CANADIANS IN CALABRIA. Led by Pipe-Major A. Anderson of Toronto, Canadians of General Montgomery's 8th Army march through Torre Colle, near Reggio di Calabria. It was on the anniversary of the landing, at 4:20 a.m. on September 7, 1943, the fourth anniversary of our entry into Italy, that our men passed to establish their bridgehead for the invasion of Italy. Hands on hips, a young Italian girl watches and wonders whilst the Canadians pass.

Photo: Associated Press
War Work and Play Seen by Our Roving Camera

BELLADONNA, powerful and useful drug, being in short supply, Boy's Hospital Laundry must produce the needed crop. Herbs from the garden (above) and weeds from the hospital grounds (left) are all that they have.

ART OF CARVING: the 'Tomatoes' beauty (above) was carved by Mrs. Ball. To-day's subject is a girl. Carved by Mrs. Brown.

WHILE MOTHER IS AT WORK the war-time sleds are well cared for. In a corner of the garden nursery (below) a shallow beehive pot provides intriguing entertainment.

VICTORY HOSE: last stages in the manufacture (above) of the Utility stockings, work on the coal-sugar mixture tanks which are now in use. The stockings then travel 80 ft. to a dyeing chamber, finally being removed, ready for wear.

THE LONG WALK at Windsor, famous elm-lined approach to the Castle, is being the ancient trees. As felling and sawing-up (below) of the fallen, new eucalypts are planted. In the normal life a chestnut sapling will replace them.

Photos: Roy, F. E., M. E. Press, April & General
THE BATTLE FRONTS


During the month of September the progress of the Russian offensive was so astonishing that, whatever the original intentions of the Germans may have been, they were left with no alternative but to retire to the Dnieper at least as far north as the Pripyat marshes, the eastern extension of which encroaches on the river some 50 miles up stream of Kiev (see map p. 309).

This loss to them of Bryansk and the line of the Dnieper River will also inevitably compel them to retire to the Dnieper. This has entailed withdrawal from Smolensk, possibly to be followed by the swinging back of the whole of their northern front. On what lines the Germans will try to stabilise the front, either temporarily or for winter occupation, becomes a matter for speculation.

The German public has been warned that a defensive line may be established much further to the west that may be either because the General Staff is not confident that the Russians can be stopped on the Dnieper, or it is considered that the Dnieper does not provide either sufficiently short or suitable winter positions.

We have yet to see whether the impetus of the Russian offensive will carry them across the Dnieper, but, assuming it will not, as far as we can judge, the river would not give the Germans a good winter position, although it would obviously be desirable to hold it for a time to cover further withdrawal. If it could be held at an intermediate position it would cover the withdrawal of much heavy material and a gradual thinning-of troops. It would provide a means of escaping a general retreat during the autumn rains over long distances and with roads reduced to quagmires.

RETENTION of the Crimea or

Naút Withdrawal from It

At the best, river lines are never easy to defend. Their width increases the length of front which has to be held under observation, and they present innumerable alternative points at which the enemy can concentrate for attack. Furthermore, they provide a screen beyond which parrots of the defence cannot easily penetrate, increasing the difficulty of discovering the enemy's intentions.

All reconnaissance, unless supplemented by ground observation, may prove misleading, and thus deflating dispositions. The right bank of the Dnieper, like that of all rivers in south Russia, is high and commands the low ground on the opposite side. As a natural consequence, practically all the line of defence, Zaporozhye being an exception, is situated on the right bank. These conditions obviously give the defence considerable advantages, but they are disadvantages which favour temporary rather than permanent defence; and they make it more difficult to maintain a bridgehead across the river covering the main approaches to it.

The most obvious weakness of the Dnieper as a winter defence is the great bend in its lower reaches, which lengthens the front to be held and forms an exposed salient. To obviate this weakness and to enable them to retain the Crimea (or to cover withdrawal from it), the Germans are evidently holding in force a front from Zaporozhye to

ISLAND OF C.O.S. In the Dnieper, as reported during the war, was reported as the Cazar on September 11, 1918, when the Russian Cossacks East Command was establishing contact with the Czar. At dawn this morning, Russian forces launched a counter-attack on

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BEITN'S NEW F.0.5. MONITOR is proving highly effective in action. Mounted on a crane, it has already scored on Russian turrets. This captures the performance figures in action.
5th and 8th Armies Take a Firm Grip on Italy

FIRST GERMAN PRISONERS come rolling in (above) soon after the landing of the 5th Army at Salerno on September 9, 1943. From the British mortar position at Poggiolo (below), shells are being fired at a German coastal position on the east of Salerno. See also opposite page and page 292.

ROUNDING A HAIRPIN BEND in the hills between Saffi and Palma, in Calabria, is an ease procession for the 5th Army 4½-ton, gun (above), which went into action on September 7. Italian roads are carried to help our troops reach battle in Italy, but the maps show how the German positions have been held.

THE SALERNO BEACHES and other points of the 5th Army invasion front where our positions were for a time extremely critical (see map on page 294). Note the mention of powerful coastal batteries almost a half-mile along the beach, beyond which were the German positions.

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From the 'Heel' to Salerno Our Men Advance

A SHERMAN TANK of the 5th Army, pushing northward to join the hard-pressed 5th Army, passes through a road barrier of mine mines in Messina, in Calabria.

MOTORING THE RETREAT of German forces, a truck transports the crew through a minefield with blankets from this 5th Army forward observation post.

SELF-PROPELLED ASSAULT GUN (left) enters a town captured by U.S. forces in the Salerno area. British and American leaders (center) cross on a pedestrian bridge: right to left, Gen. Mark Clark, commanding 5th Army; Gen. Sir Harold Alexander, Chief of Operations on the Italian mainland; and Air Marshal Sir Arthur Coningham. American engineers (right) steady a wooden truss structure to save a gap blown in a bridge by the enemy with the object of delaying our advance as long as possible.

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THE WAR AT SEA

by Francis E. McMurtrie

FIRST EVENTS of the elimination of the Italian fleet from the Mediterranean conflict were gathered within a fortnight of the submission of its principal units at Malta. Without a battle the Germans abandoned the great island of Sardinia to the custody of its Italian garrison and retired into Corsica. In that retreat they were not left undisturbed, for the French parties in the island, reinforced by troops from Algeria, lost no time in attacking them. By desperate efforts they succeeded for a time in keeping open the port of Bastia, in the north-east of the island, from which they evacuated men and supplies to Elba and Leghorn. Enemy losses in this operation were by no means light, as Allied reconnais-sance and light naval forces struck heavily at transport ships and evacuation vessels.

Able to move their forces freely up to the Allies are at a very great advantage in these smaller operations. Transport of supplies and troops to Corfu was carried on under the escort of French warships, of which the cruisers Montcalm and Jeanne d’Arc, the destroyers Le Fantasque, Le Terrible, L’Alcyon, Le Fantome, Estaque and Tonnerre, played a very prominent part, besides the other ships of the Flottille Aréthuse, which have been mentioned officially.

