HE KNOCKED OUT THE LUFTWAFFE IN THE MEDITERRANEAN—Air Marshal Sir Arthur Cunningham, commander of the North-West African Tactical Air Force, here indicating targets on a map during a brief conference in Sicily. His construction of his men to our triumph there was the paving of the island's airfields in June and early July and methodical destruction of the Axis air for the last six months. In August list of 100 enemy aircraft had been shot down or captured on the ground in Sicily.
Into War's Background With Our Roving Camera

Capt. MARION ROSS, of Toronto, first woman to be commissioned in the Canadian Army as a Medical Officer. With a background of several years in the University of Western Ontario’s Women’s Auxiliary, she soon was named the Canadian Army Medical Corps’ first W.A.A.F. Cap. Ross is now serving with the University Hospitals of London.

ROYAL MARINE BERET, replacing the field service cap for all ranks except certain specialist, is of heavy cloth with a round panel bordered by the traditional ‘jade’ cord and embroidered with the badge. The beret will not replace the blue peaked cap with marine badge, but will be worn in a distinctive form—the traditional Marine uniform. (See also article on p. 96.)

ONE OF OUR VOLUNTEERS, who works for 10 hours on a Sunday in 17 L.H.U. Ambulance, the nation’s leading emergency medical service, who is taking wheels, oiling, and doing other administrate jobs for which manpower is in short supply. Photo, William Askin.

* * *

BASKETS FOR PIGEONS (left) is the war effort of 80-year-old Harry Daffy, of 16th Ave. E., West, who has been a pigeon fancier for 48 years. Heron pigeons taken on hunting raids are confined in baskets under cover. They are fed by hand. (See also pages 212 and 704, Vol. 8.)

SEATING RETREAT in Hyde Park is thrilling spectacle provided for home-holidaying Londoners on August 24, 1943, by immense drum and files of the Grenadier, Coldstream, Irish and Welsh Guards, together with players of the horn. The guard ceremony, normally observed on and around St. James Park, was held this year in Hyde Park. It indicates, for the troops whose band is playing, that general activities are over for the day. In peacetime it is part of the ordinary routine.
**THE BATTLE FRONTS**


Although it is generally understood why the Germans attempted to carry out the Messina evacuation with a considerable measure of success, there is still some feeling of disappointment that the bakers were not able to hold out for 48 hours. This evacuation of any considerable force, and by very large vessels, is a problem in particular, impracticable.

Previous experience did not, in fact, warrant that expectation, and it may be therefore of interest to analyze the conditions which made for successful evacuations, and see how, despite them, individual commanders were able to achieve these results. By this means, numerous precedents which may be of interest to naval and army strategists.

The primary essential for successful evacuation is, of course, that the sea passage can be made in reasonable safety. That postulates, in the case of passage too long to be made under cover of darkness, control of sea communications in the vital area. Where passages are short, control may, however, be effected by air cover or, as at Messina, by coastal batteries keeping the enemy's surface warships at a distance. At the worst, fast craft may be able to evade the combined fire of land-based guns.

Time and opportunities to plan and co-ordinate were not complete. That, I think, is because sea transport is important factors affecting the success of evacuation; and it is over long distances, necessitating the use of comparatively large vessels, the difficulties in this respect are greatly increased. Moreover, large vessels afford good targets to the enemy and are exposed to fire from all quarters, therefore, obviously of vital importance where control of sea communications is not assured by naval and air strength.

Air protection of points of embarkation and disembarkation and during passage presents special difficulties. The force embarking can never have air bases within its final bridgehead, and any assault craft, in particular, entails almost certainly the abandonment of a large amount of heavy equipment. The situation is, of course, immensely eased when the sea passage is so short that lighter aircraft can operate from the disembarkation side, and more so where, as at Messina, air cover can be provided from both sides.

Yet even when such protection was not available the air power in good force position had proved incapable of preventing evacuation, though it has caused very heavy losses of吨al and did not prevent the evacuation from being carried through by the naval forces.

Wherever rear guards have held out, evacuation has been carried through with a considerable measure of success, in spite of air attacks. Where land protection fails the result is disaster. With the exception of Messina, evacuation was carried out successfully, despite any interference by the enemy.

THE U.S.S.R.

RUSIAN FRONT, August 27. (Int.). Plan showing how the Soviets were able to cover Ruse and Plevna, with no fear of a threat from Bulgaria, which was isolated and abandoned.

By courtesy of The Daily Telegraph

NEW BRITISH 4.5-in. MORTAR in action near Adano, East Africa, where it proved as useful in the night as it would be in daylight, reaching a height of 4,000 ft. on the peak of the toughest type. (Photo, Pembroke)

GENERAL KONEEV, one of the saturation Soviet praetorian generals who range the Eastern Front, was captured August 27th near Volhynia. He was shown in an undated photo.

(Photos, Foreign Press)

The evacuation of the occupied territories in the east, after two years of warfare, was a remarkable achievement. The U.S.S.R. is still a young nation which has been fighting alone against overwhelming odds. The success of the evacuation is a victory for the Soviet people, and a blow to the Axis powers. It shows that the U.S.S.R. is determined to fight on, and that the Axis powers will not be able to conquer the U.S.S.R. easily.
When the Axis in Sicily Was Nearing Its End

ON THE LAST LAP of the 29 days' campaign which freed Sicily, Pte. Stanley Darcher, of Bramley, Leeds (l), is seen with one of many useful pony-mules captured from the enemy by the 1st (Highland) Division in the 8th Army's advance on Nicosia. (t) was the remains branded on the enemy's neck under the walls of the Cathedral at Palermo: first wrecked of enemy transport (l) which fell to the British 38-pounders. (o) British 38-pounders in action (l) near Zafferana.
Old Order and New Spirit in Sicily's Messina
THE WAR AT SEA

by Francis E. McMurtie

From the appointment of Vice-Admiral Lord Louis Mountbatten to be Supreme Allied Commander, South-East Asia, for charge of operations based on India and Ceylon against Japan, it is evident that greater activity in that quarter may be looked for within the next few months. It is not generally realised, however, that in addition to being a fine leader, he is also an able statesman and a man of little means who knows nothing to choose if it can be avoided. As Chief of Combined Operations, he has proved his work and the new appointment should give further scope for his abilities.

