in presenting a quite
admirable film the other night

twice use the unknown word
'momento,' which I took as a

mispronunciation of 'momento,' and I just can't let
that go without mention.

I think it is incumbent on all
English school teachers to

warn their children against hav-
ing their speech corrupted by

many of the sounds that accompany American
films, and it might be a good exercise to
get young people to note down any of the pecu-

iar expressions they hear and report
them at school for the teacher's opinion of the
ir use. Incidentally, I have just had a
letter from a reader suggesting that it would
be worth while issuing a booklet of American
phrases that are particularly dangerous.
In the film I saw, the French and Norwegian in the earlier numbers of
THE WAR ILLUSTRATED. Sincerely as I
admire the Americans and American institu-

tions (although I am not an

exacting gangsterist) I do not

favour the interlarding of our

English speech with Americanisms; but the

student who is curious about these matters is already
well supplied in Simone Veil, or Mr.
H. W. Horwill and issued in similar
form to Fowler's English Usage, by the

Oxford University Press.

A

bout forty years ago, when the War
Gods were asleep and the London
evening papers had to resort to stunts to
hoist their circulations, a singularly stupid
device was to employ some celebrity to
"edit" the paper for one day—or it may
have been one week—and the inimitable
Dan Leno was chosen to dispose the editor of
The Sun. I recalled this today in having
had rather an overdose of querulous
censure in our evening sheers, which are now
reduced to the dimensions of the ha'penny
press of forty years ago. For Dan put up an
excellent show with the first (it may have been
the only) number of the luminary he edited.
His leading article was entitled "Whither are we
Withering?" It was a joyous farago of nonsense
and so characteristic that I think he actually composed it himself. As
a constructive criticism of our war effort I have

little doubt it would bear reprinting today
alongside much of the stuff which amateur
strategists and excitable Second Fronters are
getting into type.

The scene, as described to me, a room
refreshment place in the West End
whence an impressive view of the multi-

tudious balloons is visible in the distance. An
American military officer having a drink
with an English friend. American: "Is this
the sort of weather you usually have
in August?" English friend: "Oh
dear, no. It's sometimes worse, but not often,
and you must remember you're from Cali-

fornia." American ("looking lazy" at the

balloons): "Well, I can't help saying he's a
helluva climate and you might do worse
than cut down these balloons and let the whole
darn place sink." The spirit of Mark Twain
still inspires the humour of our countrymen.

More than two years ago I wrote a para-

graph or two about the dishonesty
which persists in the human race despite all
writing customers' intentions on the front page, concerning which I have
complained many times, but so far to no
purpose. This is a quotation from a letter
by Mr. Matthews, the other day from a large
subscribers, and while I do not wish to keep
returning to this point, in quoting the
foregoing I would repeat that with very

difficulties in making copies the

ewspagists could avoid this disfigurement
of copies which are intended to be handled
with unusual care and in many thousands
of cases to be preserved for binding pur-
pouses. A list of the names and addresses of
his regular subscribers to THE WAR ILLUSTRATED could be
given to the messengers who distribute the paper. With

sion it should be possible to put each number into the hands of its
purchaser without making

the publication itself the guide to
his requirements; if the class of people are usually
anxious and willing to cooperate, and any
who take advantage of short supplies to adopt a
"take it or leave it" attitude, are only
the exceptions that prove the

rule.

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