In the present state of the war developments. As practically the whole of the Italian squadrons in the Levant had proceeded to Hafis or Cyprus, the Dodecanese and other Aegean islands were left without sea defence. Airborne troops, presumably from the North Army, therefore, descended on the large Greek island of Samos, and on the smaller islands of Leros, Cos (see illus., p. 291), and Castello, in the Dodecanese. Warmly welcomed by the Greek inhabitants and by the Italian army formations stationed there, the invaders proceeded to secure the airfields and harbours, after defeating attacks made by the Luftwaffe from Rhodes. From the naval point of view, Leros is a particularly useful prize, as its excellent harbour was developed by the Italians as a minor naval base, with a floating dock and a seaplane station.

Without doubt, the remaining enemy-occupied islands in the Levant will be degrees fall into Allied hands. Deprived of any naval force, and lacking their former superiority in the air, the Germans will find it impossible to hold even such important islands as Creta and Rhodes when these, in turn, are assaulted. Once deprived of these beleaguered areas, the mainland of Greece, and especially the peninsula of the Morea (or Pelo-ponnesus), will be open to attack from more than one quarter, and evacuation will become imperative.

Despite intervention of Royal Navy at Salonika.

All these benefits flow from the submission of the Italian Navy, for though for force was never actively employed in offensive operations, its existence in harbours within easy reach constituted a threat which could not be ignored by the Allies when planning the invasion of enemy-held territories. Another effect has been to make the Germans assure about their line of retreat through Italy, as evidenced by references in Berlin war communiqués to the possibility of the Allies landing forces at points in the rear of Marshal Kesselring’s armies. Thence armies, it is admitted, would suffer their sudden reverses in Greece and Sicily, and would fall into Allied hands, whose 15-in. shells created havoc in the enemy ranks.

Corfu should be of considerable value to the Allies as a base from which not only air attacks but even invasion operations can in due course be launched upon Northern Italy and Southern France, a fact of which the enemy must be well aware.

In the last part of September the Germans endeavoured to cheer up their dispirited Italian population by a highly-coloured account of a fresh campaign opened against Atlantic traffic by U-boats. Doubtless these submarines have been undergoing alterations and improvements in recent months with a view to some fresh attack; but it is hardly to be expected that, after suffering such a decisive defeat, accompanied by heavy losses, they should renew their operations with any great measure of enthusiasm. Nor is it likely that they will accomplish any large destruction of shipping, for not only are escort vessels stronger than ever they were, but they have been gaining further experience of working together during the full in the U-boat campaign.

In the Pacific American submarines continue to operate with a far more consistent degree of success than the submarines which have experienced in the Atlantic. Colonel John A. Loomis, Secretary of the Navy, revealed recently that fully one-third of the Japanese mercantile fleet had been destroyed, including all the additions made to it since Pearl Harbour. It is shortage of shipping that is likely to undermine the Japanese scheme of defence, for her forces are so widely dispersed between her various conquests that adequate sea communications are of vital importance.

In the Indian Ocean enemy submarine attacks on shipping have been reported from time to time, but these do not appear to have assumed the serious proportions of U-boat depredations in the Atlantic. Some considerable reduction in the number of targets afforded may be expected now that supplies for the East are passing through the Mediterranean instead of going by the longer route round the Cape of Good Hope. It is evident that the Italians were contributing their quota to this sphere of operations, for in September the submarine Antonio Cesare Censi entered the port of Durban in accordance with the terms of the Armistice. She is one of the largest submarines in the Italian Navy, with a displacement of 1,661 tons. What is more remarkable is that she is armed with not fewer than 14 torpedo tubes instead of the normal maximum of ten. These are of 18-in. calibre, all of which are in a single group forward. This allowed the number of tubes and of torpedoes to be increased to a corresponding extent.

A recent Rome broadcast cleared up to some extent uncertainty that had existed concerning various Italian warships. It was stated in this broadcast that ships in ports under German control comprised the battleships Impero, of 35,000 tons, and Conte di Cavour, of 23,622 tons, and the cruisers Bolzano and Gorizia, of 10,000 tons. At the same time it was admitted that the Impero is incomplete and that the other three ships are so badly damaged that they are no longer seaworthy. It will be recalled that the Cavour was sunk in Taranto Harbour by torpedoes from British naval aircraft in November 1940 and was not refloated for a long time, while the Gorizia was badly damaged by American bombers in April 1942. It is believed that the Bolzano was torpedoed by a British submarine.
Modern Horse of Troy on the Beaches of Salerno

HUDDLEHEADYLANDING CRAFT of new design carried the British-American 5th Army to the Salerno beaches on September 9, 1943. Here in one
unit, tanks and trucks were landed. In the hold, under cover of the main gun, were batteries of field artillery. The two masts are
covered by a sheet of camouflage netting on the rear deck. The landing craft was listed as a long, 140 ft. length. The craft was
occupied on September 18. See also pages 272, 273, and story in page 274.
During seven long years, from 1928 to 1935, a certain Englishman had locked up in his desk the plans of his gun. He knew that not only the British Army but also the German, Russian, French and American lacked such a weapon, but could this Major-General H. A. Lewis get anyone interested? Not a soul.

It was by the mere chance that Sir Alan Brooke, now Chief of the Imperial General Staff, found himself in a position in 1935 to put a recommendation forward on behalf of his old friend's invention. Thus we got the 25-pounder "gun-how" and our principal means of winning land battles in this war.

To which the reader may well reply: "But surely the Germans built a gun of equal effectiveness and, what's more, built it in greater numbers! Why didn't they bomb before Germany before the war?" Now, the answer to that is most interesting, and contains perhaps the secret of why Germany, for all her preparations, has failed; she has lacked both the bullet and the gun.

By studying our major battles so far we can see how the Wehrmacht, however well equipped in other ways, has consistently lacked the wherewithal to effect large-scale artillery concentrations. On the other hand, that huge army, which had defeated, has nearly always been defeated by our or our Allies' superior gun-how. Glance back over the great events; defence of Moscow, Voroshilov, Stalingrad, Alamein, Tunisia, Kharkov—each has been a study in the tying down of the last year's style of artillery barrage.

We can consider the actual gun-work in these battles presently, but first we had better explore the matter of defensive German artillery a little further. To do this it is necessary to imagine ourselves at the meeting of the German General Staff about 1937. They're mostly young, super-efficient men, greatly impressed by the work of bombers in Abyssinia and Spain, equally enthusiastic about panzer possibilities. One and all they agree that the static battle of the last war, with their great artillery barrages, will not be known again.

Therefore, regarding the manufacture of new guns they decided that these should be conditioned to: (1) weapons to be carried on tanks; (2) anti-aircraft ordained; (3) highly-mobile self-propelling pieces to accompany panzer divisions; (4) anti-tank guns and (5) single and multi-barrelled mortars.

Of course, that is to oversimplify the matter; but, broadly speaking, it appears now that the German efforts went along these lines. They concluded too quickly that mobile methods were finished; they put their faith in aerial artillery as represented by bombers and mobile artillery as provided by tanks; and they got away with it during those campaigns, such as the Polish, the Norwegian, the French and the Greek, whereas their opponents had few modern guns of any type. And they got away with it in Moscow with their first mad thrust of tanks and aircraft.

