GENERAL GIRAUD was appointed High Commissioner for French North Africa after the assassination of Adm. Darlan on Christmas Eve, 1942. A renowned French military leader, he would have become Generalissimo in the Battle of France, in succession to General Gamelin, had he not been taken prisoner in May 1940. This recent photograph shows him reviewing U.S. troops in N. Africa. An account of his dramatic career is given on page 488.

Photo, Planet News
At the beginning of 1942 it was generally expected that the year would see the major crisis of the war; but during the first nine months there was little to show that the crisis would be successfully passed. For the Empire the months had been marked by failure of hopes and by the discovery of its own inadequacy in its history. Russia, too, had received a terrible blunting, and it still burned that it was difficult to believe that she possessed a reserve of offensive power. Anyone who had in September forecast that the end of the year would see the initiative passing to the Allies and both Germany and Japan on the defensive would have been scorched at as an absurd optimist.

The defeat of Rommel in what he deemed to be an impregnable position brought relief and hope, but few could have expected that in a few weeks Russia would have won more remarkable victories. It is true that last winter Russia had made a wonderful recovery, but that was because Hitler's plan of Russian winter presented Stalin with a fleeting opportunity which he was ready to seize. But the blow he struck was with light forces against an exhausted army already in retreat, and not a prearranged offensive delivered at a selected time and place. When it met strong, organized defence the blow had not sufficient weight behind it to overcome them. This winter, on the other hand, the offensive was fully prepared and admirably planned, and because it had of necessity to be delivered against fully organized positions, its achievements have been beyond all comparison greater than those of last year, and admit of further exploitation.

RUSSIA In my last article (see page 450) I wrote that there was no expectation of immediate sensational results on the Russian Front. The Russians appeared to be engaged in strengthening and deepening their ring encircling the German 6th Army at Stalingrad, and in maintaining pressure on the Rzhev-Veliki Luki front in order to prevent the German reserves to the Lower Don, where it seemed probable that the Germans might assemble at Kotelinkovo a force for the relief of the 6th Army. The Germans were aware that there was a Russian force east of the Middle Don below Voronezh, and it seemed probable that they had reserves disposed to meet the threat.

That picture did not allow for the full scope of the masterly plans Zhukov (who we now know is in direct control of the Russian operations) had laid, nor did it anticipate German mistakes. Sensational results have most certainly been achieved, which, moreover, have revealed that, despite its losses in the past year, the Red Army retains offensive power far exceeding all expectations. To understand it was the fundamental German mistake.

Zhukov's plans have been described officially by Moscow in the stages of their development.

There was first the November two-pronged attack north-west and south-west of Stalingrad which encircled the 6th Army. Measures were then taken to consolidate the positions of the encircling ring against attacks from outside, involving especially an advance towards Kotelinkovo from which relief attacks were expected.

It was at this stage the German plans to have made two fatal mistakes, possibly unavoidable. They made a rescue attempt before they had assembled an adequate force, and they delayed dispatch of reinforcements to the Middle Don front.

When by early December they had assembled at Kotelinkovo a striking force of three Panzer and three motorized infantry divisions, they launched an attempt on December 12 to break through to the 6th Army. The force constituted, of course, a very powerful spearhead, and it drove deeply into the Russian positions. But the spearhead lacked a shaft—an infantry force to hold the sides of the corridor which the spearhead was attempting to form. The Russians counter-attacked, enveloping the flanks of the thrust; and after some days of hard and critical fighting the Germans were in full retreat, having suffered great losses. In three days they lost all the ground they had gained in twelve; and with the Russians in pursuit they were unable even to retain their hold on Kotelinkovo. Kotelinkovo was captured on Dec. 29 with great quantities of booty, and not till they were well west of the town could the retreating enemy make a stand.

Meanwhile, the Germans had made their other fatal mistake. They had seen the threat on the Middle Don growing, and had set in motion formations to strengthen the line, held there mainly by Italian troops. Before the reinforcements arrived the storm broke. Possibly it was thought the ice was not yet solid enough to carry heavy traffic across the Don, or the weight and speed of the assault were unexpected.

Under a terrific artillery bombardment the Russian infantry carried the meticulously prepared defences, and mechanized columns penetrated rear positions, leaving isolated centres of resistance to be mopped up in turn. The speed of the Russian advance in spite of snow was amazingly well maintained, and the breakthrough was complete over a wide front. The Voronezh-Kostov railway—the supply line for the whole Middle Don front—was overrun, and depots of supplies of all sorts, well-stocked for the winter, were captured.

The Nazi retreat became a rout, which the reinforcing divisions coming up could not check. Some of the towns on the railways, regarded as centres of resistance, were rushed at once, others held out for some days; but it was not until the important railway junction of Millerovo was reached that the Russian progress was checked and German resistance was stiffened by the arrival of further reserves. Millerovo, though almost surrounded, could not be rushed; but farther south the Russian Middle Don army joined hands with the army north-west of Stalingrad, mopping up the enemy still holding positions in the Don loop and on the railway leading to Stalingrad.

It was an amazing feat in a snow-covered country and without railway communications for the Russians to maintain the impetus of their offensive for over one hundred miles, but the pace was bound to slacken and a pause was necessary to bring up supplies and to deal with centres of resistance which had been by-passed. Moreover, the network of railways within the Donetz basin enabled the
Germans to rush up reserves. Millerovo, as I write, is holding out, and German resistance east of Donetz is stiffening.

The immediate German aim must obviously be to get the line of the Donetz covering the approaches to Rostov and to the centres in the Donetz basin such as Voroshilovgrad and the important railway junction at Likhaia. Four railways cross the Donetz on a front of one hundred miles, which may enable the Nazis to maintain strong forces east of the river; and if Millerovo holds out it will tend to break up the continuity of the advancing Russian wave. It would be premature, therefore, to assume that the Russians have closed prospects of reaching Rostov or the Donetz basin.

But Zhukov had still further plans. Following the example of Foch in 1918, when a thrust in one direction seemed temporarily to have exhausted its impetus, he struck at a new point. By an astonishingly swift advance southwards and westwards he overran the comparatively weak German forces in the Ergeni hills and Kalmuck Steppes, bypassing the town of Elista, which the Germans were compelled to evacuate hurriedly. This movement, still in progress, seriously threatens the communications of the Germans in the Terek valley, who, at the same time, are being counter-attacked by the Russians who have for so long successfully opposed them. It is not surprising that under this double threat the Germans have withdrawn from Mozdok and Nalchik, abandoning their winter shelter and all hopes of capturing the Grozny oilfields.

The net results of these offensives have been disastrous to the Germans. They have lost over 300,000 effective killed or prisoners, and immense quantities of material. Their 6th Army in front of Stalingrad is in a desperate position, and the fact that it made no attempt at a sortie to join hands with the relief force from Kotelnikovo proves how completely it is immobilized and without hope of cutting its way out of the net. The steady and increasing pressure which is being applied to it seems to indicate moves preparatory to dealing it a death-blow.

What can the Germans do to retrieve the situation? A merely defensive attitude would almost certainly mean the acceptance of the inevitability of further disasters. Yet they have already learnt that a premature and inadequate counter-stroke only adds to their losses. If they have reserves available on the Donetz, however, appear to afford an opportunity of concentrating a powerful offensive force; and the Russians opposing them, without railway communications, may have difficulties when snow deepens. I feel sure that the Germans would wish to postpone counter-offensive operations to the spring, trusting to the ability of isolated hedgehog centres to survive attack; but the fall of Veliki Luki (claimed by the Russians on Jan. 1, 1943) may have shown them that hedgehog centres are invulnerable to the forces and weapons Russia can now bring against them. They may feel compelled, therefore, to attempt a counter-offensive unprepared as they probably are for mobile winter operations.

The capture of Veliki Luki, apart from the evidence it gives of the vulnerability of hedgehog centres, is of great importance. It from Moscow to Veliki Luki and give the Russians a much needed supply line. If it can maintain its supplies during the winter the Russian central offensive may yet achieve successes comparable to those in the south.

NORTH AFRICA In Tunis operations are still confined to the activities of covering troops and to air attacks on the enemy's bases and communications. Weather conditions have delayed the development of major operations.

In Tripoli the 8th Army has advanced steadily and has passed the Wadi el Kebir, encountering only mines and light rear-guard opposition. The enemy, however, seems to intend to hold the Wadi Zemzem strongly, and General Montgomery is not likely to attack the position seriously until his army is closed up and his communications are well established.

Rommel has been reinforced, but it is still uncertain whether he means to fight a decisive action or merely to delay the advance of the 8th Army as long as possible. It is a situation in which Montgomery is bound to exercise caution.

FAR EAST Attrition of Japanese air power and shipping resources proceeds steadily, and the isolated detachments in Guadalcanal and at Buna are fighting fanatically in a hopeless situation. There is no indication, however, that, either in Burma or elsewhere, the Allies are ready to undertake major offensive operations. The advance towards Akyab in Burma is probably intended merely to deprive the Japanese of a base conveniently situated for harassing air attacks on India, and to secure an advanced air base for ourselves.
"MARBLE ARCH" (below), through which a convoy of 8th Army transport units is seen advancing, is situated on the coastal road about halfway between El Agheila and No Oilia. It was built by the Italians in the days when they dreamed of emulating the ancient empire of Rome. Right, the shadow of an Allied sentry with fixed bayonet falls across these exhausted Axis prisoners in the Western Desert.

ENEMY REARGUARD STANDS in Libya, devised to facilitate the escape of Rommel's main forces, were swiftly dealt with by the Allied troops. Left, the British crew of a 6-pounder anti-tank gun flatten themselves upon the sand during enemy counter-fire. Above, an Eighth Army observation-post under shellfire near El Agheila.
ADVANCING ON THE TUNISIAN FRONT, men of the First Army, supported by American light tanks of M3 type, move across the countryside in open order to attack enemy forward positions.