Up to now the only operations against the Japanese in this area have been pretty local ones, designed to drive the enemy out of Akyab. That failure should have taught some valuable lessons for the future campaign. One of the handicaps from which our Eastern Fleet is undoubtedly suffering is lack of good bases within reach of enemy-occupied territories. Colombo has no deep dock available for anything larger than a cruiser, while Trincomalee possesses few anchorages beyond its excellent natural harbour. The Japanese use these bases at will and land troops to occupy the Andaman and Nicobar Islands, which possess more than one good harbour capable of being converted into a small base.

The Japanese out of Burma, Siam, Malaya, and the Dutch Indies is going to be a long and arduous task, which will need careful planning. Before an effective blow can be struck, the enemy defences must be studied and possible weak spots investigated. Every available item of information concerning climate, natural resources, and transport facilities has to be accumulated and subjected to careful examination before any decisions are reached on the plan of campaign. As the approach has to be made by sea, this is of the utmost importance. In the first instance a naval one, involving the passage of the attacking armies to the most suitable landing place.

Our Eastern Fleet under the command of Admiral Sir James Somerville is believed to have been reinforced of late, its strength must depend upon that of the forces which it may be expected to meet. Here there is a formidable threat for defence in the Pacific, while the mobility of modern warships would always enable the Indian Ocean contingent to be withdrawn to reinforce it if required, provided action on terms likely to endanger its survival were avoided. It may be argued that such caution strategy sensibly accorded with Japanese methods in 1941-42; but it has to be remembered that today our Eastern opponents are no longer in a position to launch a big offensive, and are themselves with trying to hold what they have already taken.

Unquestionably the possession of Singapore conditions considerate advantage on its holders. From this point it is possible to strike at the Dutch Indies and the Straits of Malacca or the Straits of Bandoeng, while any approach may be sought to make by Singapore by sea is likely to be detected long before it goes near. Indeed, it is questionable if it will be possible to attack Singapore at all from the southward or westward until the islands of Java and Sumatra have been reconquered.

It would seem preferable to follow the same course as the Japanese did in 1941, and retake Malaya first. Singapore would then be open to attack from the north, across the Johore Strait, and, failing superiority at sea, it is likely that Japan could recapture the base for any length of time.

It may be assumed that any attack launched by the Japanese on Ceylon would synchronize with other Allied attacks from the direction of Australia, the Dutch Indies, and from the Solomons on Japanese positions in the Caroline and Marshalls Islands. With the enormous growth of the British and United States Navies during recent months, sufficient cover should be provided against raiding attacks on vulnerable islands, enabling a greater degree of confidence to be made to the seas surrounding Japan itself.

Then, and only then, it is likely that Japanese naval strength will be concentrated in a supreme effort to win a sea battle to save the situation. Though the issue of such a contest is doubtful, the enemy may be relied on to fight hard.

Such immense distances separate the various islands which are in Japanese hands that all this will inevitably be a lengthy process. To seek to hasten it would be to risk a set-back which might prove the struggle unnecessarily. Experience has already demonstrated, in any case, that the best method of dealing with Japanese armed forces.
Floating 'Pillboxes' Escort Our Armadas Now
'Decisions are Taken for the Forward Action—

QUEBEC CONFERENCE, AUGUST 1943

As Her Majesty's Majesty (top left) Lord Louis Mountbatten, Admiral of the Fleet, T. E. Lawrence, General Sir Alanbrooke, Chief of the Imperial General Staff, and Sir Alexander Cambridge, Earl of Athlone, are seated at the Quebec conference table, the Prime Minister (bottom left) is welcomed by Mr. Mackenzie King (middle left), Premier of Canada, and Prime Minister of the Canadian Commonwealth. The Prime Minister is accompanied by Sir Robert Brooke-Popham, Permanent Under-Secretary of State for the Air, and Mr. G. M. Plowright, Labour member of the House of Commons. The Prime Minister arrives at Quebec (bottom right). The Prime Minister is greeted by Mr. Church's wife (right). Mr. Churchill arrived at Quebec: crowds cheering him in his way there.

Photo: British Official: Echbons
—Of Our Two Fleets, Armies and Air Forces'
The Coastal Eyes of Britain Never Close

With the enemy sending over hit-and-run raids, our "Coastguards," who rarely take their eyes off the sea, are often the only warning an aircraft has before it sweeps towards the coast. The war is no longer the same, says a Chief Inspector of the Coastguard Service, that he can remember. There are no more longrange aerial observers, and the war is fought on new grounds.

"When I joined the service, I was told, "There is a war coming,"" he said. "And that was it." He is now the Chief Inspector of the Coastguard Service, which has been in existence for 75 years. He has been in the service since 1914.

The service is the only one in Britain that keeps watch over the sea. It is a 24-hour service, with an own coastguard station at every six miles along the coast. The service has been in existence for 75 years, and has seen many changes.

"The war has brought about some big changes," he said. "We are now in a new world, and the service has had to change with it."
Self-Inflating Dinghy Is Airmen's Life-Saver

LIFE-SAVING PARTNER of the parachute to which it is attached in the event of an aerial crash is the self-inflating dinghy that was recently designed for airmen brought down in the sea. Tipped at thousands of valuable lives, the dinghy is shown being tested at the F.Y. Flying Forces' site (3 and 5) where large glissades in the North sea exist as air bases
are established with an engine and borne by three parachutes.

Behind such scenes are months of ingenious designing, of practical testing, with mess (1), meeting the inflation of the buoyancy chamber (2) and final checking of each part of the equipment.