But a few miles from Moscow, as a few miles from Leningrad—and later a few miles from Voroshilov and Stalingrad—they came up against the Russian guns. The Red Army had not made the same mistake. During the preparatory years this silent force had probably included for more guns than any other army in history. The fire power of its guns had been raised to 70 tons a minute, compared with 54 tons and 53 tons respectively for French and German corps.

So Hitler was fooled before Moscow by such a barrage as we and our Allies have never advancing a yard further in that direction. It was consistently the same elsewhere.

Russian guns on the heights over the city and on the Volga islands saved Stalingrad.
'Bazooka' & 'Sobbing Sisters'—Secret Weapons

Photo, U.S. Signal, New York Times

Photo, Associated Press
Ferry Control's Great Job in Invasion of Italy

Transportation of 5th Army Troops and all their vehicles and material to the Italian mainland on September 3, 1943, was the splendid piece of work of Ferry Control. This picture shows the scene at the moment when the first troops and equipment were loaded, and at the moment each man and crew were sent for the evening. Troops board an invasion craft (3); the sky is scanned for enemy aircraft (6), and signalmen maintain communications (6).
Battipaglia Added to Fifth Army's Triumphs

IN A WAR-TORN STREET near the assistance that was Battipaglia, on the Salerno front, a motorcycle rider of the 5th Army takes his way of British and U.S. military police. Punishment of this Italian town, initially captured by the Air, was announced on September 14, 1943. The Allies will now repair the damage done to the important railway junction there by our bombers before and after the Salerno landings on September 9.

Battipaglia junction is on the route to Naples from Taranto and Reggio di Calabria.

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Photo, British Official
Meet the Blitz Buggy, the Quack and Penguin

The ubiquitous jeep's latest progeny, an all-terrain vehicle that can climb 50 feet in one minute, is now in action. The affable nickname of the Quack. The production of one American soldier who first saw a jeep side by side with its cousin, a Peruvian, which came later. Said: "When the Peruvian's head rises above the water and the jeep draws close, they both upstart and attack the Stukas." 1

Yet the jeep is still the jeep. The new vehicles are merely a refinement in speed. In fact, all the differences are in the mechanical design. The jeep can now cross a river at a speed of 15 miles per hour. The Peruvian, on the other hand, is still making its way through the jungle at a leisurely pace of 5 miles per hour.

The Quack and the Penguin are the latest additions to the jeep family. The Quack is a small, all-terrain vehicle that can climb 50 feet in one minute. It is powered by a 50-horsepower engine and can reach a speed of 15 miles per hour. The Penguin is a larger vehicle that can carry up to 10 passengers. It is powered by a 100-horsepower engine and can reach a speed of 25 miles per hour.

The jeep, with its 30-horsepower engine, has a range of 100 miles on a single tank of fuel. It is equipped with a radio, a spare tire, and a first-aid kit. The Peruvian, on the other hand, is powered by a 20-horsepower engine and has a range of 35 miles on a single tank of fuel. It is equipped with a pistol, a sword, and a First Aid Kit. The Quack, with its 50-horsepower engine, has a range of 300 miles on a single tank of fuel. It is equipped with a radio, a spare tire, a first-aid kit, a machine gun, and a 100-horsepower engine.

The jeep, the Peruvian, and the Quack are all equipped with a radio, a spare tire, a first-aid kit, and a machine gun. The Quack is also equipped with a 100-horsepower engine. The Penguin is a larger vehicle that can carry up to 10 passengers. It is powered by a 100-horsepower engine and can reach a speed of 25 miles per hour. It is equipped with a radio, a spare tire, a first-aid kit, a machine gun, and a 100-horsepower engine.

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China supply route which replaces the Burma Road; they were not entirely successful. For towing artillery, for maneuvering anti-aircraft guns and anti-tank units, for radio communications, for secrecy, for speed, for efficiency, for armored cars—and a host of other strangely unexplained uses. This isn't a battlefront in the world where the jeep's bluff hasn't pushed its way in to share the fighting.

A few years ago it wasn't even considered a military machine. But it is now. The jeep's versatility is not limited to its ability to cross water. It is also capable of climbing over rough terrain, navigating through swamps, and driving on snow. The jeep's unique design allows it to be used in a variety of ways, making it an invaluable asset on the battlefield.

So it is not surprising that this gallant little vehicle holds a revered place not only in the U.S. Army but among those of our own troops who are handling it. The soldiers of today treat their jeeps with a sort of rough affection akin to that displayed by the old cavalrymen for their horses. It is not only loved—it is honored.

Generals ride in jeeps as a matter of course. Mark Clark and Montgomery are using them in their Allied positions in Italy. You have seen pictures of Gen. Alexander in his jeep in North Africa (see p. 678, vol. 6). The King rode in one in Northern Ireland. President Roosevelt, when he inspected American troops during the London conference, chose to ride in a jeep in preference to the usual limousine. If that isn't an honor for a mechanical horse of war, what is?

One can only look with wonder at the amazing feats to which the jeep has been put in the brief two years of its existence. Among other things, jeeps have dragged ploughs to make fields in Australia and elsewhere; they were the first vehicles to conquer precipitous heights and jungle on the new Indian

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Equally at Home on Sea and Land—the ‘DUKWS’

'DUCKS' THEY ARE CALLED in soldier slang, but it is easy to see why. In the first place there is nothing duck-like about these queer motor-landing-vehicle craft which are as much at home on the sea as on the road. Together they form the amphibious truck which during the Sicilian campaign did such strange work that they came into prominence, and since then have won a place of some note in the U.S. forces in the S.W. Pacific. Hailed by personnel of the Engineer Corps, they were used to convey men and supplies ashore to such places as Tulagi and other island depots. They were used later in the invasion of the hostile mainland.

A typical duck—this one is a 3-tonner—
is ordered to a landing strip ashore, where it is parked ready for action. And here it is on the job. (1) alongside a Liberty ship—probably carrying cargo—(2) under the direction of the technicians, (3) the bridgehead men during it, perhaps on the shore itself, perhaps further inland, the landings are made. After everything is landed, the duck can become a truck carrier, like these (4), manned by British Tommy's, proceeding inland from Bougain.
Theirs the Job to Keep the Cables Mended

Since no wireless is absolutely safe from sabotage, our deep-sea cables have an added importance in wartime; and since the armored wires are vulnerable to enemy action, and even to chance mishap, their maintenance is a matter of utmost concern to those responsible. So the cableships play no small part in our island war-plan; and, notwithstanding the risk of U-boat and aircraft attack, they carry on their job, day in, day out, without interruption. Indeed, the less advertisement they get the better pleased their crews are. No need to arouse hostile attention

With so many depths-changes burning in their circuits, deep-sea cables are liable to faults: oh a far greater scale than ever before. Many of these faults are due to foreign bodies: submarine bobbins are no respecters of locality, any more than is a hurrying submarine, and the self-respecting destroyer-commander is going to make an opportunity to "per- pers" to a submarine through any consideration for the sea-cables. Such wires happen to be in the way of the burning charge; so much the worse; it's just too bad. Hurriedly dropped anchors, too, might easily foul a cable and drag it to a breaking-point; and it has been known for enemy vessels to grapnel for, and cut, the submarine lines' with the outer world, just to prevent secret messages being transmitted from one ally to another. So the ring-needled cable-ships are kept constantly under steam, ready for action at a moment's notice, prepared to go anywhere, and take heart-bopping risks in fulfillment of their duty.

