WREN AT THE HELM of a motor-boat. Harbour work with the Royal Navy, such as this girl is engaged upon, is one of a variety of Services carried out by members of the Women's Royal Naval Service. With H.M. the Queen as their Commander-in-Chief, the Wrens are brilliantly maintaining Britain's proud sea traditions and contributing their distinctive service to the cause of the War. (Photo: W/52,10242)
Empire War-Tour With Our Roving Camera

SOUTH AFRICA'S President, Sir勋章, has been received in London early this morning by Prime Minister Churchill. Mrs. Churchill was also present. The President is accompanied by his son and four members of his family. Churchill later was met by Mrs. Churchill in the garden of No. 10 Downing Street. While in Britain, the President is expected to make an address to both Houses of Parliament on the South African situation. The President is expected to be in London until next week.

NORTHERN TERRITORY, Australia: The northern territory is advancing with food baskets through the streets. They are preparing for the fighting that is expected to continue. The enemy is gradually retreating from the front line. The war is now well enough advanced for the Allies to begin preparations for the next phase of the campaign.

SOUTHERN RHODESIA has its regular deposits for the coming months, and are now receiving food supplies. In the past, the British have been receiving food from the United States. The food supplies have been received in good condition and are expected to continue.

GOLD COAST of West Africa staged a bomb parade at Accra, as part of the town's efforts to raise funds. The parade was attended by many prominent citizens. The parade was also attended by the President of the Gold Coast, who was accompanied by his family. The President was greeted by the mayor and other officials. The parade was a success and was well attended.

Photo, United Press, World Telegram, Pictorial Press.
THE BATTLE FRONTS


The campaign in New Guinea which has been described has attracted less attention than it deserves. That interest, however, has not been confined to Australia. The fighting has been of great strategic importance, not only in the interests of the Pacific theatre of war, but also by reason of the resources of the New Guinea area, which throws a new aspect on the struggle in the South-West Pacific. The great Japanese naval victory at the battle of the Coral Sea has shown the extensive use of air power to the world. Amongst the details of the Coral Sea battle, the ability of the US Navy to meet the Japanese air attacks was an important factor, and the result was a demonstration of the importance of the air in modern naval war. The battle of the Coral Sea had a great effect on the course of the war in the Pacific, and it was a turning point in the campaign in New Guinea.

The campaign in New Guinea was a prolonged and difficult one, and it was not until the end of the war that the situation was brought under control. The Australian and Allied forces were able to push back the Japanese forces and establish a foothold on the northern side of the island, but the fighting was intense and lasted for several months. The campaign was a test of the ability of the Australian and Allied forces to fight in a jungle environment, and it was a demonstration of the importance of air power in modern warfare.

The campaign in New Guinea was a test of the ability of the Australian and Allied forces to fight in a jungle environment, and it was a demonstration of the importance of air power in modern warfare. The campaign was a test of the ability of the Australian and Allied forces to fight in a jungle environment, and it was a demonstration of the importance of air power in modern warfare. The campaign was a test of the ability of the Australian and Allied forces to fight in a jungle environment, and it was a demonstration of the importance of air power in modern warfare.
In Naples the Nazi Reign of Terror Ends—

By W. L. Adams, special correspondent

The German terror lasted for five days. In those five days the German must have realized that all hope of holding Naples was gone, and they did their worst in the nine they had left to them. They killed and wounded thousands of people, set fire to buildings they knew would burn easily, and dynamited those that would not. They ransacked the hospitals, killing or wounding the doctors and nurses. They captured hundreds of wounded Italians—men, women and children—and in some of the pockets they are making cemeteries for the dead. The Germans attacked hospitals, knowing they had supplies of food and water, and the staffs carried rifles and machine-guns and fought them off.

I saw more than 100 bodies of men, women and children killed in the mountain civil war that raged in Naples. I saw another ward containing 110 wounded, most of them Italians who had fought it out with the Germans. The dead in this hospital had been piled up in one huge room, and because of the fighting there had been no opportunity to dispose of them.