The sail, with its clearly impressed and very simple instructions for use (3), and further aid of protecting clothing, such as protection from weather and sea (5), are all aspects of constructing planning, for a life-saving dinghy that can be dropped into a stormy sea to fetch back the survivors when needed. The airman nervously sits on it in an emergency pulse a cap-

ture, holding to一只 of the 'chests', thus

inside the dinghy, this harness the canoes by and retains the dinghy, which means the airmen.
R.A.F. Is Loosening the Axis Grip on Greece

GREECE GETS A SHARE of the Allied war effort in the Mediterranean, now supporting opposing the Nazi forces around it. British, American, and French ships are piling up smoke from the battle, and German forces are massed on the other side of the river. The smoke from the burning oil fields can be seen from the air. (Photo: British Official / Crown Copyright)
These Boys Gave Berlin Its Fiercest Battering

HEAVIEST R.A.F. RAID on Berlin was carried out on the night of 24th/25th September, when 52 bombers out of a raid of some 700—highest price Bomber Command has ever paid for an assault on a single target—sent a message of warning to the heart of the German capital's air war plans. The message was unambiguous. A few British participants in this epic raid bear a few last words from their comrades: 

Map by courtesy of The Daily Telegraph. Photo: British Official.
Railways Are Vital in Our Invasion Schemes

Swift transport by railway will be as a matter of supreme importance when we invade the mainland of Europe. Why, then, are we butting along rail-reconnaissance? The answer is supplied by DORLAND GOWIE, who explains why an efficient "front rail" is regarded almost as a trump card by commanders in the field.

The past few years have seen a great increase in the use of railways in war. The Germans, for instance, have been able to transport their troops and heavy material swiftly to the various fronts on which they fight. They have also been able to accumulate supplies painlessly, each convoy a long-distance expedition.

Nevertheless, that campaign followed the railways important. "At the present moment the fighting which swept up and down the north coast of Italy, from Genoa to Savona, was not so much a battle of movement as a battle of supply. All the spare parts had been brought forward in readiness and just had to be belted together: 350 freight wagons and 64 locomotives had been imported from the United States, 50 wagons and six locomotives from Britain, to make up for the rolling stock held by the Germans that we had very accurately bombed."

Vital Strategic Arteries.

A study of the Russian war map will reveal how both German and Russian strategy has consistently followed the railways since the beginning of the struggle. The most important railway offensive was aimed primarily at Kursk, one of the most important railway junctions between Moscow and Kharkov. Orel is another Catherion junction of this part, also Bryansk and Bydgoszew, and nearly all the familiar names.

For example, the Berlin-Moscow train runs on a railway whereby British locomotives and British engineers enable supplies to reach the front via the Persian Gulf and the Caspian Sea. The Indian line from Calcutta to Raddawa in central Asow right up against the Himalayas and near China is now one of the most important of the vital strategic arteries in the world. A tenuous line across the dead heart of Australia from the populated parts to Darwin enables the defenders of Northern Territory to maintain their defences.

When it is realized that Army Movement is playing Central role in our war plans, we can see why we are butting along on rail reconnaissance. A few minutes from Dover, some idea will be obtained of the extent of tomorrow's traffic—when the Army proceeds towards France again.

For instance purposes alone several hundreds of passenger trains have already been converted. Locomotives stationed ready, possibly within a few weeks or at the most three months, are to be our fighters in the battle of the supply lines.

To sum up, it is clear that railways are vital if our invasion is to be successful.
**Sicilian Mountain Stronghold Stormed**

The steep, rocky slopes of picturesque Centuripe were desperately defended by Axis troops, and the struggle for this town at the top of a mountain was waged furiously for days. It was finally taken by assault on August 1, 1943 by men of the 78th Division—Royal Inniskilling Fusiliers and the London Irish, who had learned their mountain fighting in Tunisia and perfected their street fighting in Centuripe. Above, Bren carriers are taking supplies into the captured town.
From Sferrò Station to Triumph in Catania

After the fall of Catania, the town was filled with joyous crowds greeting the Allied forces. The streets were packed with people, cheering and clapping as the troops marched through. The local population was overjoyed to see their liberators after years of Nazi occupation.

No Fear of the British in Their Hearts

Happy Sicilian youths greeted the British troops with open arms, cheering and clapping as they entered the town. The British were welcomed with open hearts, and the Sicilians were grateful to have their freedom restored.
Hot on the Heels of the Enemy

On August 5 British troops passed through the town of Materbacco (top left), beyond Catania, in pursuit of the retreating enemy. Soldiers who knew where German mines had been placed to delay the Allied Army's progress revealed the presence of these death traps and warned—and admired—while our men judiciously removed them (top right). Trenching parties (bottom) moved up to Catania, where they launched their successful assault on Catania (see p. 29).
Gen. Eisenhower struck Mr. Ramsey as a man of understanding, a skilful negotiator, conscientious and endowed with the gift of making people talk to him think they had to be extremely intelligent and well-informed. He talked a great deal himself, with the assuredness of a University don and the fluency of a Romanist speaker. At first he was distrusted as a military commander. The Gaullists and the Hampshire battalions were sent forward in a hurry without adequate training. But when Mr. Eisenhower arrived in Gen. Alexander was associated with him in the high command. But he is in favour with the correspondents because he takes them into his confidence, treats them as Moulders of Public Opinion (the lines of his voice supply the capital letters 0 and, unlike most British generals, he thinks that News really matters.

After Darlan: What Has Happened in North Africa

Of Gen. Giraud Mr. Ramsey gives a vivid sketch that brings him before the reader in clear outline. He is the appearance of the typical French cavalry officer. His uniform verges on formality. He is tall and slight, very straight but. His moustache is not as "saw-backed and ferocious" as it looks in pictures, a smile plays around the corners of his mouth, his voice is high and light, he has a courteous, friendly manner.

His reason for mentioning that he was the man to lead the French in Africa is summed up simply to this, he knew the country and the people, also he was known by the people, De Giraud was not.