Cable-ships—Granny-ships they are called—are fitted both to lay and repair the cables. Internally they are fitted with vast tanks, capable of holding 40,000 miles of armored wire. They can also mobile workshops; and no matter how far a cable is pulled the break may be more than a thousand miles from shore, and they can be carried out and set on the spot where the fault is discovered.

Needless to say the enemy does his best to frustrate such attempts; attempts by breaking a line of communication; a tactical plan of campaign might well be foetored. So it is at all possible, the "Criminals" are given armed and a speed of the order of 25 knots to torpedo and against U-boats. Being defensively armed, now, they always play double protection; and the expert cable-men of one minute might become the dressed gunner of the next.

Apart from the cable-ship, though, tending to monotonous, is age to be pleasurable. These days are not a sinecure, by any means. So the technical experts turn their hands to any ship and when a line is laid in the field of needed, they are seen to shrewdly in addition to the actual crew. More of the sea is the way to a knowledge of what goes on, and the sea is the way to a love of it; any seaman, and likely be even a Roberts, is near the sea, to joy of it, and far from the drabbled length of existing cables.

WORK ON A CABLE-SHIP in wartime is in no danger so dull as it sounds. The ship is being cable ship, along the seaboard and the engineering for laying in the next cables below the sea. From that source is left to the actual cable-ship and the ship is laid, right up to the far-reachment of a lady-length of existing cables.

When the stranded cable is got aboard, it is lowered overboard, and the job of pulling it ashore is a matter. The deep-sea cable is a formidable affair, should be something which the operator is going from rubber to hardened copper—that latter to resist the strain. The anchor consists of four tons, and is pulled through rubber as much as possible. Once laid, the cable is fastened under the ship's bows, and the cable is considered to be "under-run"—being picked up, passed over the wharf, and stowed, cleat of the propeller, until the strain of the fault is removed. This may take days. There may be more than one fault. The cable may be distant from the point where the first pick-up was effected as to make it unprofitable to under-run all the way; then instead of the cable is thrown overboard, the under-run taken, the ... need not be too optimistic.

For miles on end, the individual wires, and the main ends must be traced to some corresponding. Then the amputating has to be renewed.

When signals have been tapped by a line from one end of the line to the other is the task completed. Once the...
1. Via dei'l Impero. 2. Arch of the Colosseum; in the distance the Vittoriano monument.

2. Arch of Titus commemorating the defeat of the Jews (A.D. 70). It spans the Via Serra not far from the Colosseum.

3. Forum Romanum showing the only three columns that remain of the Temple of Castor and Pollux.

4. Church and Square of St. Peter, showing the Vatican on the right.

5. The Colosseum near the eastern end of the Via Serra. It dates from A.D. 80 and was completed by the Emperor Trajan.

6. The Palazzo Venezia seen from the Vittoriano monument. Until recently it was Mussolini's official home in Rome.

Rome Ancient and Modern at the Mercy of the Hun

It is to be hoped that the modern Hun as he is driven from Italy's historic soil may be prevented from devastation (as precious memorials of antiquity as Hun and Gothic and Vandal loved to do when raiding the lands of Ancient Rome. But as the new Barbarians are more brutal than the old who can say what havoc they may work among monuments of the past of which Italy is the world's treasure house?
A Little Panorama of the Storied Italy

In presenting our readers with this selection of world-famous landmarks in Europe's loveliest land, which British and American soldiers are at present endeavoring at great personal sacrifice to restore to the possession of the Italian people, we feel there will be a general desire on the part of the United Nations that, despite the determination of Nazi Germany to make Italy a battlefield, there will be no destruction which it is in the power of Anglo-American arms to prevent.

--Our Soldiers Will Admire and Try to Save

The sites and scenes here illustrated are likely to be witnessed with pleasure and pride as our soldiers work their way northward to Lombarardy, where between the Apennines and the Alps these German invaders with their puppet Duke will probably have to make their last stand, and the hardest fighting will surely be witnessed. Italy has known many invaders, but Mussolini and his Fascists had never envisaged the country they have betrayed becoming the latest cockpit of Europe.
38. Pompeii, the Temple of Apollo, largely restored after A.D. 62.
39. Pantheon, the temple of Poseidon, dating from 1 C.E. B.C.
40. Aecus, the Triumphal Arch of Trajan, erected in A.D. 115.
41. Baths, favourite resorts of Imperial Rome, remains of the Great Hall of the magnificent baths.
42. Ostit, the Temple of Vesta; once the pride of Rome's support.
43. Fraccar, the Villa Palatine, built by Emperor Hadrian in 1346.
44. Vesuvius in eruption.
45. Tutus, a side view of the Arch of Augustus.

Majestic Ruins of Time's Own Making

This greatRoman ruins are to be seen at Pompeii, and they are the remains of Roman's imperial forces. As we wander through these ruins, we are transported back in time to a world of wonder and mystery. The beauty and majesty of these ruins serve as a testament to the genius of those who created them.

In Pompeii, we can see the remains of the great Temple of Apollo, which was restored after the eruption of Vesuvius. The Pantheon, another magnificent Roman temple, stands as a testament to the architectural prowess of the time. The Baths of Ostit, once a symbol of Roman power, now lie in ruins, a reminder of the passing of time.

The Villa Palatine, built by Emperor Hadrian, offers a glimpse into the world of the Roman elite. The Arch of Augustus, a symbol of Roman power and glory, remains as a timeless monument to the greatness of Rome.

As we explore these ruins, we are reminded of the enduring legacy of Rome, a city that has stood the test of time. The majesty of these ruins serves as a reminder of the greatness that once was Rome.
O

of the mysteries that historians may in time be able to clear up is how far

Trotsky, the chief designer of the creation of the magnificent fighting force

which defeated the Nazi invaders of Russia and has won the admiration of the

world—not to mention its gratitude as well.

So long as he remained in favour Trotsky was given a credit. Directly he fell into
disgrace, through his own obstinacy in wanting to stir "up" world revolution, "his name
was erased from any connection with the building-

up of the military might of the U.S.S.R.

A year or two after his fall he went through the

shameful and pitiable agony at the War Office in Moscow. The only trace of him

was as a figure in a large group, an indi-

vidual, insignificant, without weight, and

without influence. He would have been ostracized if it could have been done

without spoiling the photographs.

The authors of The Red Army (Allen &

Unwin, 16s.), do not discuss this question.

They make very little reference to Trotsky—

Apparantly Michel Buchsa and Ephraim

Barenblit are content to leave it to history.

They are both Russian, but they do not claim

personal knowledge of the facts they enun-

 ciate about the formation, training and exploit

 of the Soviet forces. They leave unsolved

also the problem of the 1917 purge which

removed Trotsky and his Deputy Marshal of

the Red Army) and so many other of the

earliest Russian commanders.