IN TUNISIA fighting was mainly concentrated in the Jefedea, Tebourba and Mejaz-el-Bab areas during the closing weeks of 1942. By Jan. 1, 1943 our most advanced forces were reported to be some 60 miles from Tunis. The rainy season, which continues until February, rendered the ground unsuitable for tank operations in the north, and during November French troops made considerable progress against immobilized Axis forces. Above, Axis prisoners, captured during the First Army's offensive, are being marched through the docks at Algiers, preparatory to embarkation. Right, gunners of the First Army guard the approaches to Mejaz-el-Bab. They have converted their A.A. gun for use as a field gun.

AT AN R.A.F. STATION in Northern Tunisia, a canteen has been improvised out of a dump of petrol tins. We may imagine that the men needed no urging to "kew upp" for "English Beer." R.A.F. ground staff on the right are examining Sten guns.

Photos, British Official; Keydome
GENERAL GIRAUD, appointed French High Commissioner in N. Africa on Dec. 26, 1942, in succession to Adm. Darlan, was captured by the Germans in France in May 1940. This photo, reproduced from the Nazi-controlled paper La Semaine, shows him as a prisoner (left) at Koenigstein Castle, in Saxony, before his dramatic escape to Switzerland in April last year.

later Admiral Darlan's body was borne with state ceremony to the grave. Before the day was out the Imperial Council, appointed by the Admiral a few weeks earlier to exercise authority in French North Africa, elected General Giraud as Darlan's successor. The choice was well received. Particularly significant was General de Gaulle's reference to Giraud as "the renowned French military leader" who, had he not been taken prisoner by the Germans during the Battle of France, would have been appointed Generalissimo in Gamelin's place.

Who is this Giraud? Certainly he is no newcomer to the headlines. All the world knows him as the man whom no German prison has been able to hold. First, however, let us note some of the details of his long and brilliant career in the French army.

Henri Honoré Giraud comes of old bourgeois stock. Born in Paris in 1879, he entered the French military college of St. Cyr when he was nineteen, and in 1900 received his commission as a Sous-Lieutenant in the 4th regiment of Zouaves. So began his connection with North Africa. He saw garrison duty at Béjaia and Tunis, but after seven years he returned to France and graduated as a Staff officer at the Ecole de Guerre. But in 1913 he was back in Africa as a captain of Zouaves, and soon after the outbreak of war in 1914 he was in action on the Belgian frontier.

At the battle of Charleroi Giraud was wounded as he led his men in a bayonet charge and was left on the field as dead. But during the night he was picked up by a German ambulance and taken away to hospital behind the enemy lines. As soon as he could get about, he and Captain Astier, a fellow officer, attempted to escape. They were captured, but on November 15, 1914, they escaped again and reached St. Quentin, where they were sheltered by the mayor and by a pork butcher who kept an hotel. Giraud was for some time a stable lad and after that employed as a coal merchant, while Schmidt was a washer-up in a restaurant and then a butcher's assistant. But things got too hot for them at St. Quentin, and the two, aided again by many friends at the risk of their lives, got a job in a builder's staff. During the terrible Rif campaign he was Lieut.-Colonel of the 14th Regiment of Tirailleurs. He fought in six battles, according to dispatches, "gave repeated proofs of his energy, his audacity in action, and a personal bravery beyond all praise." In 1936 General Giraud was appointed Governor of Morocco, and in 1939 he was given a seat on the French Supreme War Council.

At the outbreak of war in 1939 he received the command of the French 7th Army; but when General Corap's 9th Army was swept away at Sedan in May 1940 General Georges chose Giraud to replace Corap. To quote from the citation of the Grand Cross of the Legion of Honour that Pétain gave him, he "gave all the troops by his presence among them, utterly ignoring the constant bombardments. He drove through the enemy lines, personally organizing the creation of strong points; he imparted to all his fiery energy and succeeded in stemming for several days the German armoured advance, inflicting severe losses. He was taken prisoner while still commanding the last contingent of his army's staff." For two years he was a captive. Then on April 25, 1942 the German radio announced that General Henri Giraud had escaped from the fortress at Koenigstein in Saxony, in reward of the surrender of his marks was offered for his capture. Three days later it was reported from Switzerland that the General had entered that country under an assumed name on April 21 and left on April 25. On May 4 Vichy made the surprising announcement that Giraud was in Unoccupied France, that he had attended French-German talks at Metz in the frontier of the Occupied and Unoccupied zones, on May 2, and had since returned to Vichy from Lyons. It was made clear that he was wholly free, and had not been confined or handed over to the Germans. Giraud apparently remained in Unoccupied France until November. He was not inactive, however, and must soon come into contact with the Allies. How otherwise can we account for the next chapter in his story?

For several nights in early November (says Reuters) British submarine patrols, the command of Lieut. L. A. Jewell, with whom was an American officer, Captain Jerauld Wright, lay off the French River mouth coming to the shore at night.

On November 4 orders were received to proceed, submerged at 60 ft., into a certain harbour. As the periscopie broke surface a lamp on the shore was observed signalling "Wait one hour." After a second message had been received a rowing-boat was approaching. All the crew in the submarine were able to identify General Giraud, his son, and other officers. General Giraud was about to step on to the slipway deck of the submarine when a wave caught the small boat. He lost his balance and fell into the water, but was immediately washed to the rear of the submarine crew. The submarine then submerged and made for the open Mediterranean.

Next morning it made contact with a flying-boat according to plan. General Giraud and his companions then transferred to the waiting aircraft, and a few hours before the Allied expeditionary force landed he was with General Eisenhower, the Allied Commander-in-Chief.

On November 8 the Anglo-American landings in North Africa, and during the morning General Giraud, describing himself as Commander-in-Chief of the French Forces in North Africa, broadcast from Radio Algiers an appeal for cooperation with the Allies.

Six weeks later fate gave another twist to his fortunes when his colleagues of the Imperial Council in Algiers elected him to the place made vacant by an assassin's bullet.
SOLDIERS OF GEN. GIRAUD'S ARMY have been fighting side by side with the Anglo-American forces from the opening of the campaign in November 1942. Top, in the foreground, French soldiers are manning a machine-gun while their British allies are ready for action at their Bofors. Centre right, a British lorry crosses a bridge which is guarded by the French. Below, a train of pack-mules loaded with equipment passes through the ruins of a Tunisian village en route for the front line.
FIERCE BATTLE OFF GUADALCANAL. On Nov. 12, 1942 U.S. naval forces bombarded Japanese shore positions on this important island of the Solomons, and during these operations the enemy lost 30 out of 31 aircraft sent to attack the American ships. This photo shows a Jap plane plunging to destruction after it had dropped a bomb near the U.S. cruiser San Francisco (centre) and had been shot down by intensive A.A. fire. It was shortly after this engagement that the San Francisco was slightly damaged and 38 men killed, as the result of a disabled enemy plane crashing on her. It was later announced that among those killed were Rear-Adm. D. J. Callaghan (flying his flag in this ship) and Capt. C. Young, the San Francisco's commander. (See illus. p. 393.) In the foreground is a U.S. cargo transport. Photo, Associated Press
THE WAR AT SEA

by Francis E. McMurtrie

Even on the basis of their own communiqué, the German attack on a convoy bound for North Russia on the first day of the old year seems clearly to have been a failure. In view of the present military situation on the Eastern Front, the enemy must be desperately anxious to stop further supplies reaching the Soviet forces, but their efforts were evidently abortive.

The Admiralty announcement on the subject stated that a German destroyer was sunk and a cruiser damaged. The enemy admit the loss of the former ship, and, on the other hand, claim to have accounted for a British destroyer, which sounds like a mere counter-claim for propaganda purposes. Otherwise, the only claims made are of damage by gunfire to our escorting cruisers and destroyers, and torpedo hits by a U-boat on four ships of the convoy. As it is added that weather conditions precluded observation of results, these claims amount to very little.

At this time of year the hours of daylight in the region of Bear Island, where the encounter took place, are very few; and in addition the weather seems to have been so bad that visibility during those hours must have made the aircraft sent prevented from operating, which must have handicapped the enemy attack considerably.

Although the Germans have for months past maintained a strong naval force in Norwegian waters, comprising all their available heavy ships, our convoys have continued to get through to Russia in spite of efforts to intercept them. Losses have sometimes been incurred, but the average deliveries of war material have been important, and must have contributed not a little to recent Soviet successes.

Battleships in the Pacific

As the result of the completion of the remaining four ships of the 35,000-ton Washington class, the United States Navy is now much stronger than it was before the Pearl Harbour disaster. Of the five battleships sunk or put out of action on December 7, 1941, three have been refitted and are again in service. Only in aircraft-carriers is there a temporary shortage, but as Japan has suffered still more severe losses in this category, here also the balance remains on the other side. It is true that six cruisers have been sunk, yet Japan has lost a greater number; and several new American cruisers have been commissioned, and more are due for delivery shortly.

Reports of Japanese battleships of 40,000 to 45,000 tons being on the point of continuation to appear with suspicious regularity. Up to now there has been no evidence that any such ships have been put into service, and it is likely that their construction has been delayed. On the other hand, two or three vessels of an improved ‘pocket battleship’ type are believed to have been added to the Japanese fleet. Their names are somewhat uncertain, but may include Takamatsu and Tittu, previously assigned by rumour to two of the big new battleships mentioned above.

As time goes on, Japanese losses in cruisers and destroyers must have a serious effect on the balance of types composing the fleet, since it is hardly possible for battleships to operate successfully without a due proportion of cruisers and destroyers.