In Giraud's view they looked on De Gaulle with the gravest suspicion. This was quite wrong. The British were right, in their support of De Gaulle. Giraud saw himself as a savior, not only for his abilities as a soldier, but for what he has done from London. For two years he has been in touch with the voice of France. That must never be forgotten.

De Gaulle apparently wanted a purge of all Vichy officials. In Giraud's view that would have caused a revolution. He feared, slaughter on a vast scale: "The parties of Morocco, Algeria, Tunisia, would have run with blood." It is significant that two of the very high officials whom he described to Mr. Ramsey as indispensable have since been dismissed and without any untoward consequences.

The whole layout of this part of the world is difficult to understand, still more difficult to manage. The Arabs have to be told to turn against the Germans, serve for as long treated them on their side. They them over chiefly by letting them have oil, which is essential to Arab crockery, when it was scarce. We pay them $40 for handling over a live spy, parachutist, or stenman forced to hand land; $24,000 each for dead ones. That is the officer tariff; it is less for other ranks.

The Arabs are not much good for hard, continuous labour-on getting damaged airdrops into a usable state again, for example. They are slower and lazier than Europeans or Americans, and the language difficulty makes it a long business teaching them what to do. Also they are, in spite of their reputation for ready recognition in fear and disregard of danger, terrified of being killed. "They're quite unceuoble," a Royal Engineers colonel told Mr. Ramsey: "one bloody thirty miles away and they're off to the hills for a week." The account the book gives of our landing as seen from a ship is picturesque and lively. The writer especially admired the beach-masters for their magnificent organizing skill. They landed first in the dark and, waist-deep in water, worked for seventeen hours, using megaphones and shored trenches to guide the troops coming ashore, showing infinite patience and impeccable good humour. They lent their arms to soldiers weighed with sand and tried to help, but their efficiency, they can sit on the sand and watch them, or you have to get away from in the?...
"Kossaken kommen!" cried the Germans facing the Cossacks on the Marzepol on August 30. 1943. Formidable horsemen warriors from the Don Cossacks were the Achbean, the Mozdok, the Donbass and the Cossacks' cavalry moved with unexpected power and fury. The Kossaks were the best horsemen in history, and under field conditions were invincible in the plains. The Cossacks were inspired, and they possessed the strength of the living horse and the passion of the Bolshevik army. The Cossacks were the most terrorized of the Cossacks, and they possessed the power of the living horse and the passion of the Bolshevik army. The Cossacks were the most terrorized of the Cossacks, and they possessed the power of the living horse and the passion of the Bolshevik army.
Four Times In Battle Kharkov Changes Hands

Violently contrasting scenes from the second city of the Ukraine, now once again in Soviet hands. Before it was fall to the Nazis in October 1941, Kharkov was Russia's greatest tank-producing centre. In 1939, its factories turned out 15,000 tanks a year and over 9,000 workers churned out the 'Viator' tanks for the Red Army. Before abandoning it to the enemy the Russians stocked it, and since then the city has changed hands three times in three years. The picture above shows how Kharkov's main square looked when the Russians found it when they returned on February 10, 1943. 

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Photo. Pictorial Press.
THE HOME FRONT

by E. Royston Pike

August is the traditional month of holida-
days, and this year, more than any of the
previous wartime summers, it saw a very
great rush to the country and these parts of
the coast where a strip of beach is open for
public use on Sundays. They are hearty spirits,
these holiday-makers, ready to put up with
difficult weather and downright discomfort
in order to have their beach, their open-air
fun and sun, and they generally have a
big day out from the everyday routine and
surroundings. Wireless and newspapers have told
terrific tales of thousands of holidaymakers
standing for hours in long queues, missing the
last train, sleeping on the station platform. Such
a holiday is not everybody's cup of tea, but can we
find in it our hearts to blame those who feel
that they must "get away from it all for a bit."
Fifty-one weeks, perhaps seven days a week
for a long stretch; such a work—then a week's play?

Yes, it's understandable enough; and more's
the pity that apparently little or nothing can be
done to make travelling a little easier for those
who are in any way disabled, or for those who
may need it. The Government (Mr. Noel Baker, Parliamentary Secretary to the
War Transport Ministry, has said) have every sympathy with the desire for holidays, tennis and change of scene, but they may also have
in mind the strain on the railway services and the
need to give the priority attention to running
military traffic. This is, of course, not prepared
to run a railway service that is not in the national
interest, the said service is not run for the
people, a great many groups, in addition to the
large farming groups, for raw and greener
battles that lie ahead.

Here, the workers, the railwaymen, of the Home Front are anonymous, but in a wireless talk given not long ago by a Colliery Manager there was a mention of: "one man, known to his friends at Bart, and 41,700 million.

The Budget was given its third reading in the Commons, the Chancellor of the Exchequer gave the world a glimpse into the archives of the Finance
Office. The Budget, he said, was the first
of a series of measures to be introduced to
the back tax the taxpayer. Never has there
been a measure in the history of this country
to which so firmly the taxpayer has had
people's taxation so willingly and so
promptly. (Mr. Frederick Leggatt, junior
Treasurer, the Russian historian, recorded
of the inhabitants of Britain that they were
good taxpayers unless they were exasperated
by official insincerity). Thus, declared the
Chancellor: is true today. His lieutenant,
Mr. Aspinwall, Financial Secretary to the
Treasury, announced that the National Debt
now stands at 41,700 million.

We are borrowing as much money every
eight weeks now as was borrowed during the
whole period of the Napoleon wars. At the end of the war conducted by the great
Duke of Marlborough the National Debt reached a figure in the neighborhood of
155 million, a sum which we should spend.

Mr. Aspinwall, between then and the end
of the following week. One of the principal
objects of high taxation is to prevent
the burden of the debt; in the minds
what is not being raised by taxation in being
borrowed, and the Chancellor might
Not on the "wonderful effort made by
the people of the country in voluntary savings."
Our New 5.5 Gun-Howitzer is Now an Open Secret

A TUNISIAN secret was revealed when official details of the new British 5.5-in. and 5.5-in. medium guns were made available.