They do not even mention the circumstancial

stories that have strongly suggested, if not

actually revealed, the post-hasten between

some of these (at any rate) and German

Commander-in-Chief Hitler (so. They show Trotsky as

immensely valued, believing in Sevastopol (he

himself, no doubt), having democracy, pre-

ferring Trotsky to Churchillem—therefore to

be a Nazi by conviction as well as by tempera-

ment.) These are facts and figures which

ought to get held of and investigated. The

 Russians have an extremely high concept

of their history. They are suspicious of

anybody who has managed to do very well

without him and who is not a Russian—

who is liquidated at the same time. The

number of them is quoted from

Barenblit, the author of "Gangsta

Krivoshyi," who puts it at 33,000.

The book admits this is "probably exaggerated" and

expresses a doubt as to Krivoshyi's general

trustworthiness. But their quoting him as all

shows how carefully all their sources of in-

formation must be examined.

They do not mention, in their account of

the Finnish campaign, in which the

Russians began so badly, the belief among

the Kremlin rulers that the Red troops

would only have to march in and be persuaded with

a week's rest to march out again. That is the explanation of the indecisive

start; the absence of any prepared plan of

ejperations, the lack of winter clothing for the

troops, the delay in getting winter units into the

field. The Soviet leaders were misled, their

information was incorrect; they were assur-

ed when the Finns showed fight. Of this

the authors seem to be unaware. Though they

quote Livinin's admission that "the Red

Army had not prepared for war against

Finland," they "find it difficult to understand

why the Soviet Government decided on war.

It did not so decide; it blundered into this

under a disastrously wrong impression.

Whether Livinin was right in surmizing

that "Hitler drew incorrect conclusions from

initial setbacks of the Soviet Army during the

Finnish campaign"

If that was so, both Hitler and those who were his

military advisers at the time must have been

willing drinkers of the most credulous type.

For thirty years the Red forces had been not

only growing in numbers, but steadily in-

creasing their efficiency.

Heavily handicapped at first by the demoral-

ization of the Tapi's eagerness and by the

crack-brained and many Bolshevik or-

ganizers, they rapidly improved in fighting

quality and by the end of 1919 there were

three millions of them, far superior in every

way to the Tsarist troops, whose equipment

and spirit filled me with dismay when I joined

them on the Gallicant front in 1915.

By 1917 they had lost the dogged, bull-

headed courage they were showing them.

They ran away in panic, throwing away

their arms, as soon as a German helmet ap-
ners on the horizon," their commander-
in-chief reported. Their one desire was to

quit fighting and get back to their homes.

A new army had to be called into being.

The authors write that the Kroniki decided

"that it should be as different as possible from

the old army. In that, what posted for
discipline was mere brutality... I have seen

officers strike men in the face furiously for

cooking faults. I have seen sergeants and

corporals kicking and beating unfortunates

persons because they were not quid in under-

standing orders bawled at them. I knew

of cases in which officers were shot by their

men. If some of the higher-ups, whose muttering

dismayldomy sent men into battle with

sticks in their hands instead of rifles, and

limited batteries to half a dozons shells a day,

and provided equipment far inferior to that

of the enemy in every respect—if some of

them could have been shot also, justice

would have been done.

I remember going up in a battle-plane in

1916 and marveling at the way it held to-

together. "Flying coffins" aircraft were nick-

named then; it wasn't much of an exagger-

ation, either. The new Government resolved
to develop civil aviation as quickly and com-

pletely as possible, and "never lost sight of

the one to be made of it in a future war."

The result was that when war came the Red

Air Force was at good as any, and in some

ways ahead of all the rest. It led the way,

for instance, in the training of paraatroops.

I have mentioned in THIS WAR ILLUSTRATED

before, I think, how I saw at a Russian

Fantasy party, in 1916 a film showing the

desert of hundreds of soldiers with para-

cushes from aircraft. This had been already

practised then for three years at least, and

at that time no one else was doing it. The

film in 1918 bore it out. This is in going in both the "flying tank" and the angry plane. The coffins are now re-

quired for the other side!"
French Air Squadron Fights on Russian Front

VICTORIOUS PILOTS of the French Normandie Squadron (see page 3 of page) return to their anti-aircraft section after a successful sortie which they claim in the North on the Russian-German front.

These bright puppies (1) were born at the aerodrome and, like all good Frenchmen, perished as pilots on various fronts. Training to successful combatants is their ambition; and we may have a proud reminder of these aerial victors in the future.

The pilots' many laurel wreaths are sometimes seen on the windows of their aeroplanes (2), and good fellowship is their delight. Aircraft (3) of this squadron are also seen (4), and good fellowship is often the result. A victory is the work of a whole nation, not [illegible text].

Photo—Paul Polito—Exclusive
to The War Illustrated

FRENCH Fighter Squadron, formed on the initiative of Gen. de Gaulle and known as the Normandie Squadron—the title was conferred on Gen. Vinter, its leader in the Fighting French; only recently has it received the distinction of having fought against the enemy on the Soviet-German front since December, 1943.

Most of these specially selected pilots are veterans of battles in the skies of Britain, France and Italy, and all have been decorated with the "Normandie" or with the French "Croix de Guerre". The squadron was formed in 1941 by Major Jean Louis Talon, recently awarded the Soviet Order of the Patriotic War First Class. Joining to the Red Air Force Headquarters, Moscow, he himself chose the sector on which his squadron was to fight. It is said that the Normandie was named for its natural roads. These French air-warriors very popular with the Russians.

In steadily mounting airs of German fighters and bombers aircraft pays eloquent testimony to the squadron's skill and bravery of purpose and to the fact that there is no limit to their ability in this new war. (See page 303.)
Triumphant Red Army Reaches the Dnieper Line

MOSCOW'S VICTORY GUNS have thundered almost nightly in solemnities of parades along the Moskva. Staged on September 27, 1941, the Kremlin, symbol of Russian pride in all ages, was the setting for the official celebration of the achievement.

On September 27, the Red Army entered Smolensk and Belorussia, and were stationed on the Dnieper River. The concentration of the Dnieper North and south of Kiev, the center and heart of the Ukraine, was reached within 80 miles of Poland.

In the German Dona basin of Bryansk, defeated on September 17, the Russian forces were ordered forward to the Dnieper. The 8th and 9th,7th Armies moved steadily forward, and Russian engineers built a pontoon bridge across the Dnieper.

On September 27 the Red Army captured Kharkov, a town on the Oskol River, a suburb of Kharkov, farther down the Dnieper.

Photo: L. S. & Official, Moscow

Prev. page: Front cover, The Daily Express
RED ARMY TANKS IN MASSED ATTACK

Specially drawn for
THE WAR ILLUSTRATED
by Haworth

MIGHTY TANK FORCES have been in the strategic and tactical vanguard of the latest stage of the war against the Germans, and have formed the backbone of the Red Army's advance. These tanks have been instrumental in breaking through the German defenses and in occupying key positions. They have been equipped with advanced weaponry and armor, making them formidable adversaries.

A unit of the tanks is shown in the image, moving through a muddy terrain. The tank is equipped with a large gun and is supported by infantry on the ground. The tanks have been instrumental in clearing the area of enemy forces and advancing the Red Army's objectives.

Further back in the image, a second unit of tanks is shown in action, demonstrating their ability to withstand enemy fire and continue their advance. The tanks are proudly displayed, a symbol of the strength and determination of the Red Army in their ongoing fight against the Nazis.