The Italian Navy is likely soon to be in a similar position. This all goes to show the futility of treating capital ships as a sort of hidden reserve, not to be risked until the last. Had we been as cautious with our battleships, we might not have lost the Barham, Prince of Wales, or Repulse—but we might very well have ended by losing the war.

German Raider Sunk

For reasons which are not entirely clear, the German propaganda department have issued a somewhat highly-coloured account of the sinking of the armed raider Atlantis by H.M.S. Devonshire in the South Atlantic on November 22, 1941. In announcing the destruction of this ocean pest, the Admiralty described how, when first sighted, the Atlantis was stopped, with a boat lying off containing oil drums. There is no doubt she was engaged in re-fuelling a U-boat, the presence of which was later established.

After the Atlantis had been set on fire, the crew took to their boats. Later her magazine blew up, and she sank. In view of the nearness of an enemy submarine, no attempt was made to pick up survivors. According to the German account, the boats were taken in tow by the submarine and those in them were transferred by degrees to other U-boats, so that most of them got back to Germany.

Several Nazi ocean raiders have been intercepted from time to time. As a rule, their victims have been few, as they cannot afford to remain on a trade route for any length of time without grave risk of being caught. They are not to be confused with blockade runners, endeavouring to get through to Germany with selected cargoes of rubber and other products of which the enemy is in great need. Three such cargoes have been stopped by the Royal Navy in recent weeks, one in the Indian Ocean and two in the Atlantic.

Though very little is heard of its activities, the presence in the Indian Ocean of a strong Eastern Fleet under the command of Admiral Sir James Somerville has had a deterrent effect on the enterprise of the Japanese Navy. Since April last Japanese warships have scarcely been heard of in the area outside the Strait of Malacca, though there is believed to be a fleet of some size based on Singapore.

Royal Navy in the East

It seems probable that the port of Sabang, at the northern extremity of the island of Sumatra, is being used by the enemy as a minor naval base. On the night of December 20-21, a British naval force operating in the Bay of Bengal carried out a heavy air attack on this place, causing damage to various objects of military importance. Large explosions, followed by fires, were observed.

As a matter of historical interest, it may be observed that during the hard-fought struggle for command of the Indian seas in 1782-93 the French Admiral Suffren made use of this same locality—the northern end of Sumatra—as a winter base before renewing his battles with Admiral Sir Edward Hughes.

Undoubtedly the greatest task which confronts the United Nations in 1943 is the defeat of the U-boat menace. Though shipping losses are less than they were, the leeway in merchant tonnage has not yet been made up, and the numbers of the enemy submarines continue to increase. It is true that it is hardly possible for trained crews to be provided in equal degree, but even so the danger of our operations in North Africa being hampered by U-boat depredations is too serious to neglect.

It is essential therefore that no pains should be spared to hunt to death every enemy submarine that is detected. For this purpose it is understood that priority is now being given to all the material which the Royal Navy requires to amplify its anti-submarine measures. This presumably is one of the results at which Field-Marshal Smuts was aiming in his warning words on the U-boat menace last year.
Wounded from Libya Are Her Passengers Now

BRITISH HOSPITAL SHIP ATLANTIS—formerly a luxury liner—recently returned home from the Middle East with sick and wounded men from the 8th and other armies. 1, Sister Christina Hobbs in the life-saving jacket and steel helmet provided for use in case of emergency. 2, The Atlantic homeward bound. 3, A corner of a surgical ward aboard the ship. 4, U.S. ambulance men help to disembark casualties. 5, Miss M. F. Northrop, R.R.C., the ship’s matron, says good-bye to some of her charges. PAGE 490

Photos, Central Press
Inside Germany in the War's Fourth Year

1. Offers of employment to girls and women witness to Germany's increasing labour shortage.
2. Ploughing a lawn in the Gendarmenmarkt, the centre of Berlin.
3. According to the German caption, these men are armament workers training with an A.A. gun.
4. "I work my fingers to the bone to save my nation!" Hitler addresses his old party members in Munich on Nov. 8, 1942. Pudgy and dishevelled, this is a very different Fuehrer from the sleek boaster of years gone by.

INDIAN A.R.P. WORKERS in India's large cities are fully organized and ready to meet any emergency. Right, Parsee women stretcher-bearers take part in a demonstration at the Cusrow Baug Training School at Bombay. Their steel helmets strike a stern note in contrast to their picturesque dresses. Industrial workers are being taught to adopt air-raid technique. Crouching in a trench they stuff pieces of cloth into their mouths and plug their ears to minimize the shock of explosions. India's great commercial centre—Calcutta—had its first raid on Dec. 20, 1942, and the A.R.P. organization in that city then had a taste of the "real thing."

JAPANESE AIR RAIDS ON INDIA date from the attack on Visagapatam in April and on Chittagong in May of last year. Throughout the greater part of 1942, however, the enemy confined their bombing to other theatres of war. All the same, India's preparations to meet savage raids were steadily organized in the most vulnerable parts of the country.

With the destruction of Chinese cities as a warning, Indians took intensive courses of A.R.P. training, and prepared to defend their own cities from bombing attacks with the utmost speed. Centre right, a rescue worker demonstrates how to remove a casualty from a blazing building during a realistic test at an A.R.P. training-centre. Right, sirens are set in action from the control-room. A test siren has just been sounded and this official is seen sending out urgent messages.

Photos, India Official
Wavell Assumes the Offensive in Burma

ADVANCING INTO BURMA from Assam, Allied forces, it was announced on Dec. 19, 1942, were pushing steadily forward into the interior. By Dec. 29 a British force had penetrated into the Chindwin valley, about 50 miles N.E. of Arakan—scene of the memorable fighting withdrawal by our troops in May last year. This advance had been preceded by heavy bombing raids on Japanese bases in Burma.

Lt.-Gen. J. W. Stilwell (right), U.S. Commander of Chinese forces in Burma, addresses part of the Chinese army he has helped to build up in India. Known as "Uncle Joe," Gen. Stilwell, who was former Chief of Staff to Marshal Chiang Kaishek, speaks Chinese fluently.

Gen. Wavell, C-in-C, India (promoted to the rank of Field-Marshal in the New Year Honours, 1943), is seen below with Lt.-Gen. N. H. S. Irwin, Commander of India's Eastern Army. This photograph was taken during Gen. Wavell's visit to our forward positions on the Indian N.E. frontier, before he crossed into Burma.

ON THE N.E. INDIAN FRONTIER, Gen. Wavell inspects a detachment of his troops on the eve of the Allied advance into Burma from Assam. Heavy arrow on the map (right) shows direction of our main thrust towards the Chindwin river. Smaller arrow above indicates positions in the Kabaw valley also occupied by our troops. The first clash with the Japanese in Western Burma occurred on Dec. 27, 1942 in the neighbourhood of Rathedsung. After an exchange of fire the enemy broke off contact and it was reported that the bulk of his forces had fallen back against the port of Akyab. Rangoon, Mawphalai, Moeywa, Magwe, and other important Jap bases were repeatedly bombed by the R.A.F. All communiques emphasized the encouraging effect which these attacks had on our troops. Enemy aircraft which raided eastern Bengal in December encountered a spearhead of British fighter defence at Chittagong.

CHINESE GUN CREW—members of Gen. Stilwell's highly efficient and reorganized army—being instructed by a U.S. artillery corporal in the operation of a 155-mm. howitzer, one of America's most modern weapons.
It's the Same War All the World Over

Opening the newspaper of a morning, listening to the news bulletin of the B.B.C., one has an impression of a great number of different fronts, widely separated in space and varying greatly in importance. Yet as the famous writer, BOYD CABLE, explains in the article printed below, the War is one, a Total War indeed.

Outside the few trained specialists and experts in strategy there are few today who realize how closely related are the numerous fronts in this Total War, or how the results of a battle fought by a few thousand men or a score of warships may have reactions which affect a front half the world away and a battle between millions of men.

While the Battle of Britain raged in the skies over England the whole world looked, listened, heard the broadcasts or read the newspapers in much the same way as we used to listen to the round-by-round commentary on a heavy-weight contest, or read from edition to special edition the reports of a Test Match. The experts knew then how much hung on that battle; but in America, in our own Dominions, throughout the world, not one in a thousand had the faintest under-}

standing that the fate of all mankind for generations to come hung on the issue of the battle.

It is only since we have learned from Crete what can be done with airborne troops after the destruction of a defending air force and the completion of the occupation of its aerodromes. Now we do begin to understand how airborne Germans might have seized a bridgehead on our shores and rushed tanks and guns across the Channel, even as is now being done from Italy into Tunisia.

The Battle of Britain was an outstanding and exceptional example of how every battlefront on land and sea depended on a single front and the outcome of one battle. But an understanding of this has not been enough to bring full realization of how closely interlocked are all the war world fronts of today, and of how success or failure of far distant and at the moment apparently unimportant battles may affect many or all other fronts.

In New Guinea and the Solomons men who can be numbered in tens compared with the thousands on the Russian front have been fighting for months to take and hold an airfield and circle of surrounding jungle or a few strips of beach no longer than the Brighton promenade. There were sea battles fought at Midway and the Coral Sea which seemed isolated from all the other fronts. Yet if the Allies had not succeeded in checking and holding the Japs in those distant Pacific seas the Germans might today have been in Stalingrad and the Caucasian oil-fields, or we might have been suffering in England worse bombing raids than ever we have known.

We know that there is a neutrality pact between Japan and Russia; and we also know well that Japan would (or will) break that pact the moment it pays her. Japan wanted that pact until she could at least establish full control of all the islands down to Australia, if not to the length of an Australian invasion. If Australia could have been blocked off, and the islands north of it which may some day and in some way prove the death of the war. But the fact that America has firmly gripped her Alutian base and denied Japan more than the merest toe-hold on the tip of the island chain, has played an important part in that destruction of Japanese power to abstain from any attack on Russia. The bringing into use of the Alaskan Highway well ahead of programme has also helped.