"On the same front of attack we had a new weapon in the 5.5-in.," Mr. Churchill declared in his statement to the House of Commons of the beginning of the victorious sweep through North Africa. The world now knows what the world did not know indeed. They meant those new guns, which both fill the equally new dual-service gun-carriages.

We had waited a long time for these splendid products of British engineering, and it was fortunate that we should have them now. From the first the 5.5-in. gun required of it, and after Dunkirk, when the British Army had to be almost completely re-equipped with artillery, second place to the 5.5-in. weapon in the order of time being: anti-aircraft weapons took priority.

But we prefer to see them used for the 5.5-in. and 5.5-in. "guns-heavy" - opposing their world against enemy planes and armoured columns. In four days of the Tunisian campaign, for example, the 5.5-in., which is illustrated in this page, accounted for 77 tanks destroyed and 24 probables - a real service record!

Photo, British Official. Crown Copyright.
Denmark Struggles to Break the Nazi Shackles

The Danish revolt after three years' misery under the Nazi yoke. Never has underground resistance, encouraged by the Allies, struggled harder, until the moment of the final effort. Night after night, reports were reaching London from photographic evidence, as those photographs show. Tragedy is as a standard feature of the Nazi occupation of Denmark. Women, children, and old people stand in the stream of this disorganized crowd after a street fight. A woman and two children were wounded in this disturbance.

COPENHAGEN CITIZEN CHARGED by black-uniformed SS men—citizens of the German-speaking. Dano-Nordic Press. The four-page front page of the periodical Danish Free City. The Danish people have turned against the German occupation, and a Nazi is shown in the center.

When the Danish people have worn this mask they have worn since they entered the country on April 9, 1940, it was the culmination of a wave of strikes, riots, and sabotage. This took an end in the Danish labor movement. Denmark was a prison, and the German occupation was a prison. The Danish citizens were prisoners, and the German soldiers were the guards. The Danish people were deprived of their freedom, and the Germans were deprived of their liberty. The Danish people were subjected to the worst treatment, and the Germans were subjected to the best. The Danish people were denied the right to speak, and the Germans were denied the right to think.

In Denmark the Nazis have thrown off the mask they have worn since they entered the country on April 9, 1940. When the Danish people have worn this mask they have worn since they entered the country on April 9, 1940, it was the culmination of a wave of strikes, riots, and sabotage. This took an end in the Danish labor movement. Denmark was a prison, and the German occupation was a prison. The Danish citizens were prisoners, and the German soldiers were the guards. The Danish people were deprived of their freedom, and the Germans were deprived of their liberty. The Danish people were subjected to the worst treatment, and the Germans were subjected to the best. The Danish people were denied the right to speak, and the Germans were denied the right to think.

The Danish people resisted the last. Part of the fleet got away to the neutrality of Swedish ports, but the flagship Natac fast and the Fads buiten did not manage to escape (see p. 290).

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I WAS THERE!
Eye Witness
Stories of the War

Fire and Ruin Marked the Road to Kharkov

After one of the greatest battles of this war Kharkov, city of the Ukraine, was finally wrested from the Germans by the Red Army on August 29, 1943. Scenes of ruins along the approaches to and in the town, given in Soviet broadcasts, appear here by arrangement with The Evening Standard.

It is a clear, sunny August day. We are moving along the road to Kharkov. Only a few men are driving the trucks, factories working over there. There were points in the houses about the factories. Nothing is now left either of the factories or the homes. There are fires and ruins and more fires springing up even now.

There is the wreckage of tanks and guns on this road—the road to Kharkov. Mounds of twisted metal, the battle scars of lost combat. There is a great cloud of smoke over the town. The special German detachments have set fire to many more buildings. Now we reach a signpost. It is yellow, with great black letters written on it. It is written in German, but we can understand what it is written. It is the boundary post: THIS IS KHARKOV.

In another broadcast a Pravda correspondent described how the Russians occupied the fortified area around Kharkov:

Through this gateway our troops began to pour and advanced at the rate of nine to eleven miles a day. Our tanks, infantry and artillery worked together. Two hundred guns went together at once over a distance of ten or more than half a mile. At the infantry advance these were followed by flak batteries and a constant withering fire. If there was a further hold-up, our aeroplanes came swooping in to blast the enemy positions.

Our main forces concentrated in a forest. Sometimes our men had to work their way through with an ax. They carried their ammunition in those boxes. One of our flanking units worked through the forest for 18 hours to make a decisive attack. The vanguard, with their command, rodek, at the head, broke through to the northern area of Kharkov after covering a distance of more than 130 miles. Street fighting started immediately and then became a fearful massacre and the most intense phase of the battle for the city.

While the vanguard fought on the outskirts, our main forces were encircling the city from the north and south. Gradually they encircled Kharkov in a grip of iron which the enemy could not break.

I FLY WITH A Middle East Bomber Squadron

The heavy bomber squadron with which I fly has been in the Middle East a very long time, hauling "eggs" to drop on the Italian and German armies. In those dark days of the early months when the enemy was almost at the gates of Alexandria the bombs were long ones, across the Western Desert to Tebessa, Benghazi and beyond, and because of their regularity we used to call them the "pounders". Things changed when the Eighth Army began to roll the German back and we moved farther and farther into the desert on the heels of the Army.

All ranks of the Desert Air Force did heroic work then keeping up the battling from bases which in many cases were taken over and used within a few hours of the enemy having "vaccinated the premises." All the airfields had been mined and left with wrecked equipment, poisoned water supplies, and so on, so that we had to work hard to get the planes airborne, to keep them in the air. Often it was only a matter of minutes after landing at a new base before we were bombed out and out for yet another "pounder." Often we would be at a dump only a few days before having scored another hundred points, or so; we would take off from the old airfield loaded up with all kinds of gear, and in a few hours would be joined at the new base by the rest of the squadron personnel and equipment travelling by truck. Several hundred men and their luggage, oil, water, fuel, food, bunks, spare, trucks and planes moved in this way on two accursed miles of desert—not once but many times! The airfield would stand ahead in everyglide of the black clouds with the enemy was east of Alexandria, when the Desert Air Force—British, Australian, and all the others who fly with us—are operating from a hundred bases along the Moroccan coast, fighting hard at German and Italian industrial centres, ships, ports and railways from danzuk to Suez.