The Germans dynamited all the large buildings. Naples University was set on fire—and left a burned-out shell. The Germans, and Blackshirts, burned and destroyed the most valuable works of art, including famous paintings, and tried to set the Opera House on fire. A large number of Italians were rounded up and herded into a building. Whole sections held in it, men were killed under the building. More than 100 were killed when the roof exploded. On one occasion a German official was killed by a rebel who had seen some Russian battlefield. But never have I seen anything like this war battlefield," he told me.

One of the toughest sects of resistance our troops had to overcome was in the area of the hospital. I have just mentioned, overlooking the tracks Capodichino. There, Germans and Blackshirts fought it out with the civilians until their defeat. The civilians refused to work all the time under fire. Germans shot down scores of Italians for refusing to report for service in German labor camps or with the army.

The director of one hospital proudly showed me an ambulance which had been captured from the Germans by civilians armed with machine-guns.

"They stole one of ours, and we captured theirs," he told me. "They were burning the hospital, and we found the ambulance, and had supplies of food and water. They wanted completely to demolish the town by leaving the wounded unsanctified, but we saved them from that fate." He called the Germans even stupid and degenerate, trying to destroy our medicine. When they saw the battle was lost, they became panicstricken. They took patients from the hospital and put them in the garden, where they left them to die. The Germans even mixed up our magazines, hoping to destroy our medicines. When they saw the battle was lost, they became panicstricken. They took patients from the hospital and put them in the garden, where they left them to die. The Germans even mixed up our magazines, hoping to destroy our medicines.

A guard of the Carabinieri told me that the Germans were particularly angry with the nurses. He pointed to a wire fence, and said that the Carabinieri shot a German.
—And Our Men Sweep on to Italy’s Capital

Bitter fighting, and delay due to systematic demolition by the retreating Germans, marked our advance to Naples. Supersede had advanced to the Naples-Posilippo line and crossed a bridge rejected by some 500 Germans. With them stood a captured tank (1) on which metals were being melted, to be used as guides in the mountainous terrain. Supersede’s tanks (2) move for a new encounter before continuing through difficult mountainous country in which self-propelled vehicles (3) and tank destroyers are plentiful. From Naples the 8th Army forged on to Rome, aiming that by taking the 8th Army was cutting across the Apennines to join them in the assault on the Italian capital. Photos, British Official. Map by courtesy of News Chronicle
Another U-boat goes down, but it is not ordinary “All.” This was the last of a trio sent to the bottom by one American pilot—Lieut. Robert Fousting Williams—on four days during a recent convoy action in the Atlantic. Lieut. Williams was in charge of a center-hung Avenger torpedobomber. He was accompanied by a wireless operator and a turret gunner. All three U-boats were apparently surprised and caught with leurs through the expert cooperation of the three planes. The third U-boat is here seen as it was settling down by the waves, her prowling days over for ever. Day by day, through two thousand miles, by Allied tactics as well as by airmen—the U-boat menace is being effectively checked.
THE WAR AT SEA

by Francis E. McMurtie

Wt\l the Italian Navy eliminated, it was inevitable that the German Fleet would receive a full share of the Allies' attention. One information that something unusual had happened to the enemy squadron in Norwegian waters came from a neutral source. It was stated by a Swedish newspaper that acts of sabotage were believed to have been committed by members of the crew of German warships in a certain Norwegian harbour. This belief appeared to have been based on the fact that salvage pumps had been observed being taken along side of one of the ships.

This is not the first report of dissension amongst German crews in Norway. Although such stories should always be received with great caution, the situation of these German sailors is by no means a happy one. They are stationed at a long distance from their homes, with a hostile population around them, while their wives and families in the Reich are exposed to a steady mounting campaign of heavy bombing.

A hint of the truth was given a little later when it was officially admitted in Berlin that on Sept. 22, 1943, an attack had been made on the German squadron in Altenfjord near Hammerfest, by submarines of a small type. It was claimed that this attack had been a failure, but soon afterwards it became known that the "pocket battleship" Lützow, of 10,000 tons, had proceeded back to the Baltic. Following the Swedish statement that the use of salvage pumps had been called for, this suggested that there had been an attack which had damaged at least one of the ships.