Progress in North Africa

The Allies' occupation of French North Africa had an immediately helpful result for Russia, because the Germans were forced to bring out a large number of aircraft and transport of our African convoys and to ferry troops across to Tunisia. Now against the danger of an Allied attack from Africa on the soft under-belly of the Axis 12 Germany has had to stretch and strain her military strength to garrison and fortify the whole length of the North Mediterranean shores. This could only be done by weakening the Russian front, or by using reserves required for it.

The fighting now going on to take Bizerta and Tunis will have repercussions which will vibrate through Russia, India, Burma and China. When we have taken those two bases and established airfields round the coast of Tunis, the Allies will have a short convoy route under the umbrella of air fighter protection along the Mediterranean to Egypt and Syria. This means the ability to transport men and munitions rapidly from Egypt and Syria to the island chain, and from there to land and start advances across the North African coast to cut air and sea routes to Italy. This is the means by which the British and American forces are now building up strength in its interference with Axis transport across the Mediterranean during the fighting in Libya and Egypt. Its importance will continue, or even increase, when we begin to move our African convoys through the Mediterranean.

Malta's Magnificent Defence

The gallant and unswerving years-long defence of Malta has excited the admiration of the world; we have all thrilled to the stories of the convoys fighting a way through with vitaly necessary oil and supplies. But there is a quite wrong to this picture. Malta is only a stirring episode, little (or not at all) likely to affect the broad results of the war. The unsinkable aircraft-carrier 12 has been the highest inspire to the利用率 with Air Transport across the Mediterranean during the fighting in Libya and Egypt. Its importance will continue, or even increase, when we begin to move our African convoys through the Mediterranean.

Fortunately for us, all these apparently separate and disconnected actions on far-apart fronts have been deliberately planned and carried out as a strategic whole. The collapse of France and the first overwhelming success of the Japs must have thrown all previously conceived strategy of the Allies into the fire. But over shadowed by our losses as I believe we did look back when America lost a fleet at Pearl Harbour, her Pacific bases and the Philippines; we lost Malaya and Burma; we lost the Middle East Indies; and the Russians were hurled back hundreds of miles—it is now becoming evident that new and bold strategic plans must be formed. Now the Japs are being carried into effect, and the scattered jigsaw puzzle pieces are being collected and fitted together in an interlocking world-wide front.
Dread Winter Reigns in Russia

With January's coming the Russian winter approaches its bitter climax, so that mobility is reduced to a minimum. But to this problem, as to so many another, the Red Army has found the solution. "Every infantryman must be a skier," is now the slogan. Top, a patrol of Russian ski-troopers on the Leningrad front. Below, a number of Nazi tanks captured on the same front have been repaired, and are here seen moving into action against their former owners.


**Ghostly Warriors in a World of White**

Although the weather has been indescribably cruel, the Russian armies have continued their gigantic offensives. In these actions a big part is played by specially-trained ski-soldiers, a detachment of whom—parachute troops, camouflaged in white and armed with Tommy-guns—is seen in (1). Tremendous losses have been inflicted on Hitler's armies, both in man and matériel; 2, a Nazi tank photographed at the moment of touching off a mine in the Voronezh area.

**Arctic Conditions on the Eastern Front**

Over snowbound ground, in and out of the kieze-rooted trees of the snowy Russian forest, German troops (3) plod wearily and wearily along, garbed in overalls which once were white so as to make them invisible to the snipers of the Red Army. In (4), a photo taken on the Stalingrad front, Red Army spiers are clearing a road of mines. As the Germans retreat they leave behind them vast quantities of war matériel: here (5) are some of a batch of 150 Nazi motor-cycles.
War in Russia's Gloomy Forests

But for the "dzoit" Hitler's invasion of Russia would have ended ere now in disaster. What, then, is a dzoit? The word is formed from the initials of the Russian words for "wood earth firing point." That the name is apt will be apparent from our photo (top) of one of them in a forest. Below, a Russian casualty clearing station just behind the line; a wounded soldier of the Red Army is receiving attention from a medical orderly and one of that brave regiment of women, the Soviet nurses.
When you read now and then about the guerilla war that is being carried on against the Nazis in the mountains of Serbia, you hear of the brave men who are fighting for their country's independence and freedom, how do you picture this General Mihailovich to yourself?

With some knowledge of Balkan comitadis, as the bands of turbulent mountaineers who have fought for their mountain countries for so many years are called, I supposed him to be a man of tough, even ruffianly appearance—not young by any means, full of courage, but not very brainy. I was surprised to discover from the photograph of him in George Sava's new book, The Chetniks of Yugoslavia (Faber, 16s.), that he has a face in which intellect as well as character are plainly discernible. This is how the London doctor (born Russian, now British) who calls himself for literary purposes Sava, describes the General:

A man in the late forties, of medium height and with striking eyes of a bright mountain-flower blue, and fairish curly hair. But his physical details were not much by his presence. It was that of the born natural leader. Here was a man, one said at once, in whom one could place one's life. He was not afraid to die for. Yet there was nothing aloof about him... He put no gulf between himself and us, such as an officer puts between himself and his men and even more so between himself and individuals.

"Irregulars" though they are, these Yugoslavs know more about the sort of warfare that is going on in the region between their country and Montenegro, Albania and Greece, than any of the scientifically-trained German staff officers. Mihailovich had a training of that kind himself. He was in the army, studied as a lieutenant in 1914-15, then as military attaché in Sofia and Prague. He had a command in 1941, but found it impossible to stand up against the enemy's tanks and artillery with the poor equipment he was given. When the order to capitulate reached him, he had only a few battalions of Chetniks left. With them he moved into the mountains. Ignoring the order to surrender, resolved to "carry on the war to the victorious conclusion and show that Serbia still lives."

Now, who are the Chetniks? They do not seem to be a race or a tribe. The term is used apparently to describe people who live in a certain part of the wild country on the Yugoslav border. Anyway, they are showing the Germans what the spirit of Yugoslavia is.

Their task was to collect together the scattered fragments of the army which refused to surrender, so that they might reform to make a new fighting force in the heart of the land, and all parts peasants came to the centres of resistance, bringing with them old guns and hunting rifles, some of them muzzle-loaders complete with ramrod and powder-born. Trai.n.s of mules dragged small century-old cannons, for which no ammunition could be procured. And against these weapons the Germans used all the resources of a modern army. They bombed and machine-gunned from the air. Their heavy tanks lumbered about.

But it must have seemed to them that for every one Yugoslav they crushed, two more made their appearance. During one month the Chetniks killed 12,000 Nazis, blew up 200 bridges, set fire to between three and four hundred petrol, ammunition, and store dumps, wrecked seventeen trains. They made the Germans jump, never knowing where they would strike next or what they would do.

Their methods were ingenious. One was to make thermometers with a very powerful explosive in them, and put them up in railway stations, public buildings or hotels frequented by German officers. No one took much notice of them until they went off. The Italians were particularly scared. It was said they would not for months let thermometers be put into their mouths in hospital for fear they might be blown up!

The Chetniks of Yugoslavia

When an Alpine regiment, trained in the highlands of Bavaria, was sent against them, the Chetniks showed they were up against men who knew every crag and cleft on the barren heights. They were decoyed up to a mountain from which there were only two ways down—one the road they used, which was promptly closed behind them, and a sheer abyss of 2,000 feet. None of that regiment escaped.

There is a rough humour about the Chetniks. They captured eighty Germans by derailing a train loaded with ammunition. What should be done with them? Mihailovich asked, "We won't hang them for the crimes they have committed on our people. We must teach them a lesson. We've got to frighten these bullies. We'll pull their trousers down and write on their backsides, 'Show yourselves to the garrison of Belgrade. The next: we capture we shoot.'"

They actually did that, tattooing the message with an indelible vegetable dye, putting the prisoners into coffins, loading the coffins on wagons, and driving the wagons into the heart of the capital. They were taken to the doors of the German headquarters; there the drivers decamped. In a few minutes the men in the coffins began to wriggle, then put their heads up. Their heads came out and released them. "Fear struck deep into their hearts. Many of these soldiers, no more than boys, turned pale and began to cast hurried glances about them, while they fingered their triggers and trudged after their men in the hills against the Nazi invaders."

With the Chetniks are a number of British soldiers who made their way into the mountains after the disastrous end of the campaign in Greece in the spring of 1941. They taught their hosts how to use anti-tank rifles and other modern weapons; and the repaired tanks captured from the enemy, which the Serbians had not been able to do anything with. Their chief education was getting accustomed to the food and to the small amount of it. But in villages where there were pigs and poultry they managed to initiate the Serbs into their favourite breakfast dish, eggs and bacon.

The Germans would like very much to keep their grip, which is growing weaker, on Yugoslavia is obvious to a country of vast potential riches. It has, for instance, the largest deposits in Europe of bauxite, which is necessary to the making of aluminium for aircraft construction. It has a host of copper, lead, silver and mable; immense forests, enormous numbers of pigs and sheep.

Little has been done to develop these possible sources of wealth. The great mass of the people are without any kind of formal education. Their rural life is one of dullness and Valeney. They are not more anxious to make themselves prosperous than to bring prosperity to the nation. Large districts are inhabited by people who have scarcely advanced in any degree of civilization during the last two thousand years. The Nazis do not allow that they have any value as human beings, they are "so much cattle, ripe for exploitation."