The image captures the intensity of the battle and the bravery of the soldiers who operated these tanks. Their hard work and dedication have been crucial in the Red Army's success against the Germans. The tanks continue to be a powerful and effective tool in the war effort, ensuring that the Red Army's momentum is not stopped.

As the battle rages on, the tanks remain a steadfast symbol of the Red Army's commitment to victory. Their presence on the battlefield is a testament to the strength and resilience of the Soviet people, who have fought bravely to defend their nation and restore peace.

*August 5, the day on which the Red Army launched the decisive push toward the city. The tanks were crucial in clearing the way for the infantry, enabling them to advance unimpeded. The battle has been hailed as a turning point in the war.*
THE HOME FRONT

by E. Reynolds Pike

It was against this background of great need and as great effort that the Ministry justified its call to the middle-aged woman to take up work of a definite "war" description. And let it be said that there were few criticisms from the women themselves; it was the menfolk who did most of the talking. They were worried, but they saw that the Ministry of Home Security was not attempting to do more than it could. They realized that the economic situation was serious and that a great national effort was necessary. They knew that the Government was taking every possible step to ensure the welfare of the people during this difficult time. They knew that the Ministry of Home Security was doing its utmost to meet the needs of the country. They knew that the woman who had been asked before the war if such a thing were proposed would have said yes. They knew that the Civil Service might well do with a thorough combing, and alleged that many of the women already employed in the Services and daily work forced to do a full shift. Small wonder that the proposals were met with the enthusiasm of all who were affected by them. The only question was how such would assist the situation, and there was a sense of urgency that the women who got on with the work of this country should not be excluded from the plan. Within a few hours the justifications of M.P.s were belting out appeals from these left outside the fold, crying out strangely that the whole body of women workers should be given the benefit of the new proposals.

Two days after Sir Kingsley Wood's payee, the Home Secretary, was met with a hearty welcome by Mr. Astor, the Leader of the Opposition, when he declared that Sir John Anderson was coming to the Treasury. This appointment was well received, for Sir John has not only held such high positions as Home Secretary and Governor of Bengal, but he was for many years the Prime Minister. His experience in the financial sphere of the island has been in the rear of financial affairs for several years after the war. The Prime Minister has stressed that he will be a "National" without any sectional interests. As such he was appointed to the position of "Secretary for the Home Department". The Home Secretary, Mr. Attlee, will be in charge of the Ministry, and Lord Quensell will follow Mr. Attlee's advice. Mr. Attlee is well known as the grandstand. His appointment is to be regarded as a great step forward in the direction of the creation of a national Government. The stability of the Government is a great asset to the country, and it is hoped that it will continue to be so.

Out of 35,000 women, half were raised by taxation, the saving in the man-power was that the Ministry of Home Security, by a great national effort, has been able to find 35,000 more women. As a result, the Ministry of Home Security has been reduced to a minimum. The industry, which employs about 50,000 women, has been registered, and the Ministry of Home Security has taken on 35,000 more women on the back of the men, boys and girls of 16 and 17 are now being brought back to the mills, and the work of the industry, the work of the factories, the work of the corridors in the industrial community, surface workers are being sent down the mine.

For 100 TONS OF STEEL will be released for the war efforts after the Ministry of Home Security has its way. Of this, 10 per cent will be used in the War Office. The steel will be used for military purposes, and the Ministry of Home Security is trying to ensure that the steel is used to the best advantage. The Ministry of Home Security is also trying to ensure that the steel is used for the best advantage. The Ministry of Home Security is also trying to ensure that the steel is not wasted on purpose.

Page 211
This British Night Bomber Drops 18,000-lb. Load

The four-engined Lancaster, one of Bomber Command's most potent weapons, carries a greater weight and flies faster than any other British night bomber. We are building these planes in impressive numbers. On the assembly line (1) fuselages arrive waiting to be bolted to the bodies of the machines, which have completed (2) a flight from the shop to the runway (3) for its first flight by the test pilot. Ready to fly (4), it is readied for its first combat mission (5). The finished Lancaster to be flown to Britain (6). See Berlin raid story, opposite page.
I WAS THERE!

Eye Witness

Stories of the War

We Recorded a Big Bombing Raid on Berlin

Two R.B.C. men and recording gear went with the R.A.F. Lancaster bomber on the night of April 29, 1943. Recording Engineer was Reginald Pickford, the Observer was W. Douglas Thomas, who in an article published here by courtesy of the R.B.C. introduced the need for this tour.

The same tone of the four powerful engines of the Lancaster—42 raids to its credit. And Reg Pickford, our Recording Engineer, and I had made our last preparations and we were ready. The night was clear and we could see the German coastline between the searchlights from the Dutch coast, and we were on course over the cloud-covered land for Berlin. We were lucky. We were flying with a crew that knew every trick of the trade. Ken, the pilot, was a veteran, and so was Bill, our bomb-aimer. Then there was Cun, the Australian navigator, and Jack, the Scottish Flight Lieutenant.

They'd done the trip before, while Spink — our wireless operator — was making a perfect job of making sure that our equipment worked. And if we had any idea of the gigantically display of sound weapons in the world after us. We'd have been out of our heads in the dark.

Suddenly, Jack gave me a nudge. Over the clouds ahead I could just see a dull red glow. We knew Ken's voice then on the intercom — "That's it, lad, the big one."

There was our target — Berlin. SoReg Pickford made his last preparations and then directed us into a huddle of searchlights wreathed in smoke coming over the city itself. We were not to go below 20,000 feet, and so we settled in to fight the searchlights as they came in.

The searchlights were coming in from the north — at times they were in a straight line, and at other times they were in a curve. We were being tracked down by the searchlights, and we were being given a lot of light and heat.

Then the voice of the Navigator — "We're taking our bombs on the intercom."

And so we went on to drop our bombs on Berlin again.

Now what follows are the recordings we made on the run over the target. Our voices will blend into the sound of the engines and the crack of the bombs as we drop them. We are in a crack half-way through. That's when we are taking our bombs out of our four-thousand-pound bomb was released. Berlin is moving towards us, and we are about to drop our bombs on the target.

First thing we can see now is a wall of searchlights — the thirty that we saw when we came in on the intercom — "That's it, lad, the big one."

There were hundreds, in lines and clusters. It's a wall of light with very few breaks, and behind it there are hundreds of German planes flying red and green and blue and red, and over that comes the sound of the planes. They're all hanging in the sky. That's the city itself.

And there in the heart of the glare, there goes a bigger, a red flash — the biggest we've seen yet — that must be the first big four-thousand-pound bomb we have dropped. It's flat, coming up from the ground. We see it as it goes down. The weapon is a bomb.

One went then, and it was pretty near our aircraft. But it's pretty obvious as we're coming in now through the searchlights, and we're going to be very close to the city itself. There's the city, comfort, it's going to be very close, and because we told the crew of our engines is drowsing over every sound.

We're running straight into the most
We were home, Pudge and I, from a single trip, but the crew of F for Freddie and thousands of others like them may be preparing to set out again tonight. Well, I can only say that next time we both of us hear the roar of English bombers over the country-side, we'll feel a new and a very deep respect for the crews who man them!