On October 11 the significance of all these reports was explained. In an Admiralty communiqué the story was told of a "very gallant enterprise," in which a number of midget submarines performed the farthest success of the Altenfjord, some 50 miles from the shore, and delivered a considered blow against the German battleship Tirpitz. The Tirpitz was a very heavy battleship with the submarines to produce proved that some of them had scored hits. Several ships, including the Lützow, showed the 12,000-ton Tirpitz, Germany's battleship, hard hit, still being at her anchorage, surrounded by fuel oil which covered the port of the fleet in a yellow layer and enveloped over a distance of more than two miles from her berth. A number of small craft, probably repair ships or vessels to provide light and power, could be seen alongside the battleship.

Three of the midget submarines which executed this daring attack failed to return and must be presumed lost; but the German claims that some of the personnel were taken prisoners. Commanding officers of the missing submarines were Lützow, G. Place, D.S.C.; R.N.; Lieut. D. Cameron, R.N.R.; and Lieut. H. Henry-Croft, R.N.V.R.

To reach the enemy anchorage the midget submarines had to pass through minefields and navigate an intricate series of channels without being detected by patrols; and the same obstacles had to be surmounted on the return passage. At some 50 miles from the nearest British base, it is always that these submarine must have been brought most of the way by a mothership of some kind. In the same way, that the Japanese midgets had taken to the stricken Tirpitz at Harstad, and sunk her. The story of the Tirpitz is a long and gory one. The fleet town of Harstad, in Norway, was hit by the Tirpitz and other German warships, October 21, 1943.

Although it was stated that the German fleet in Norway had received a full share of the Allies' attention, it was also stated that the German Navy had received its supplies regularly, for Sweden flew out that the transit of the supply was safe. The question is, therefore, whether the enemy can spare sufficient aircraft to ensure that the full reconnaissance required to give warning of such raids. Two German planes which attempted to shadow the American carrier were destroyed. These actions were tactics used to the decision of German naval policy for the modern later days of the war to be brought back in force.
These Little Ships Excel In High-Speed War

In their quiet way Light Coastal Forces of the Royal Navy, operating off the coasts of Norway, France and Italy, have been responsible for some of the most successful attacks in modern war. Their Navy, the little Navy, consists of innumerable German supply ships and fishing craft that attempt to run the gauntlet of British sea and air power by hugging close to the coasts of occupied Europe.

Precise figures of their successes are not to hand; they will have to wait until after the war. But it can be stated that dozens of tankers have been either sunk or seriously damaged by the Royal Navy’s speed-boat fighters, and that has meant that supplies of the Luftwaffe, based on Western Europe, and submarines, have gone short of essential stores. Enemy merchant ships of all kinds on the coasts of their supplies by air, German merchantmen, using best, Blockships, and other French ports as bases, are being called out and more into service by the enemy in an effort to free the railroads for more important traffic.

This has prevented our Light Coastal Forces from more powerful opportunities of showing their skill and daring; and, in many cases, mining enemy convoy is often better done by the smaller motor-torpedo-boats and motor-grenade boats. The gunboats, more heavily armed craft for their size in the world, act as “Spitfires” to the torpedo-boats, which, with their “torpedo-buys,” might be described as the little brothers of the Light Coastal Forces.

A truce now the Germans would not admit this, part of the little ships are blockading the mouth of the Rhine. It is becoming increasingly difficult for Germany to ferry supplies round her scattered forces, and in a desperate effort to make things easier the number of enemy ships is increasing. Some mechanical or tanker has been strengthened. Recently one tanker had an escort of five E-boats, with two armed minesweepers—but that did not prevent our little ships from engaging the Blockships.

It has been my pleasure to meet many of the young leaders who are responsible for this day, and night—especially night—offensive. Lieut.-Cmdr. Robert Hichens, D.S.O., is one of those. Lieut. Cmdr. Hichens, D.S.O., known to the Navy as "Hich," was known to all who served with our small craft forces, was the dreadnought Drake of the North Sea. A born leader, he took part in 148 operations and 14 actions before he was called for service. "Hich" wrote a letter of protest to the Admiralty—and eventually got his own way.