After the War some federation of the Balkans must be formed for mutual protection. So far the system there has been "all against all." I remember being one autumn in a little town near which are the frontiers of Bulgaria, Rumania and Yugoslavia, I made friends with a Russian who had been an admiral in the Tzar's Navy and was now by an odd turn of fortune commanding a gang of desperadoes who carried hand grenades in their pockets and lived on the country like bandits through and leads his countrymen in peace as boldly and cleverly as he is leading them in war, we may see such a society.
Meet Some of Norway’s Young Fighter Pilots

From time to time HENRY BAERLEIN has contributed to these pages articles descriptive of the Allied contingents who have found in Britain a home from home and a base from which they may safely for a time do battle with the common foe. In this article we are told something of Norwegian airmen who have arrived from across the North Sea to fight side by side with the R.A.F.

RECENTLY I have visited Norwegian fighter pilots at a camp in this country. They are under the famous Riser-Larsen, so they are directly under the North Pole, after having tried with Amundsen to reach it by plane. Riser-Larsen is one of the world’s most renowned aviators, who received his flying training in England during the last war; he has the physical frame which the Nazis call “Nordic,” and as a rule is a huge, silent Normanian. But he can on occasion talk, as when he alludes to “Little Norway,” the camp in Canada which he helped to establish. “It took us barely three months to get going through, where they were splinter-huts was soon finished with the help of local labour. It is the most up-to-date thing anyone can imagine, right down to the camp’s name. Training machines were available just as soon as we needed them, for our Government had ordered them a long time beforehand. And everything for the Norwegian airmen was paid for by Norwegian money.” That is a matter of which all the Norwegians are rightly proud.

‘Neither Quislings nor Spangers’

It may be thought that this has nothing to do with the Norwegian Air Force. But one cannot be for long with these happy-go-lucky, broad-shouldered Norweigian people and be unaware of the psychological effect produced by the knowledge that they are paying their way. “We are neither a race of Quislings nor a race of spangers,” said one of them.

They had various adventures in their travels from stricken Norway to “Little Norway.” For instance, one to whom I talked had been an airman in his small pre-War force. At that time they had at their disposal Glosters from England and Focke-Wulfs which were built under licence in Norway. When the Germans suddenly invaded Norway there was much resistance as was hardly possible. Some of the pilots developed, as one of them told me, a new technique of flying which was to be on the bomb-sights—for the very good reason that they had to. After the capitulation of the country they obeyed the voice of King Haakon and crossed the Baltic to Sweden, where they were interned, as a matter of form, for a few days. Subsequently they obtained visas and departed for Norway. They were somehow treated, and then they went via Japan to America. There they were joined by many Norwegian aviators who had managed to get away in flying-boats to Britain and thence to Canada.

One sturdy fellow said that people looked down on him because he is Norwegian and never liked to kill birds, but he had no objection at all to killing Germans. And now this young man has had his heart’s desire, for he takes part in hedge-hopping expeditions over France, Belgium and Holland.

“IT made me laugh a lot,” he said, “when I came out of a cloud in Belgium the other day and shot up a number of German machines which were on the roof of a barrack building.”

“Oh, well,” said a friend of his, “there’s room for some laughter even in Norway nowadays. I was at home for fifteen months after the Germans had arrived, and they told us they were only resting on the way to England. They used to say that Britain would fall to them like a piece of cake. We have the same expression in our language, et stykke kake. At first they didn’t listen much to the B.B.C., but when I left—like many others, in a fishing-boat—they not only were listening but were believing what the B.B.C. told them.”

To bring the conversation back to matters of the air I mentioned Dieppe, where I had been told by others the Norwegians did particularly well. The two fighter squadrons of the Royal Norwegian Air Force which took part in the raid accounted for 14 machines—definitely destroyed, four probably destroyed and 13 damaged, while the Norwegians lost two airmen. Their most successful pilot was one, aged 19, from down south, who destroyed two German aircraft and probably a third.

“I was lucky among the first (he said) to meet the Germans in the air. I saw a Focke-Wulf 190 tailing a Spitfire. I warned the pilot by radio, but the German was too quick and he shot the Spitfire down. His victory was short-lived, as a keep. For instance, when we make for a train we are careful to hit the engine only, if there is also a coach or civilians aboard.”

Some of these airmen have had a trying time in getting across to Britain in small ships of every kind. “I could stand it no longer in Norway (said one of them) and so I left my wife to look after my garage, where I had been obliged to repair German cars. They told us at first that they were going to get us out from the terror of the British onslaught. We didn’t answer that sort of thing, but merely looked at them, and it works very well. For it was sometimes possible for us to get hold of a small boat, and as we put to sea it was fairly rough, but there were no German planes about and we were picked up by a patrol-boat with Scottish people on board. How nice they were to us, and how white was the bread they gave us!”

One husky young man told me that he and some friends of his found a lifeboat, rigged a sail, and made for the open sea, with hardly any provisions, a meagre supply of water, and always the anxiety that they would be spotted by German patrols and shot at sight.

For the morning (he said) we saw a tiny speck on the horizon. It turned out to be a British destroyer. Never shall I forget how we danced over our ockles-and-shins, which were immediately turned over. This meant England, liberty and—what we hoped for most and were now likely to get.

Two of the company had to thank the skill of a cook, for when some German airmen left their plane at a certain place in the south-west of Norway and sat for a long time enjoying an excellent meal, these two young men seized the opportunity and the plane, in which they reached Britain without any incident. There probably was something wrong with the German who had to report to their superiors, but that is a matter of surmise.

A Nother Man I met was at the time of the German invasion of his Motherland a truck-driver in western Canada, at a place where all the people were of Norwegian origin. The story of the first Norwegian he met, was Norwegian; but the children were learning English at school and the older folk could talk it pretty well. Among themselves they used Norwegian, but with other people were around they spoke English.

“We didn’t want to offend a fellow,” said the truck-driver, “so we spoke English to them, and it is kind of nasty hearing a language you can’t understand. I had applied for naturalization, but when the War broke out I went to the Norwegian consul, and that was the first step to my getting to the camp of ‘Little Norway.’ ”

“When you go back to Canada after the War,” I said, “back to your truck . . . .”

Hedge-hopping over Europe

His rather stern face dissolved into smiles. “I shall be able to tell them,” he said, “that it’s a different sort of driving a machine.” For example, hedge-hopping over in France and Belgium. One day I was told to look for some shipping near Ostend, but there was nothing there, so I went in a cloud and then came down; and while I was hedge-hopping I came on to a canal and got some German barges, and ten minutes after that there were ships, where I was told not to go. I did it at me, but my friend—we were in sections of two—was a little hit in the tail, not much, and I not at all. So it goes on day by day, and I don’t just know whether I’d like to go on for ever. But I dare say I’ll get used to my truck again when we’ve won this war and peace returns to the world.”
Norway's Sons Never, Never Will Be Slaves

The Royal Norwegian Navy is now the fourth largest of the Allied fleets. The majority of Norway's warships and other vessels were sunk in resisting the German invasion of 1940, but since that date rebuilding has been going on apace, and today this new fleet comprises 24 destroyers, 4 corvettes, submarines, 26 minesweepers, 18 smaller fighting ships and 2 harbour service vessels. Many thousands of Norwegians (numbers of whom escaped after the German occupation of their country) are serving in the R.N.N., which has its own training centres in Britain and Canada. The photograph above was taken aboard a Norwegian corvette escorting an Atlantic convoy. An enemy submarine has been located, and preparations are being made for depth charging. Right, a Norwegian skiing patrol is shown setting up a tent at one of the training camps established in Scotland.

Photos, Norwegian Official
THE WAR IN THE AIR

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

Three pointers to United Nations' supremacy in 1943 are: (1) Britain now has numerical superiority in aircraft over Germany and Italy combined; (2) Russia has numerical superiority in aircraft on the eastern front; (3) the United States built 48,000 warplanes in 1942, thereby exceeding the combined production of Germany, Italy and Japan.

Supplies have reached China by air since the Japanese closed the Burma Road, but the British southward move into Burma from India was the first sign of territorial reafreshment of Chinese isolation from the increasing supplies coming off the production lines in Britain and America. British and American aircraft execute combined operations against the Japanese, some of the latter from Chinese territory.

Now is the time to press forward in that area, for as summer approaches the heat becomes oppressive; and when the monsoon breaks the humidity becomes a torment, and minor ailments, such as prickly heat and dobi's rash, torture one's skin. To aircrews, subjected to differing temperatures and pressures when flying at varying altitudes, any skin irritation becomes doubly noticeable, especially after alighting from a flight. Heat on the ground feels more oppressive after the relative coolness of the upper air. And although airframes, engines and aircrews are vastly superior to those we used in the days when I was the first pilot to cross India in the monsoon, crews still have to fight their way through storms of wind and rain, and thick, dense clouds that come down sometimes to ground level. But the monsoon does not break until May or June (the date varies from year to year); until then air forces have the most favourable weather for operations.

Wellingtons and Blenheim concentrations largely on attacking Japanese airfields in Burma. Many are redeemed from rice-fields; their construction and maintenance demand heavy and constant coolie labour for draining, levelling, road-making, and the construction of shelters. R.A.F. bombs churn up parts of the surface to the consistency of paddy-fields and hamper the operations of the Japanese army force. Bombers have been escorted by Hurricanes. Sometimes fighters have made the attacks.

Calcutta was raided by Japanese bombers for the first time on December 20, 1942. Other raids were made on December 22, during the night of December 22-23, and on Christmas Eve. About nine tons of bombs were dropped in the four raids—a light weight judged by British standards. The raiders were met by anti-aircraft gunfire and night fighters; one bomber was shot down by night fighters on Christmas Eve. In the first three raids 25 persons were killed and fewer than 100 injured. There were only three Japanese aircraft in the third raid; two were damaged by night fighters.