FLYING-OFFICER P. R. FLITTE, who gives a graphic account of desert work, said: "I have the greatest respect for our patrol drivers serving in a tank, and the empty tank is our unit. We keep in constant touch by wireless, and this is enough to make any 16-year-old realize that he is living in the Middle East.

Outside of operational duties men of the Middle East Air Force live comparatively simple and uneventful lives. My squadron, for example, is just a cluster of tents grouped alongside a hard-packed stretch of sand which is glorified by the term "outfield," and all around is a flat brown waste which stretches until it dips over the blue horizon... I live, sleep, eat and work in tents, and find that the flapping of those canvas walls when I enter a place built of bricks and mortar. And, of course, we have to make our own armaments.

The day's work usually starts early, so that as much as possible can be done before the sun is too high. The ground is not too hard to walk on, but it is an intense heat. We have our camp-beds and gas for air. By midday the midday sun is hot enough to blister unprotected hands, and any movement in the open is an effort. I find the great open spaces of the desert foster man's appetite, and even the heat doesn't keep us away from the meat at mealtime. Crafts do wonders with the ruins and open field kitchens. Eggs are usually plentiful as we keep a few chickens scratching about the place, and wandering Arabs are always ready to hassel eggs for cigarettes.

Most squadrons are within a half-hour's run of the Mediterranean, and mass in its evaporation. We organise swimming parties and go bombing off the desert in an open truck, leaving behind us a wake of vivid trails. We waste no time in doing up these waste, boiling waters were enough to make you think you were in a tremendous desert heat...
I was There!

R.A.F. AIRSHOOTS are busy handing out the last rations and preparing to make the night's sortie. Wallinggap is being loaded. See story in tomorrow's issue.

One of the best known is reading matter, and Cairo newspapers are a habit, even though the reading issue is a matter of getting them. Many men are keeping up their magazine reading as well as they can, by taking correspondence courses run by English technical schools with overseas branches and by the Royal Air Force educational organization. We are fortunate in having several ex-schoolmasters among our aircrew personnel and they hold classes in languages, mathematics, and other subjects.

I have just completed studying for a certain examination in engineering; and in a few weeks, when my examination papers arrive from England, I shall "sit" in the Desert with my commanding officer to vouch that I abide by the rules!

The life of airmen is full of excitement, the sense of teamwork in all that goes on about the squadron; above everything I like the quiet of the desert night in these rare moments when we are not flying. A deep silence settles over the desert then—a silence which you can almost hear. You feel that anything can happen very often, for we must be on the lookout. Early in the day we are busy with maps and charts for the long trip ahead. The afternoon slowly passes, and as we struggle into flying gear we hear the great bombers coughing into life down there on that sun-baked strip of sand. The ground crew are giving the "keys" a last-minute check. Preparing in our thick gear, we bump out to "Miss Blandish"—our particular machine—and tumble out under the shadow of her wing. By tomorrow she will have another orchid painted on her side—we hope.

We fly ahead, and then far off down the runway whistle the take-off signal. Bill the pilot opens up our engine, and in a moment we are hanging down the flare-path leaving behind us a string of wake of wispy clouded smoke. Soon we are up and away. Just below us, a white patch, the scar of our course, turns into another "pett". We climb as we rumble on, and soon the falling temperature makes its glad of our heavy flying kit. The hours tick away and at last we arrive. Like a guest but we sweep down the sky, and in the nicety of the machine we land, safely backwards, on smooth sand, and stay for the night and we warm our way in.

Reach over the iron-rimmed rim of the horn of the horn-airer as he systemic through his horn-airer into the horn-airer and into the horn-airer.

I Climbing out and plop over to the Omnibus for the usual reports and then off to the mess for eggs and ham. I draw a third mug of tea and say one word to Bill across the plain wood table. "Bed!" Usually there is a brief dispute between several spiders and myself as to who shall use the camp-bed; it ends in our bed-downing down together. And I dream of Cairo and a bath.

I saw Victory on the Land Army Battle Front

Troughout East Anglia three weeks ago the corn was standing high; today, all but a few of the fields are stubble and immemorial stands bear testimony to a record harvest completed in record time. There is repeating among the farmers. Not only because the cereal crop was a "bumper" one and is threshing out ever better than it looked. But as one of them put it to me: "An early harvest means a good start to the year; now we can get ahead with the ploughing and early sowing."

Already many of the fields have lost the last trace of gold, for the stubble has either been treated with cultivator or given a shallow ploughing to clear it of weed. One of the reasons, the farmers reckon, that they are so well in advance of the year is that Norfolk is so highly mechanized. Much of the cutting has been done by combine machines.

I watched one at work on one of the still uncultivated. It was a self-propelled machine, one of the latest types to arrive in the country. The farm worker who drove it said: "Wonderful job, isn't it? And it saves a

COMBINE HARVESTER which has to arrive allotted as that only the sure of the corn are. The straw will be ploughed in for mulch—a natural example of how our farmers strikes to get the best. If it's cloudy, typical of the country when that's most dear and richly abundant.
I Was There

lot of time and labour. Of course, when anything goes wrong, it's a job to get it fixed. Through the chutes and into the row of stooks along the driven horse and cow paddocks in the field, I observed the operation. The man who was handling the sacks picked up a handful to show me. "You've seen sheep from the best of farms. I've never seen a flock of sheep that didn't have some of their stalls slid out of shape and need to be straightened by hand."