The German capture of the French Channel Ports enabled the Nazis to blow up their E-boats—they are really Screwboats, similar in design to but slower than our T.B.s—facing our South Coast, and they commenced to try to blockade the island. Hichens, and others of his breed, fought back. Slowly but surely they turned the tables upon the Nazis. The Germans have admitted that much in common. War did not part these two great men; they served together with the Little Ships. Now Hichens has gone, but Lt.-Cmdr. Peter Scott is still fighting, and his great gallantry is adding glory to his frigates.

A young man who is adding to his fame with the Light Coastal Forces is Lieut. Peter Dickson, D.S.O., M.B.E., L.C.C., a descendant of the great author, "Audacity" should have been his Christian name, for he has gained many victories by his complete disregard for personal safety. He is popular among his men, one of whom said to me recently: "The lad would do anything for the skipper. And it's because he's a fighter and not just a descendant of Charles Dickens." At 25 years of age this young man has gained much fame—but he prefers to be known as the son of Admiral Dickens, the Principal Admiralty Liaison Officer for the Allied Navies.

The majority of the craft attached to Light Coastal Forces Blockships are manned by either R.N.V.R. or Hostilities Only—H.O.O.—men in Navy language, who have joined the Service since the outbreak of war. A typical example is Lieut. H. L. Lloyd, D.S.C., known in the Service as "Napoleon Lloyd," because of his hand-held-in-the-jacket habit. He is said to possess the sharpest pair of eyes in the Royal Navy. On one occasion, when on night patrol in the North Sea, he told a surprised look-out that he could see an enemy convoy—about four miles off! The lookout and his shipmates could see nothing. An hour later Lloyd proved his point. A German convoy was spotted, and a sharp action took place.
LITTLE SHIPS ARE DOING BIG THINGS in the war at-sea. In this story we record two of their most remarkable recent exploits. First, the story of the motor-launch, one of a flotilla which set off on a 2,000-mile voyage from Britain to West Africa, and got there—under sail! Knowing they were attempting a journey which would take them to the extreme limit of their range, every expedient was tried to reduce fuel consumption and save ballast. The pumps got at low tide were made use of to the fullest, motor launches were hoisted on the fore-yard, and every spare hand and chaff was thrown on deck. With spare ballast and a smaller crew they made a sail available, the last of a Chinese jack that they called it. When the motor failed, the launch was hoisted on the ordinary jib sail. With all sails rigged (above) the launch made 11 knots and reached harbour on her last drops of fuel.

LIEUT. J. O. THOMAS, R.N.V.R., shown above with his first lieutenant, J. S. Linton, in his launch, Whitehead, was in command of one of two motor-launches which, early on the morning of Sept. 26, 2915, intercepted a number of E-boats returning off the East Coast. Lieut. Thomas put his boat in immediately and rammed the second half-hearted enemy. It did not sink, but Thomas's officers engaged the enemy with bombs and the porcelain vessel rammed the enemy again, and finally the two vessels went down. The enemy, abandoned by his crew—some of whom were rescued and taken prisoners—the E-boat sank like a stone, and the ramming, both M.L.s returned to port with casualties of only one officer and one sailor slightly wounded. They took aboard their kinfried prisoners, including some officers (left). And there, no doubt, the personal kindness that bears in significance for the moment when danger and death were not far away. (See article in opposite page.)
Air Disaster Threatens Nazis as Foggia Falls

O UR BOMBING RANGE INCREASED

By Captain Norman Macaulay, M.C., A.F.C.

The capture of Foggia on November 27, 1943, has increased the operational area of the Eighth Air Force, which is now in bomb range of all of southern Italy, and a large portion of central and eastern Germany. The Foggia-Pescara area has been added to the bomber zone of the Eighth Air Force. This operation was made possible through the development of an improved multi-engine bomber with a higher ceiling, thus reducing the tiring effect of high altitude flying. The improved bomber also has a longer range, thus allowing the Eighth Air Force to extend its operational area to the Adriatic coast and central Italy. The capture of Foggia provides the Eighth Air Force with a valuable strategic asset in the war against Germany. The capture of Foggia also marks a significant step in the progress of the Eighth Air Force, which has been making steady progress towards its goal of eliminating Germany as a military power.
From Calabria up the Adriatic Coast, General Montgomery's 8th Army steadily advanced to take Foglia (see facing page) on September 27, 1943, and thereafter to march, one forcekeeping to the east road, the other rolling across the Apennines to link with the 5th Army forcing north to Rome from Naples. All along their route from Naples, Italian Fascists have mounted rearguards such as this. "Monty's Highway," began at the very gates of Cassino on September 25, 1944, when the 3rd Army set out on its 'immortal march.'
Guerrilla Fighters Help to Free the Caucasus