A full air pressure has been exerted against the Japanese on their southern perimeter in the Solomons (Guadalcanal and New Georgia) and in Papua where the yellow-skinned soldiers were driven back to a small beach-head; Japanese attempts to land reinforcements by sea transport and parachute were defeated, largely by air power.

Bombs by Parachute

When bombing this restricted beach-head American bombers have used parachute bombs to ensure accuracy. These bombs must not be confused with land-mines dropped by the Luftwaffe on British cities. The land-mine, a special bomb containing a high explosive content, is dropped by parachute so that it will explode on or slightly above the surface to secure the maximum blast effect. The parachute bombs used by the Americans are ordnance bombs dropped from a very low height. The parachute checks the forward speed of the bomb, thus causing it to fall upon the object over which the bomber flew at the instant of release; during the bomb's fall the aeroplane flies on and is out of the danger area when the bomb explodes. The R.A.F. use the delayed-action bomb to achieve similar safety. Advantages of the parachute bomb are that it makes the most efficient use of the air force; it is tactical and replaces the objective—and prevents the bomb from bouncing, as often happens when a delayed-action bomb is released from a low level; some of the latter have bounced over three rows of houses before exploding. I have known one bounce off a field and explode at about 50 feet, almost destroying the Messerschmitt 109E that dropped it.

It is rather surprising that the American parachute bomb was not used earlier in this war. The American Armament Corporation tried to interest London in it about 1937-8. It was privileged to see a very hush-hush film of the bomb in action on a bombing range at that time. The R.A.F. did not take it up. Now the Americans are using it, apparently with success, in Papua.

On the northern horn of the Japanese perimeter American bombers have again attacked Japanese ships. On December 30 two cargo boats were bombed in Kiska Harbour with uncertain results. The American bombers and escort of twin-boom Lightning fighters were intercepted by Zero floatplane fighters; one bomber, two Lightnings and one Zero were shot down in the resulting fight. Next day American medium bombers scored three hits on one ship and two on another and lost no aircraft. Weather plays a large part in the results of air operations in the Aleutians.

On Christmas Eve 1942 the largest mass heavy-bomber raid yet made in the Pacific zone was delivered by U.S. Army A.F. four-engined aircraft (probably Fortresses and Liberators) against Japanese-occupied Wake Island (and adjacent Peale Island), former American possession and part of the air route island chain from San Francisco to Hong Kong. This was the third air assault on Wake Island. More than 75,000 lb. of bombs were dropped. All the bombers returned, presumably to Midway Island, 1,200 miles distant, or to Honolulu, 2,000 miles away.

In their full-scale counter-offensive the Russians have employed aircraft extensively, both with the Red Army and the Black Sea Fleet air arm. Parachute troops dropped from transport planes on a German-occupied airfield in the dark and threw the enemy into confusion, after a bomb attack by heavy bombers and Stormoviks, Russian air superiority makes it impossible for the Luftwaffe to withdraw many aircraft for other fronts. German aircraft losses in Russia, apart from accidents, are at the rate of between 5,000 and 10,000 a year.

Activity in the Mediterranean

Following Axis evacuation of Nofilia on December 18, 1942, Allied air pressure in Libya was directed around Sultán on December 20, and against Hit airfield next day. Sirt fell to the 8th Army on Christmas Day.

Meanwhile, Malta, supplied by convoys, increased its value as an air base. December 1942 saw Malta's heaviest air attack, a large bombing Tunis port with 4,000-lb. bombs (Wellingtons), sinking two ships in a convoy of four off Sicily with a "finfish*" (Albacores), and bombing Sicilian aerodromes.

In North Africa from November 8 to December 27 the Allies destroyed 277 enemy aircraft for a loss of 114.

On December 20, 1942, Fortresses and Liberators attacked the German-occupied base at Rolmily-sur-Seine, and shot down 46 German fighters for a loss of six bombers. On December 30 they attacked the submarine pens.

Bomber Command raided North-West Germany on December 17, Duisburg on December 20, and Munich on December 21, losing 18, 11, and 12 aircraft on the three raids.
America Guards the Sky Above Midway

AMERICA'S NAVAL BASE IN MID-PACIFIC, the little island of Midway, was first raided by the Japanese on Dec. 8, 1941. The U.S. garrison put up a determined resistance and held out successfully. On June 4, 1942 the enemy launched a full-scale attack and suffered crippling air and naval losses. This photo shows U.S. Douglas Dauntless dive-bombers maintaining a vigilant watch around Midway's shores. From Pearl Harbour in Hawaii to Midway is about 1200 miles.
Nazi Planes 'Under New Management' in Libya

CAPTURED GERMAN AIRCRAFT, a large number of which fell into Allied hands in Libya, were made serviceable, whenever possible, and given test flights. 1. This signboard, propped against a re-painted JU 87D, aptly sums up the situation. 2. "Writing-off" a swastika to be replaced by R.A.F. markings. 3. Bearing R.A.F. roundels, this repaired ME 109 takes off on its test flight. 4. Heavy bombs on sleds abandoned by the enemy at Benina airfield, near Benghazi.

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Britain's 'Crusaders' in Action in North Africa

1. Tank men of the 1st Army read their mail during a lull in operations. 2. The Fighting French have formed an armoured unit known as Fighting French Flying Column No. 1, which works with a British Armoured Brigade; men of this column are here shown boarding a Crusader. 3. British workers who helped to build Crusaders discuss technical details over a model with a major of the 8th Army. The Crusader is a 15-ton tank, now armed with a 6-pounder gun, and has a speed of 30 m.p.h. 4. Crusaders go into action in Libya.
THE HOME FRONT

by E. Royston Pike

Who is Private Tom Snooks? He is the 'ordinary man,' explained Lord Nathan to the House of Lords in a debate on post-war reconstruction on Dec. 16, 1942. He is, of course, a soldier; his wife is evacuated and is doing part-time war work, his daughter is in munitions, his son is an aircraftman, and his two youngsters have been evacuated to Devonshire. The house in which he and his family lived and the little shop which provided them with a livelihood have been bombed. And Tom Snooks, like Rosa Darile, "wants to know."

Some of the airy generalizations about reconstruction, said Lord Nathan, are like an escapist's paradise. "What the ordinary man—Tom Snooks—wants to know is that he—his family, and his job. Tom Snooks is a private just now, but he wants to get back to lead an ordinary family life. The first aim of reconstruction is to give Snooks independence for himself and security for his family. That is all the aim of Democracy. We must have a housing policy to give Snooks a home; a full-time employment policy to keep all the Snookes employed practically all the time; an education policy for his children; and a policy to bring Snooks and his scattered family all back together again. Snooks has fought for this: he expects this, and if he does not get it there will be trouble. For myself, I affirm a passionate faith in the Snookes of this country. It is Snooks' wants and needs which are the real war aim."

Revolution in Finance

On the same day there was a debate in the House of Commons on war finance. It was opened by Mr. Pethick-Lawrence, one of Labour's financial experts, with a review of the financial revolution of the last two or three decades.

This revolution he attributed to (1) the fact that the gold standard is not only dead but damned; (2) the State has regained supremacy over currency; (3) the volume of credit, though nominally controlled by the banks, is, as Mr. McKenna recently pointed out, decided by Government policy; (4) the price of credit, both long and short, although apparently arrived at by mutual bargaining, is in reality dictated by the Government; and (5) it has been discovered that that was really possible, and it can be financially impossible. "It is still true that we have got to cut our coat according to our cloth, but the cloth is an economic cloth and not a financial cloth as it used to be thought."

On the whole, Mr. Pethick-Lawrence was optimistic: "I am not dependent on the position after the War."

If we can avoid the extremes of inflation and deflation, then, with the power of production freed from the restricting hand, the Politicians imposed upon it by the gold standard, and with a wise national policy in foreign, imperial, and domestic affairs, we should be able to have full employment and use to the utmost the knowledge and technique acquired during the twentieth century. If, coupled with this, we had a more equitable distribution of wealth, he saw no reason why, a few years after the War, we should not be able to double our pre-war output and reach a national income of (30,000,000,000 instead of the £5,900,000,000 before the War. On that basis, with the banishment of want and idleness and with a reducing burden of taxation, we could build up a community of free and healthy men and women in a prosperity hitherto unknown.

Replying to this debate, Sir Kingsley Wood, Chancellor of the Exchequer, revealed that in the first three years of the War 42 per cent of the total expenditure had been out of revenue, and for the current financial year 50 per cent would be met this way. This war is being fought on a much more economical basis than the last; loans, exclusive of the floating debt, have cost only 2½ per cent as compared with 5 per cent in 1914 to 1918. The cost to the taxpayer of borrowing a given sum has been one-third of what it was in the last war. The "heavy and painful demands which have been imposed on the people have a purpose of keeping borrowing to a minimum and reducing the increase in purchasing power which, if given free play, would produce serious inflation.

One of the most striking facts of financial history, the Chancellor of the Exchequer has been the universal acceptance of the burdens of war taxation.

We find that some 9,500,000 back-coat workers and others with small incomes have made a contribution of some £270,000,000 per annum in order that we may achieve victory. The result of the National Savings campaign in the last three years has also been most remakable. It has yielded £4,600,000,000 in all, an average of £30,000,000 a week, beginning of the War. The total is made up of £2,900,000,000 from large market securities and £1,790,000,000 from small savings. Sir Kingsley Wood has described this as a monumental corporate effort which would have tremendous social consequences in the future. It is a striking fact that one-third of the population of the country now hold Savings Certificates.