"And I've never seen a flock of sheep that didn't have some of their stalls slid out of shape and need to be straightened by hand."

From Factory Manager to Guerilla Fighter

You ask why I joined the partisans? There are thousands like myself. Can you understand the psychology—the philosophy of elderly people who certainly could make themselves useful in the rear, but who feel bound to share actively in the struggle?

I am 55. I have worked in factories for twenty years. My last job was manager of a factory. You will be even more surprised if I tell you that ours was a munitions factory, and that I am a graduate of the Academy of Industry—short, I worked in one of our most essential industries.

I did not live in a place that has since been occupied by the Germans. I lived in a town near the border of the country. I had a good job, and I am the father of two children—a daughter who is working in a munitions factory, and a younger boy.

I joined the partisans because I felt that I was not doing enough to help my country. I became a guerilla fighter, and fought against the Germans for three years.

SOVIET GUELLAITS, thousands of thousands of them, have been coming back to their homeland, rearming Germany and destroying enemy supply lines, for the attack on Berlin.

[Some text not visible due to cropping]

OUR DIARY OF THE WAR

August 19, 1944


August 23, 1944

Japanese troops landed on Saipan Island (Mariana Islands).

August 27, 1944

Japanese troops landed on Saipan Island (Mariana Islands).

August 30, 1944

Japanese troops landed on Saipan Island (Mariana Islands).

August 31, 1944

Japanese troops landed on Saipan Island (Mariana Islands).

Flashbacks

1940

August 18, 1940. German aircraft bombed down over Brussels.

1941


August 20. Attempt made to assassinate Lenin, the Quisling government, and the German ambassador with the Germans. "Cess fire" ordered.


August 22. Germans occupied (February) at Lissabon (Spain).

Russian Front—Soviet troops occupied (February) at Lissabon (Spain).

Australias—Agreed to join the Allies in the fighting against Germany.

Tarigan in focus attacked by Australians.

German—Germans captured by Australians.

General—General attacked by Australians.

August 27, 1943

Australians—Agreed to join the Allies in the fighting against Germany.

Tarigan in focus attacked by Australians.

German—Germans captured by Australians.

General—General attacked by Australians.

August 28, 1943

Russian Front—Soviet troops occupied (February) at Lissabon (Spain).

Australias—Agreed to join the Allies in the fighting against Germany.

Tarigan in focus attacked by Australians.

German—Germans captured by Australians.

General—General attacked by Australians.

August 29, 1943

Russian Front—Soviet troops occupied (February) at Lissabon (Spain).

Australias—Agreed to join the Allies in the fighting against Germany.

Tarigan in focus attacked by Australians.

German—Germans captured by Australians.

General—General attacked by Australians.

King Georges—King Georges captured by Australians.

August 31, 1943

Russian Front—Soviet troops occupied (February) at Lissabon (Spain).

Australias—Agreed to join the Allies in the fighting against Germany.

Tarigan in focus attacked by Australians.

German—Germans captured by Australians.

General—General attacked by Australians.

King Georges—King Georges captured by Australians.

King Georges—King Georges captured by Australians.
The Luftwaffe in Russia is now said to be so deficient in fighter planes that vicious formations operate with little fighter cover; nor does it seem to have developed the skill with its bomber planes that enabled the Luftwaffe to cause such devastation in the West. Increasingly, its fighter strength in the Russian front is being reduced as its own strength is increased. (Above, a Nazi bomber unit is attempting to cover a first-attack for the devastatingitzing of the enemy. Below, in support of the Red Army, air attacks with new attacks on the German-held rivers and a Red Air Force, the Soviet fighters attack the enemy's rear.)

A German Bf 109 (11), which encountered the Russian front, has its machine gunner, Jürgen, working extra hours to obtain more fire and the power unit is beginning to show signs of wear. (Below, on the left, Jürgen works on the engine of a German fighter.)

Specially drawn for "The Illustrated London News"
THE WAR IN THE AIR

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

This dragnet-like grip of the United States air forces tighten the Axis in both hemispheres. By combined operations, when the air arm has played a redoubtable part, the Japanese forces have been driven out of New Georgia in the Solomon Islands, Kula-Gebirge and Vella Lavella islands are the next stepping-stones to the islands of Chichi-Jima and Bougainville, the strategic islands stepping-stones to the still more important islands of New Guinea and New Britain, and the second of which lies the important harbor of Rabaul.

Rabaul, used by the Japanese as their principal base for operations in that part of the South Sea, has been the target for numerous United Nations air raids, and the waters around about Rabaul have become the graveyard of many Japanese ships sunk by air attack.

The capture of Rabaul would weld the Japanese front in New Guinea, mark the beginning of the end of Japanese occupation of any part of Melanesia, and remove entirely all threat from Japan against the Queensland territory of Australia, until thereby is the threat already is. Rabaul is the key to many of the great bases of the United States and the United Nations in the area of the South-eastern Solomons.

Rabaul—although a strategic objective on the immediate horizon—is at 40 degrees south and 12 degrees west of Tokyo, so that even when Rabaul is captured there will still be about 2,500 English statute miles between the nearest United States base and the heart of Japan, which means that it is possible of the bomb load of a United States plane to fall within bombing range of Rabaul.

Thus we regard the action of General MacArthur's forces in the Solomons New Guinea area as the preliminary moves necessary to make possible bases—principally for United States heavy bombers of long range, which are now in the area against the Netherland East Indies, and the Philippine Islands. The selection of General MacArthur for this long-term operation is sound, for he had unrivalled experience during the Philippine defense action against Japan; he is thus fighting towards a known terrain, always an advantage.

Nevertheless, capture of Rabaul would open up another aspect of combined operations, for it would place the whole of the United Nations a salient base from which to employ air carriers against the numerous islands under Japanese mandate and occupation—indeed, and Japan—the Marshall Islands, Caroline Islands, Palau, Mariana Islands, and the Ryukyus running north to Nippon.