I Saw the Fateful Battle of Salerno Beaches

Now that the Battle of the Salerno bridgehead has been won it is possible to reveal details of the 12 tortured hours on the night of September 13-14, when the Fifth Army only held on by the skin of its teeth. For the Jericho Massacre. The Jericho Massacre was the codename for the attack on the German defenses around Salerno.

The horrors of these men and the coldness of the Fifth Army's High Command, which elected to fly over the battle area, are revealed in diaries and letters from the Germans and the sea that witnessed the carnage.

On that dark night the Germans had gathered strength enough to attack the English in the north and the Allied forces in the south. The Allies had been caught napping and were fighting for their lives.

I was a 'Sitting Target' in the Arctic Sea

I was a 'sitting target' in the Arctic Sea. I was selected as one of the force of 82 Norwegian soldiers who were to rob the Germans of Spititeborg and set up meteorological stations again. The journey to Spititeborg in our two little ships—an ice-breaker and a sealer—was uneventful. Our destination was the newly occupied Russian mining town of Barentsburg.

U.S. TROOPS OF THE 35th ARMY reach the Salerno beaches after their docks (see also pages 295 and 296) is about the end of the war. Since September 1, 1943, these men have had great experiences in Italy. At one time only 100 of them, with the guns, stood between the Germans and the sea, as is told in this page.

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PLATE I, US. ARMY SIGNAL CORPS
desperate situation. Here we were stranded in the Arctic, without food, arms, medical equipment or radio. One of the cooks, however, found some driftwood lying around on the shore, lit a fire and made Russian tea. We began to make plans for the future.

Some of the men formed a " Suicide squad," as we called it at the time, and climbed on board the blazing wooden. Ammunition and provisions were driven onto the ship, and a good number of men, including some of the cooks, were put in the boat. A raft, made of logs and balsa wood, was started. But we would wait until a gale came. A transmitter was then prepared for the house on the shore which had been built by the Russians, and we spent our first night in a tent on theting the Russians came back again. We were ready to sail, but a gale stopped us. The opportunity was lost, and we were forced to wait more than a month without a shot. No harm was done.

Meanwhile, we split into search parties and discovered in the houses some Russian bearings, recipes and tools of art. Now we held a council of war, and a number of our men afterwards got out on a 24-hour examination, using all the tools they could find in the houses. The wooden were carried into a cellar which we had converted into a "hospital." I had recovered sufficiently to be able to guide my men, and the case was a bomb disguised along the shore and covered against the side of the hospital without exploding. I managed to get away, assisted by another helper, to a safe distance from the wounded.

Our position was not improving by any means, although we still had food. Then one day we had a contact with a Canadian flying boat. We were unable to make contact with it. Not long afterwards—early in June, when the ice had melted—another Canadian landed in the fjord. Seven of our men seriously wounded returned with it. We had been given sufficient supplies to carry on for a few weeks longer, and 50 days after we first reached Spitzbergen a British naval force arrived with reinforcements. We now had arms again and so set off to meet the Germans in Longyearbyen. We got there on July 14 last year the Germans had left.

September 15, Wednesday

September 16, Thursday

September 17, Friday

September 19, Saturday

September 20, Sunday

September 21, Monday

September 22, Tuesday

September 23, Wednesday

September 24, Thursday

September 25, Friday

September 26, Saturday

September 27, Sunday

September 28, Monday

September 29, Tuesday

September 30, Wednesday

October 1, Thursday

October 2, Friday

October 3, Saturday

October 4, Sunday

October 5, Monday

October 6, Tuesday

October 7, Wednesday

October 8, Thursday

October 9, Friday

October 10, Saturday

October 11, Sunday

October 12, Monday

October 13, Tuesday

October 14, Wednesday

October 15, Thursday

October 16, Friday

October 17, Saturday

October 18, Sunday

October 19, Monday

October 20, Tuesday

October 21, Wednesday

October 22, Thursday

October 23, Friday

October 24, Saturday

October 25, Sunday

October 26, Monday

October 27, Tuesday

October 28, Wednesday

October 29, Thursday

October 30, Friday

October 31, Saturday
THE WAR IN THE AIR

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

Aly you saw an officer dressed in a dark blue uniform, with plain buttons, rank band around his cuffs, like that of the R.A.F., but in a darker colour, with a star above the three rings that correspond to a Wing Commander's rank badges, and wearing small silver R.A.F. wings in metal on his left breast, you would know what he was. Probably you wouldn't, and you would simply dismiss the subject with a shrug of your shoulders and the thought that there was another of the new many uniforms which have blossomed in this war.

I met one of these officers the other evening in a London club. It happened to be one of the top-and-ten-rug raids when about 15 German aircraft crossed the coast and a few got through to London. The structure of the building was trembling slightly with the vibration of the guns in and around the neighbourhood of Hyde Park, and occasionally in the distant rumble of the slight aerial storm that was breaking over the great city you could hear the low boom of an exploding bomb. No one paid any attention to the intermittent outside. Conversation never slackened. One resident mentioned the uproar in his dark blue battle costume on duty in his sector. Five minutes went on watch.

The noise was not dying away in the distance when in came the officer in the R.A.F. like but distinctive uniform, a senior captain of Ferry Command, now absorbed in R.A.F. Transport Command. He had left Newfoundland that same day. Next day he would be away from London again. His home was 2,000 miles south, at least, the part of it that comes under the control of the United States, New York, Canadian, Cairo, New Delhi, Melbourne, Australia. Hanaford's trip to those men at base camps or railway stations to come up under his control must be a business of their next run until they receive their orders.

They pack a bag for Australia, and get instructions to fly to Newfoundland.

They move after so that they never have time to catch up with the changes of climate they encounter. They are developing a new accent, which is not that of any part of Britain, or of the United States, nor yet of Canada or any of the great Dominions. There is an international flavour about the way they speak, a levelling-out of all the different accents into one, with slang gathered from all the English-speaking world.

The pilots, navigators, radio operators, and flight engineers who wear the uniform are not soldiers, or sailors, or rudders (to coin a word in which the Air Service is lacking). They are civilians attached to the R.A.F., with none of the privileges of the serving officers, but with all the responsibilities of an ordinary job. I don't think for a moment that any of them would change to complete military status if they were offered it. They are probably happier as they are, free from the discipline and promotion system of the Service, but with their own iron discipline, and keeping their schedule in the air from one base to another, flying in any long-range aircraft that have to be ferried over the oceans and over the land masses.

Two senior pilots are of different nationalities. Some are on the reserve of the forces of their native country. While others do the job they do now. Ferry Command has priority on their services. For this is an important war job, one which requires great strength, skill and experience, the right kind of temperament and, above all, years of flying, and physical stamina of a high order.

Next time you happen to see men dressed in the uniform you will know that they are civilians in a special category doing a tough job with no nonsense and an expert de corps that makes them take the whole world in their stride and look the whole world in the last, although they are rarely honoured and their praises seldom sung, just because they fight the elements instead of fighting man. And their work will increase as the big aircraft pour out of the United Nations' factories in greater numbers.