But it may be doubted whether, the Chancellor was altogether pleased with the spectacle of Christmas week, when the people's spending was reported to be breaking all records. This was evidenced by the tremendous number of £1 and 10s. currency notes that were required to be put into circulation. During the last five weeks of 1944, £53,000,000 notes were put into circulation, bringing the total number of notes issued to the new high record of over £923,000,000. Only during the Munich crisis in 1938 and in the fortnight before the outbreak there were no new currency notes demanded by the public from the banks and post offices.

At the end of 1939 there were £55,000,000 in circulation; three years later, in Dec. 1942, the figure had grown to £400 millions. In large measure this huge increase has been made necessary by the tremendous increase in employment, as well as by more people "gainfully employed" in this country than ever before in our history. Quite apart from the men and women in the Services, there are at least 18,000,000 men and women youthfully working in civilian jobs. Unemployment has dropped to a mere fraction of what it was before the two great wars between the Wars. From 1919 to 1939 there was never a year when there were not at least 5 millions registered unemployed, but the latest return of the Ministry of Labour showed that there were fewer than 95,000 wholly unemployed in Great Britain and Northern Ireland. Thus for every worker receiving unemployment benefit there are 182 in employment. And what with wage increases and overtime their pay envelopes usually contain more money than three years ago.

Millions of New Coins

Not only notes but coins are in big demand at the present time, affording yet further evidence of by far the greater consumption of those classes of the community who receive their pay weekly in cash. Since the beginning of 1939 our metal money has increased by £20 millions, so that there are more coinage in circulation than ever before. Yet there are reports that coins are scarce, particularly pennies. This is understandable, since in order to save a very popular coin, of necessity or otherwise due to theSKI

Two of the 8 Million. Never have there been so many people at work in Britain as now. Thousands of men and women have been found in what is going back into the armament factories. Above, Eileen Justice, aged 17, formerly a clerk, learns while she works beside her father at a London training centre for munition workers. Photo, G.P.O.
IN A ROYAL ORDNANCE DEPOT, one of many now functioning in Britain, weapons of all calibres are being turned out for shipment overseas. These photographs were taken in the armaments section of one R.O. factory. Top left, welder at work in the machine-shop. All types of equipment are examined, stripped down, tested, built up again and crated for dispatch. Top right, A.T.S. girls getting ready to A.A. guns for breaking down. Below, some of these guns being prepared for dispatch.
COMBINED OPERATIONS COMMAND has a new shoulder badge (above) incorporating an eagle (symbolizing the part played by the Americans), tommy-gun and anchor. Red on a blue ground, it is worn by sailors attached to Combined Operations, naval beach commands men, Royal Marines serving with the Command, R.A.F. officers and men trained for Combined Operations duties, and all soldiers working with the Command.

MR. H. MACMILLAN, M.P., Under-Secretary for the Colonies, whose appointment to the newly-created post of Minister Resident at Allied Headquarters in N.W. Africa was announced on Dec. 30, 1942.

MR. W. E. MORRISON, M.C., M.P., new Minister-Designate for Town and Country Planning, had been Postmaster-General from 1940. He was Minister of Agriculture from 1936 to 1939.

MR. H. G. STRAUSS, M.P., who, also on Dec. 30, 1942, was appointed Parliamentary Secretary—Designate for Town and Country Planning. He is Chairman of Scapa and a member of the National Trust Executive.

A.T.S. go overseas. Britain's armies abroad are making increasing demands on the mother country, and at home the ranks of the A.T.S. are experiencing changes as the result of many members of this efficient corps having been posted overseas. Above, A.T.S. girls with their equipment are shown during an inspection parade before they leave Britain. They are part of the largest A.T.S. contingent ever sent to "an Allied theatre of war!"

'POTATO PETE'S XMAS FAIR,' organized by the Ministry of Food, attracted thousands of children (and parents) to Oxford Street, London, during Christmas 1942. Opened on Dec. 15, on the bombed site of Mesters, John Lewis, the fair covered 15,000 sq. ft., and was held under a huge marquee which protected it from the weather. The Fair, which included special features such as the "Tunnel of Surprises," the "Hall of Distorting Mirrors," a cinema, "Cookery Nook," and a "Sink-a-U-boat" shy, was completed within 14 days. Right, Lord Woolton, Minister of Food, photographed with "Potato Pete" himself.

Photos: British Official; Crown Copyright; Planet News, Howard Carter, Elliott & Fry, L.N.A., Topical Press.
I WAS THERE!

Eye Witness

Stories of the War

Our 80,000 Miles in the Triumphant Truant

Recently arrived at a base in Britain after an 80,000-mile cruise, lasting two and a half years, in the Mediterranean, Indian Ocean, and Java Sea, H.M.S. Submarine Truant has to her credit the sinking or damaging of more than 20 Axis ships. Something of her sensational story is told below by two of her officers.

As she came slowly alongside the depot ship she was displaying the skull-and-crossbones success flag of the submarine service. On the flag were four stars to indicate successful gun actions, and sixteen white bars—one for each ship torpedoed. Her exploits included: going into an enemy harbour on the surface, because it was too shallow to enter submerged; getting stuck on the bottom and unable to move, while enemy destroyers steamed overhead searching for her; running the gauntlet of Japanese destroyers when the Dutch East Indies fell; and one out of three ships in a Japanese convoy: The Commanding Officer of H.M.S. Truant during all these exploits was Lt.-Commander H. A. V. Haggard, D.S.O., D.C.C., R.N., son of Admiral Sir Vernon Haggard, and a nephew of Rider Haggard, the novelist. He is 6 ft. 5 in. tall, being one of the tallest officers in the submarine service.

One of her early successes was a daylight gun action against an enemy ammunition ship which she blew to pieces. She carried out this action under fire from enemy coastal batteries on the North African coast less than half a mile away.

When the Truant was patrolling in the Adriatic she sighted an Italian convoy, crawling, as usual, up the coast within half a mile of the shore. The Truant went in to attack, and torpedoed a tanker. But she was so close inshore that, when she turned round to come out again, she grounded with only a few feet of water above her. The escorting destroyers, roused by the torpedoes, were swarming up and down overhead.

"We sat with all our machinery shut off, keeping as quiet as we could," said Lieutenant K. S. Renshaw, D.S.O., R.N.R., torpedo officer of the submarine. "Each time a destroyer passed over us it sounded like an express train going through a station. Then, as the sounds died away, the Captain went ahead and astern to try to dislodge us. We felt our position very much.

"If a depth charge had been dropped anywhere near us it would have finished us for certain, and we must have been clearly visible from the air. After an hour the Captain managed to get the boat away and we cleared off."

British submarines have to work close inshore in enemy waters, but the Truant actually entered an enemy harbour on the surface—on the coast of Cyrenaica, which the Germans were using to supply Rommel’s Army. It was too shallow for the submarine to enter submerged. So, at dusk one evening, she surfaced just outside the entrance and steamed in. Because of the tricky entrance due to sandbanks it was impossible to make the attempt in the dark.

When she got inside she fired two torpedoes at a ship alongside the quay. Although they passed under the ship they damaged the quay. To get out again Truant had to back and reverse. The harbour was so small that she could not get round in one turn. While manoeuvring, she came within a few yards of the ship she had tried to torpedo, but she had so surprised the enemy that she was able to get away without a shot being fired. One man appeared on deck and shouted at her. Lt.-Commander Haggard shouted back, waved and disappeared into the growing darkness.

In May 1941, after nearly a year patrolling in the Mediterranean, the Truant went to the United States for refit, but she was back again on her old hunting grounds in October. Then in January 1942 she was ordered to Singapore. Before she arrived Singapore fell, and she was diverted to the Dutch East Indies. She operated from Sourabaya with Dutch submarines until the Japanese invasion. Just before the port was taken she sailed for Colombo. She had to pass through the Sunda Straits, which were heavily patrolled by Japanese destroyers. She made the passage by night and was attacked constantly. There were over half-a-dozen separate depth charge attacks, but she got through all right. From March to September she operated in the region of the Malaca Straits; at the night the Japanese thought they had got her.

"The night was pitch black," said Lieutenant C. A. J. Nicoll, R.N., the First Lieutenant, "and we suddenly saw a dark object very close. A searchlight flicked on and caught us right in its glare. It completely blinded us and we did a crash dive. Depth charges started to explode round us. I counted twenty. Some of them were pretty close.

"We switched off all machinery and lay as quietly as we could. There was dead silence in the boat. After an hour things calmed down and we were able to creep away. When we got back to port we read in the papers a Tokyo communiqué claiming to have sunk submarines. It must have been us—both times!"

Actually, Truant lived to sink two out of three supply ships in a Japanese convoy. She torpedoed them on a moonlight night.

GONA BEACH WAS STREWN WITH JAPANESE DEAD

Gona, one of the Japanese strongholds in Papua, was stormed by the Australians on December 9, 1942. When the victors entered the village a horrible scene met their eyes.

New Guinea By The Times Special Correspondent the same day.

I arrived at Gona in the early afternoon. There were fantastic scenes in the village. It was littered with Japanese dead in every stage of decomposition, some newly killed, others mangled in uniforms and helmets. The Japanese had made no effort to bury their dead, and the stench was nauseating.

I noticed the corpse of a Japanese soldier who had pointed a rifle at his head and had then pulled the trigger with his toe. Other bodies were washed byready skeletons in uniforms. Many Japanese last night took to the water and tried to swim out to a wreck off the shore. They were betrayed by phosphorescence in the water and were picked off by our riflemen.

The western part of the village was a scene of complete devastation. There were craters made by bombs, by 25-pounder shells and mortar shells. Some Japanese trucks and Australian bicycles captured by the Japanese and one ammunition carrier were burnt out and frett ed by bullets.