Mountaineers, all of them enthusiastic patriots, helped the Red Army in the battle of Erzerum to defeat the Turkish army. The turks have been defeated by these fearless fighters, who risked their lives to save their country. They are the backbone of the resistance movement in the Caucasus, where the war continues. The Turko-Armenian battle is not over yet, and the war continues. The Turk is in retreat, and the Armenian fighters are gaining ground. The war is far from over, and the fighting continues.
SMOLENSK, once Hitler’s Russian headquarters, and the city he ordered to be blown up as an enemy morale-sapping measure. Russian headquarters on September 20, 1941. Generalissimo Stalin’s headquarters, as usual, negotiable and unattainable, before them the road to Berlin was always evident. Next step, a forced retreat faced by bitter, heroic resistance in widespread positions where tanks continued to charge Russian particles. From there fell the last great plain of Russia, the Smolensk front unmasked, proving to their surprise to those who thought otherwise the strength of Russian formations. Meanwhile, 300 miles further north, the battle for Rovno raged. Another German counteroffensive gave the enemy show to the guns of Appromosome Bridge (a vital element to make the apparently impossible Russian breakthrough possible), the Speroppel Brewery.
Army Carrier Pigeons Have Parachutes Now!

A small group of British soldiers is isolated behind the enemy lines. Completely cut off from their main unit, a shell has stranded their portable wireless set, and no one knows of their plight. If food and supplies can be got through to them, they can hold out and act as a nucleus in the side of the stubbornly retreating enemy; otherwise, the man is run down.

How to send a message giving their location is perplexing them. A "runner" would have little chance.

Overhead, an Army Cooperation plane appears. They signal to it, and in response a black object falls out. After falling a few feet, the object is seen as a miniature parachute. Down it comes, with its little container. In a few minutes the soldiers have reached the container, opened it, and found a pigeon, a little surprised, perhaps, but quite ready to do its duty and fly home. In a few seconds a message giving its exact position and stating what is required has been written on the thin paper inside the small red container clipped to one of the pigeon's legs.

One of the men throws the bird into the air, and after a preliminary circle it begins to fly straight to its home at the base. It can travel at sixty miles an hour, and within the hour these vital supplies may be on their way to the isolated men.

That is a typical incident of developments in the Army Pigeon Service. In spite of wireless and many other types of signalling, there are still occasions in modern war when only a carrier pigeon can get a message through. It is impossible, of course, for every small unit to carry pigeons into battle; therefore, the Pigeon Service has worked out with Army Cooperation a novel method of dropping the birds where they may be required.

The compact parachute and the container have been specially designed for the job. The container is made of corrugated cardboard, in the shape of a barrel, and is equipped with a door. The Army Pigeon Service calls the outfit "bed and breakfast." — is a trough hooked on the door of its temporary home.

Another type of container is intended specially for carrier pigeons near water. If it is watered, a signal can be fired, and two pigeons can be "picked." If it is sent on its way to the nearest shore, 2 foxes, and the pigeons can be taken out after some time without any danger of their having had a wetting. Pigeons cannot fly if their wings have become wet; a difficulty sometimes experienced when a plane lands in the sea and the crew want to use their birds.

The Army Pigeon Service has made great advances in these matters over the start of the war, when thousands of birds were mobilized, and most of them had to be lost. The Army now volunteers to cooperate. Some of these advances remain secret, but it can be revealed that pigeons are now training under battle conditions in much the same way as the men who will use them. They are acquainted to the sound of aircraft and explosive by having planes dive at them and by firecrackers exploded near them.