It would mark the beginning of the closing of the Pacific ring around our Far Eastern foes, from both the Area in the northeast, Midway in the east, and Rabaul in the south. And the process that was applied to Germany in relation to expansion seaward towards the American coast would be equally applied to Japan in relation to expansion eastward towards the Americas.

Thus the fundamental necessity of world strategy would be secured to the United Nations, namely, the absolute security of the base represented by the land mass of the Western Hemisphere. Then, with the ring tightening over more effectively around the nations of the world, uncertainty, whatever else it might happen, one nation could certainly not be deceived and non-alignment guaranteed by the clear sweep of United Nations forces. If a new world order that President Roosevelt at the time of the Ottawa Conference gave of the intention to alter air transport as a tool of communication to keep a forward-bomber force operational in China against Japan proves.

China and aircraft carriers are the only means by which bombs can fall upon Japan at present. The difficulty with the carrier method is the small load of bombs which carrier-borne aircraft can carry on a long flight because of the restrictions imposed upon the aircraft by the relatively small fixed-wing deck; even when the carrier delivers the load and makes its own half-circle to turn the aircraft to take off.

So we must presume that the staff have figured things out and have come to the conclusion that with a force of bomber boys pushed well forward in China-held China, where they can get within about 1,100 miles of Tokyo even from the carriers, and air transports to feed them with bombs, fuel, food, oil and all the requirements of a modern air force unit on active service, a greater load of bombs can be brought to bear upon Japan than can be achieved by carrier methods. Even then, the use of both methods would keep the Japanese guessing, and would make it far more difficult for them to provide adequate defenses against attacks which would come from both east and west of Japan.

To Europe the Axis forces are steadily being hemmed in and pinned down. With the Russians driving slowly but steadily westward from the steps into Poland, Ukraine, and destroying German military equipment, including aircraft, on a great scale, the demands upon German industry must be retooled to drive the equipment, and meet the increased requirements of the German general staff.

As a counter to the power of German industry to deliver the goods which the German army must have if it is to maintain even defensive fighting effectively, fall the blows of Bomber Command against Germany. The 2,500-ton raid is now a standard-scale stroke. Raids of this size have recently fallen all over the Ruhr, on Frankfurt, and in the industrial plains of Hamburgh, Berlin, Nurendorf, and in Italy upon Milan and Turin. Today Italy, the fields dropped in these raids were as large as 1,500 feet, the greatest being about 2,500 feet.

The air defense of the Luftwaffe have been unable to protect the bases upon the British bombers which would be sufficient to deter them. On the contrary, the lid grows. Night fighters ride against the bombers in increasing numbers. But still the rate of loss which reaches five per cent, rarely exceeds it, and is mostly only a fraction of that last week.

Added to these devastating eight raids are the American day raids against appropriate targets, such as the Messerschmitt factories and the submarine assembly plants, and the American Army Air Force is beating down the power of Germany to defend itself against the air. The recent of the wave of German air defense may have been already reached. If Germany is sinking into the trough. The real bombing war is only now beginning.
Superb Courage Earns Merchant Navy Honours

CAPT. JAMES KENNEDY, O.B.E.
Ship's boy of a mercantime torpedoed and stricken for 10 miles from land, he and his crew managed to avert a disaster. A lifeboat was launched and all hands were washed ashore on an uninhabited island, where reached safety on raft.

CAPT. W. H. GRINSHAW, O.B.E.
He fought till dawn, then climbed over a steep rock and sent a signal for help. A day later, when help arrived, he was found in a craft and submarine, repairing the damage and preparing to manœuvre and evade that the ship never lost speed.

APPRENTICE D. O. CLARKE, G.C.
For two hours he stood a hundred of survivors from the blazing hulk of his torpedoed ship, with his hands burned to the bone, until the relief services arrived. He was awarded the first of the chipmunks he helped to save.

CHIEF OFFICER R. Y. BURNS, O.M.
With complete unawareness for his own safety he led a submarine party to salvage an unexploded heavy bomb from the deck of his ship. He carried out the difficult and dangerous job with success.

CHIEF STEWARD C. H. ANSCON, R.E.M.
To lighten the burden of a merchantman his ship was selected to heavy weather. Together with his mate and a few men he struggled for hours to put the ship to sea on an hour later.

APPRENTICE A. V. WATTS, R.E.M.
The eighteen-year-old seaman helped to save the ship's crew from a gunboat that had set fire to the ship. He was awarded the first of the chipmunks he helped to save.
Man am I no a bunny fighter?" asked Alan Beck in his air-raid shelter. The Russians can without any doubt have an advantage that is far more important than the fact that they have some of the finest pilots in the world. They have men who have been trained to fight with a determination that is unmatched anywhere else.

The Russian people have always been known for their courage and their willingness to fight for what they believe in. They have a long history of resistance against oppression, and this has instilled a strong sense of national pride and a willingness to fight for their freedom. The Russian pilots are not only skilled, but they also have a deep sense of purpose that drives them to succeed.

This determination and resilience are qualities that are admired and respected worldwide. The Russian pilots are not just fighting for their own survival, but they are also fighting for the survival of their nation and their way of life. Their efforts are a testament to the strength of the human spirit and the power of collective action.

The world's attention has been captivated by the skill and bravery of the Russian pilots, and their achievements have inspired many. They are an example of what can be achieved when people come together with a shared purpose and a determination to succeed. Their story is a reminder that even in the face of great adversity, there is always hope and the potential for victory. The Russian pilots have shown that with courage and determination, anything is possible.
Going Home Again in Liberated Sicily

BACK TO THEIR WAR-SHATTERED TOWN: return refugees of Bronte, following its occupation by British troops on August 8, 1943. The priest is one who stayed behind and gave constant help to British officials (see p. 156). Monax was created Duke of Bronte by the King of Naples in 1799 for services rendered, and a descendant, Lt.-Col. Monte. Vincente Bridgeman, is now holder of the title in this estate (see p. 171).

Photo, British Official


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