The buildings of the Gona mission had been razed to the ground. Japanese dead lay in the streets. The front of the concrete pillars had been lopped off by shells. Their bark was pitted, and the fibre was beginning to break out like horsehair from an old sofa. Only the white cross of the Gona mission remained unscathed, as if to underline this desolate scene. And behind the trunks of palms there stretched the peaceful vista of this beautiful Papuan coastline.

The Japanese had strong dug-in positions on the beach at Bast and among the roots of some huge, gnarled trees which overhang the shore. Two hundred and fifty yards from the beach there was a perimeter of machine gun posts well dug in and roofed, with excellent fields of fire. Communication trenches joined the various posts. It was a system of defence based on mutual support. Whenever our men attacked one post they came under fire from others. Snipers used to hide in the tops of trees. Before making an attack we would
always comb the trees with Bren-guns and fire several hundred rounds into them.

What prompted the Japanese to make this desperate suicidal bid for freedom? They had masses of rice in straw bales, plenty of ammunition, and an abundance of medical supplies and they could easily obtain water by sinking a well. Undoubtedly conditions were becoming so bad that even the Japanese could not endure them. Small wonder that they had been seen wearing gas masks.

Moreover, our encircling ring had been gradually closing in on them. Two days ago they were dive-bombed again. Yesterday 25-pounders pumped 300 shells into them and our infantry made further important gains; our troops attacked from the east along the beach, and gained about 50 yards.

Last night the Japanese garrison attempted to break through to the east. This morning in front of every post there was a pile of Japanese dead. Others lay in the long grass, and scrub, armed with hand grenades. They were mopped up during the morning, and our troops secured the entire length of beach.

Even so Japanese resistance continued. A small group of wounded Japanese fought from a path of timber 200 yards from the beach. They rejected an invitation to surrender and were killed to the last man. Only at 5 o'clock were the Australian troops on the beach joined by their fellows who had advanced through wooded country from the south, combing the undergrowth for Japanese.

Among the interesting trophies which have fallen into our hands were Samurai swords of Japanese officers and a small package containing many envelopes, each holding nail clippings, a piece of hair, and the name and address of a dead Japanese soldier. The Japanese were carrying paper notes, printed by the Japanese army, in rupees, Straits dollars, guilders, pounds, pesetas, and other currencies. Rarely has a victory been more hardly fought for. Every foot of Gona and its surroundings has been fiercely contested. Small cemeteries of Australian dead along the beach testify to the cost of victory.

SIGNPOST AT KOKODA, pointing in the direction of Gona and Buna, was a welcome sight to the Allied forces when they entered Kokoda on Nov. 2, 1943. A description of the fighting round Gona, one of the last enemy strongholds in New Guinea, is given in this and the preceding page.

I Found Both Gaiety and Gloom in Chungking

CHUNGKING is the gayest and gloomiest place I have ever visited. Gaiety is in the faces and bearing of the people. Gloom is in the grim, grey, shattered city, a ruined slum rising on steep cliffs above the confluence of two muddy rivers. Over Chungking hangs a leaden sky. Only twice in the past three weeks has the sun shone.

Europe can show no devastation to compare with that to be seen in Chungking. Coventry and Rotterdam have had more shattering raids, but no city has suffered such continuous punishment as China's wartime capital. It has been destroyed piecemeal, not once but several times. One of its raid alarms lasted day and night for two weeks, during which the "All Clear" was never sounded.

Some of its buildings have been destroyed and rebuilt four and five times. Because of the likelihood that there will have to be a sixth and seventh reconstruction they have not been re-erected with any idea of permanence. Such brick buildings as remained repairable have almost all been taken over by military and Government bodies. The better dwelling houses are of mud and bamboo, roofed with thatch. Tens of thousands of people are living in homes that are a patchwork of salvaged timber and matting.

The streets were shattered with the houses, and though main thoroughfares have been repaved many are only tracks of trodden earth which turns to ankle-deep mud after a shower. The infrequent motor-buses, running on vegetable oil, are yet frequent enough to keep the windless air constantly heavy with the sickly odour of their exhaust. There are no trams and no taxis. The few cars to be
DOARIN at High Commissioner in French N. Africa.

Mediterranean.—Heavy allied raid on aerodrome at Heraklion, Crete.

Australia.—Allied raids on Munda and Rabaul Bay in Solomons and in New Guinea.

U.S.A.—American bombers again raided Kiska.

DECEMBER 27, Sunday

Mediterranean.—Flying Fortresses and Liberators bombed Rabbula, wrecking four large ships. Lightning fighters in action over Puglia for first time.

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DECEMBER 28, Monday

Mediterranean.—Announced that large convoy had reached Malta safely. Parachute drop by U.S. on occupied Woke Island.

Indonesia.—Another Jap raid on Celebes.

Burma.—Two enemy attempts to re-take positions in Arakan were repelled. Australian.—Announced that minesweeper H.M.A.S. Armidale sunk near Timor by enemy air action.

General.—Admiral Darian fired shot at Algiers.

DECEMBER 29, Tuesday

N. Africa.—Heavy fighting, involving units of the Guards, for hill N.E. of Medjez-el-Bab.

Libya.—Sixth Army occupied Sirte.

Australia.—U.S. Fortresses from Guadalcanal bombed shipping at Rabaul.

DECEMBER 30, Wednesday

Australia.—U.S. dive-bombers raid Jap H.Q. on Guadalcanal.

DECEMBER 31, Thursday

Sea.—Admiralty announced loss of corvette 'Sappho.'


French.troops in Tunisia repulsed.

Russian Front.—Tetovo and Malgobek in Caucasus captured by Soviet troops.

Australia.—Flying Fortresses raidied Jap airfield at Rabaul.

Homes.—Raid on island of Wight caused fatal casualties.

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viands have not gone up excessively, and a waiter does no heavier work in serving a bottle of wine at 25s. (pre-War 8s. 6d.) than a bottle of lemonade at 1s. 6d. But those who grope about tipping "on principle" always leave me with the feeling that they want to give the least possible reward for a service they are the readiest to command.

Here is one of those innumerable little incidents that find no place in newspapers, yet speak eloquently for the British temperament that has made this little island of ours the real bulwark of liberty in standing against the aggression of tyrants and their dupes. In a certain town where an air raid took considerable toll of life and did some material damage recently, while the rescue parties were working among the dust, ruins a queue was forming for the cinema within sight of the bomb craters! The urge of life is strong enough in most European peoples to make a measure of stoicism in face of danger and death; with the Japanese their willingness to die for their country would probably minimize thecerlity of their collapse under bombing; but on the other hand their phlegmatic courage, so largely made of inflammable material that their destruction, when once the Allies set about it, will be the spectacle in that fine Bismarckian phrase the inhabitants will be left only their eyes to weep with! No other race among the more richly deserves that fate, and no race would more wholeheartedly approve it than Bismarck's countrymen, who for the moment are profiting from their unnatural alliance with it.

Among the latest gems from the brain-box of the B.B.C. which I have accidentally picked up or heard about are Chile, pronounced to rhyme with guile, Ek-yoo-aye-dor for Ecuador (properly pronounced Ee-kwah-wah), and Tok-ee-o for Tokyo, a well-known city in far Japan, which five minutes later was given its familiar pronunciation by a Morton. In a brilliant description of the Japanese, Mr. Morris's broadcast was one of the best I have listened to; he ought to be able to write an extremely valuable book on Japan from the intimate knowledge he gained during his years at the Brunika University, Tokyo. I have had so much and such rarely broken disappointment as a listener-in through 1942 that I have practically given up writing anything but the nine o'clock news, and limit myself to the more important broadcasts.

I am often surprised at the omisions in quite pretentious atlases and know only too well how easily these occur; but I happened to turn to an atlas produced since the start of these War years for Catherine "national daily" in which the total space devoted to the northern part of Tunisia is less than a half-inch square; neither the how, nor the name, nor the date given. The compilers were evidently lacking in vision, as the work contains only a few scraps of the Mediterranean area from which it is impossible to gather any idea of the extent or shore lines of the region in which the Second Front of 1942 had to be opened.

Talking of common sense, I bought at a bookstall the other day a copy of Irish Freedom, a monthly publication printed in Derbyshire and published in London, although so far as I could gather from a glance through this 8-page newspaper, it seems to me that the cause of a "united Ireland" in other words, a separate or completely non-British Ireland—a cartoon on its front page would seem to suggest that the means of achieving the union lies with the Irish workers; that is to say, the friendly industrial north is to shake hands with the unfriendly agricultural south and bring the whole distressful island under the benign rule of the workers. This newspaper performs at least one good office, so faras I can judge, in proving that at a time when Great Britain and Northern Ireland are fighting for the destruction of an implacable enemy, Eire is the one scrap of the British Commonwealth not actively assisting in that fight, British toleration allows this newspaper to appear regularly, placing British transport at its service for paper supply and distribution. Meanwhile, there is strict censorship of all war news. Even news redds illustrating the achievements of British forces in the world fight for freedom—Irish freedom as well as British and American, Russian and Chinese—are subject to censorship and suppression in the freedom-loving south of Ireland!

When I hand a specialist £3 3s. for examining my eyes and telling me there's really nothing wrong with them, or give a porter a shilling for carrying my suitcase from the train to the taxi, I am giving something for service rendered, and I am sure the optician is no more conscious of being degraded in the act than is the porter.

But tipping should be reasonable—neither too much nor too little. In a "luxury" restaurant the other night I took note of the couples dining on each side of me. The gentleman on the left, a "regular," left two sixpences on his plate—sixpence a head, the meanest conceivable tip; and he on my right, a "casual," left two halfpence; far too much. Half-a-crown is adequate where the total bill, drinks included, is somewhere about a pound and less than thirty shillings. In these days of grossly inflated prices for drinks there is no occasion to step up tips in accord with the total bill; the