Advances have been made in training pigeons to fly after the sun has set. The instinct in flight and roost with the falling light is stronger even than the homing instinct, and it has always been taken for granted that pigeons would stop flying at sunset. But even before the war experiments were conducted at Fort Monmouth, New Jersey, in breeding and raising pigeons that would fly by night. The experiments were along the lines both of selection in breeding and "conditioning" the young pigeons. For instance, their cages were darkened during the day and only lighted at feeding time in the morning and evening. They were let out for short periods at dusk, and when they arrived on the nightly hour a light was automatically switched off.

The length of flights made in conditions of light that would have sent the average pigeon into roost was gradually increased, and when secrecy described on the experiments successful night flights of some miles had been reported. They represented a tremendous triumph of patience. The value of pigeons able to carry messages by night is very great.

Cautious approach to capture an exhausted pigeon which alighted on a special mid-Atlantic. The bird belonged to a batch of England class and was returned home via Gibraltor. (Ford, Fox)

The stunt and skill of carrier pigeons need no emphasis to the thousands of fanciers in Britain. But this war has provided some outstanding examples. One of the pigeons attached to a headquarters in England struggled home more than 25 miles after having been hit in the air. The appalling journey, made with a gaping wound in its side post mortem examination showed the bird had been shot for the second time, but had recovered from the injury and taken at least 2000 miles in 90 minutes or so. Only death will make a trained carrier give up.

Pigeons which have been hurt or have made exhausting journeys are given special medical treatment, constant care and "nick love." Some time ago one named Faithful was just getting to age, when a call came for a reliable pigeon in a difficult mission. Faithful was sent. The plane came down with its wireless broken. Disembarked with a message of Faithful flew 150 miles in good time.

When a carrier pigeon was released in Australia to go to London it flew straight to Holland and was captured by the Dutch, who sent it to the Pigeon Service in London. It was released by them and returned to its owner in Scotland, who discovered an unanswerable message fastened to its leg. The message was passed on to the authorities and turned out to be a base message to the Dutch Government in England.

First news of the Dornier raid, in August 1942, reached Britain by pigeon; security demanded wireless silence during some phases of that expedition. In any large-scale operations against the Continent carrier pigeons would be likely to play an important part, taking news from small units to headquarters. Many of these pigeons work from the Alps, the hills of their owners, carriers fanciers who bred and trained for the service. These owners have to keep a twenty-four-hour watch on their pigeons and to instruct them to return. They get two or three such rides on their pigeons flies for the Army.
On the night of September 10, 1943, vessels of the Italian Fleet steamed silently and without pride into the Grand Harbour of Valetta, Malta. Thus ended the Battle of the Mediterranean. Admiral of the Fleet Sir Andrew Cunningham’s policy of aggression had indeed paid handsome dividends to the United Nations. Above, an air view of the harbour with Italian battleships and cruisers anchored side by side with their Royal Navy escorts.
They Steamed Under Royal Navy Escort—

By September 13 most of the Italian fleet had been accounted for. Save for the incomplete Impero, the badly damaged Conte di Cavour, Bolzano and Cortile, and the ill-fated Roma which was sunk (2) by German Ju-87 Stuka bombers soon after leaving Valletta, the Mediterranean Fleet lay under Malta’s guns, or at Alexandria, Cyprus or Haifa. Ratings of H.M.S. Warspite (1) had a grandstand view as the Savoia steamed past, followed by the Veneta and Italia.

—With a Black Flag Flying at the Masthead

An Italian Artigliere class destroyer (2), flying a black flag at her masthead to denote the “cursus honorum” pattern the ship carrying General Eisenhower and Admiral Cunningham, who share the laurels for one of the most significant victories in British naval history. Accompanying the Warspite in the escort was H.M.S. Valiant (3), here leading two Italian battleships and three cruisers to Malta. A closer view of a Littorio class battleship is seen (4) beneath the Warspite’s guns.
This Was Malta's Greatest Hour

On the afternoon of September 11, Admiral Romeo Oliva, Commander of the Italian Fleet, stepped ashore at the Custom House, Valletta, to be greeted by Commodore Royce Dick (bottom photograph), who conducted him to Admiral Sir Andrew Cunningham for the formal submission. It was the hour of exultation for the long-belaguered island that so often had nearly exhausted. Italian sailors abord the Garibaldi (top) looked on, smiling their own approval.
O of Vital War Books

By Hamilton Fish

To all but a few of us British folk Spain is an unknown land. It well repays study. Spain is a beautiful, sunny, and rich country, and the Andalusian provinces, with their picturesque scenery, and the fine cities of Seville and Cordoba, are among the most beautiful in Europe. It is a land of contrast, with its wild, mountainous interior and its fertile, sunlit coast. Its people are a mixture of races, with a strong Moorish influence. The Moors, who invaded Spain in the 8th century, left their mark on the language and culture of the country.