German air defence against Bomber Command continues to follow the tactics of the first weeks, the fighter continued to cover the bombers, and the fighter of searchlights, formed by as many as fifty lights per cone, with additionalörs, horns, or sirenes to follow the aircraft that fly through and west of the line-up zones. Above the level of the British bombers German defence aircraft fly for the purpose of returning parachute flares, while others have been reported carrying airborne searchlights. On places the sky has been lighted as brightly as if it were day. In these conditions the German night fighters are able to fight without bombs and cause casualties.

GEOPHYSICAL Handicap to fight That Will Never Be Overcome

Three factors have contributed to the results gained by the enemy night fighters. One is that our bombers when operating over enemy territory must come under hostile action for long continuous periods. This geographical handicap can only be overcome when Europe is invaded from the west or when we capture the northern Italian airfields. A second factor is the original 1936 design of our night bombers, to carry heavy loads over considerable distances employing the power of night for safety. For night is the period which was sound three years ago is now necessary to sound today.

The third factor is that our night bombers operate at medium height and medium speed makes aircraft to be illuminated and therefore identified by the lighter fighters, the night fighters. The third factor is that our employment of Night Defence Command in these bombers with a range of about 250 yards (although aircraft can not be identified in the dark by night personnel) meaning that our night fighters are the effective range, German fighters, armed with heavier weapons, can show effectively at normally longer ranges than our night-fighter calibres. So it looks as if present types of night bombers must carry heavier defensive weapons, even at the sacrifice of some bomb load.

This does not mean the doom of the night bomber as some might think. In time the new bomber will become a far larger aircraft with a greater range and carrying capacity, it will be armed with much heavier armament. But that time has not yet arrived, and we may not reach it during this war. We have to fight at the moment with the aircraft we possess, and modify them as little as possible, for every modification means delay. (Using more of our faster, smaller aircraft such as the Mosquito means easier evasion of the fighters, but entails severe loss of bomb load.)

Perhaps the best answer may prove to be the sending of a long-range fighter force with night bombers, composed of aircraft like the Fortresses which have shown their ability to fight enemy night fighters on equal terms. Certainly, if the war goes on for long without the capture by the Army of Continental airfields close to Germany there will have to be a change in our night-fighter tactics if we are to maintain their efficiency at the highest level. Meanwhile, we should remember with gratitude that the night bombers of Bomber Command are the only branch in all the Services who have had to bear the strain of war, who have been fighting for three years without any aid from any other land, sea or air forces.

PART OF ITS WING BLOWN OFF by flak, and turned completely over by the terrific force of the explosion. Note the arms of the leader, which were blown away by the force of the explosion. Flak Defences were finally killed by its pilot, and the aircraft was written off and the incident was opened.
Seaways of Frozen North Patrolled by R.A.F.

ICE FLOES DRIFTING SOUTHWARDS from the Arctic Circle have always constituted a grave menace to North Atlantic shipping. But owing to the unsleeping vigilance of R.A.F. Coastal Command patrols based in Iceland, which chart the position of these for the information of all shipping, disasters of this kind have been avoided for many years. If the ice has drifted so far south as this it is evidence of a break of ice; and this break of ice is an event whose occurrence is being watched with interest by scientists in Canada and the United States.
These Airmen Win Distinguished Flying Cross

Berlin, Bialystok, Warsaw, and Gdańsk have been among the targets of this "outstanding escaper."

Lt. Col. E. C. WICKSTAM, R.A.F.V.R.
Also known as the "most dangerous man in the World," he led a sortie in the night of 9th-10th September 1940—a mission which achieved "complete success."

Described in an O.C. letter as "an unflagging source of inspiration, a true leader of men who has led by example in the destruction of 3 enemy aircraft.
He has given "valuable service."

Has served in both R.A.F. and Coastal Command "with marked ability, courage, and devotion."

"A fine leader" who has now been awarded a second bar to his D.F.C.

Twin brothers, they have led many successful bombing sorties, common targets including Berlin and Hamburg.

Flt. Lt. F. C. COBLEY, R.A.F.V.R.
"A fearless pilot and a relentless aerialist," has engaged in varied operations, destroying 3 of the enemy.

Liet. J. A. LITHGOW, S.A.F.
"His display of flying and determination of courage and devotion in the face of danger in the flying column of the squadron." PAGE 318.

Flt. Lt. H. M. CHAMBERS, R.N.Z.A.F.
"A brilliant leader" who has "impressively displayed great courage and devotion."

Flt. Lt. W. J. LOUD, R.A.F.V.R.
Has shown "Courage and devotion in the face of danger."
"Distinguished leadership in air attack and reconnaissance; always displaying "exceptional bravery."

W/Cdr. W. M. PENMAN, A.F.C., S.A.F.
Has been on a number of successful attacks on Germany, Italy and the Occupied countries.
THERE is clearly going to be a lot of discussion over the process of demolishing men and women from the Services when peace comes. Mr. Bevin's "first in, first out" formula has been widely discussed. It would be foolish, say the critics, to release people in the order of their service, unchecked, regardless of their value to the nation for the aftermath of war. The rule might be a suggestion to be "the most useful first." They mean most useful should be for the Services or we shall be faced with war again. To do so, the discipline of the decorated building workers, for instance, and to get men without capacity for coping but given a place in building work that will be needed. Proclaiming his ideas, Mr. Bevin rounds of unthinking cheapness, but he is unlikely the War Office will endorse his proposal. No broad principle is for an indefinitely prolonged state. Cases must be judged on their merits — and according to minimal benefit.

A "SURVIVOR'S ISLAND" the famous tramp with the Swiss-Bavarian called Corso, was that a long time ago. No one would use such a description today. This sweet-scented rose, covered with thorns whose fragrance can be enjoyed many miles out of sea, has collided itself to become a delightful holiday garden in the provinces (though few British visited went there), and now given up its vegetation (family friends) which provided fiction-writers with sensational stories. It has a wonderful variety of present flowers, and finding the people interesting, though not much interested in anything but their own concerns. They are not the French Italian, but a mixture. Like the two, most famous "inhabitants" of the Paris province, they are not to go to sea but to see the sights. They will not get either by better hearing. They have to take near enough trouble.

Can any thieves be meaner than the French at the moment among allatments at night and particularly in the fruit gardens? They are called cabibges (now that this honestly vegetables, usually cheap, has collected for the moment scarce and dear)? The allotments behind works hard, but plans carefully, to raise crops for home consumption. To have these stolen by criminals is to dig and plant and hoe themselves, utterly lacking in decent feeling to be advanced of their disposable robbers, is hard indeed. I am surprised that regulations should be satisfied if they pay fines. They ought to be made to suffer punishment more. As a rule, to send them to prison would be a pity. Their wives and children would suffer, they would pack up evil notions, for prisons create more criminals than they cure. Why not make them wear some mask or costume that would show everybody they had been doing enough to write it? I believe it would have a reforming effect.

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Hitler's Alpine Highway to Northern Italy

THROUGH THE BRENNER PASS thunder a column of Tiger tanks on its way to reinforce Nazi contingents holding down the war-wary people of the Plain of Lombardy. When Italy entered the war the Brenner became her lifeline to Germany: now, instead of east and west, the Alpine highway brings the Italian ruthless oppressors.

Photo: Press News