Where Stands Franco's Spain?

and holding out hopes (as President Roosevelt did) of a vast invasion of Spain after the war, we could detach him from the other totalitarian states.

Since the book was written we have taken a firmer tone. Franco has now shown that he knows Hitler cannot win. Spanish newspapers have been full of stories of the shortage of coal, oil, and other raw materials, which are needed by Germany. The Spanish people are determined to keep their independence and their democracy.

The world should support the Spanish Republic, which is fighting for the freedom of all countries and the defense of democracy.

In Franco’s Gaule, of which this is a tangle in the story, if a man worshiped the sun in the afternoon of 1939, he was punished by being thrown into a pen with the pigs. In the case of the Catholic Church, which was not to be hindered, it was imprisoned. The Church was reduced to silence, and its property was seized. In the case of the Basques, who were not allowed to celebrate their national festival of San Fermin, they were punished by being thrown into a pen with the pigs. In the case of the Catalans, who were not allowed to celebrate their national festival of La Merce, they were punished by being thrown into a pen with the pigs.

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Dutch Buildings Doomed by Nazi Defence Plans

SYSTEMATIC DEMOLITION is generally heard of when an area is to be cleared for some new purpose. But from the Negroes, reporting Dutch military authorities, some shocking reports of ruthless destruction of the public buildings in parts of the area's ruined property to make an Allied invasion.

A Negro convent in the Netherlands, situated in a community of more than 60,000, was completely destroyed. The church of St. Peter, with a crossing, and the surrounding cloisters were razed. St. John's Church, a Roman Catholic Church, was razed. The Church of St. Joseph, a Roman Catholic Church, was razed. The Church of St. Mary, a Roman Catholic Church, was razed.

Photos by courtesy of the Netherlands Government Information Bureau
In Sight of the Enemy on the Road to Naples

FIFTH ARMY PATROL nears the village of Pagliccia Ford on the banks of the Fucine rete near the Via of Naples. Moving ahead of the main force, these men's job is to maintain contact with the enemy and have the sergeant leading the patrol has paused for a moment to study the ground ahead through binoculars. The left silhouette shown behind stone for instant action, while, out of sight, the patrol's Bren gun drops from overhead suitably placed to give protection by covering fire.
Across the Adriatic Dalmatia Beckons Us

Our promissory note to King Victor Emmanuel of Italy, who ordered some little time back that the Adriatic be made rich by the addition of the Dalmatian coast, is at last about to be redeemed. The ports of Dubrovin and Split railroads and roads run into Bosnia and Herzegovina. Both these provinces have long been a part of the Austro-Hungarian empire, but they are now being ceded to Italy.

Recent events in the Balkans have shown that the Austro-Hungarian empire is in a state of decided weakness. The Austro-Hungarian fleet is inadequate to the necessities of the situation, and the Austro-Hungarian army is weak and inefficient. The Austro-Hungarian government has failed to take the necessary steps to improve the military situation, and the Austro-Hungarian people are dissatisfied with the government.

The opportunity to acquire Dalmatia presents an excellent chance for Italy to strengthen its position in the Balkans. The ports of Dubrovnik and Split are well situated for commercial purposes, and they will be of great importance to Italy.

The Austro-Hungarian government has been negotiating with Italy for the cession of Dalmatia for some time. The negotiations have been going on for several months, and it is hoped that an agreement will be reached soon.

The acquisition of Dalmatia will be a great gain for Italy, and it will be a source of great satisfaction to the Italian people. The ports of Dubrovnik and Split will be of great importance to Italy, and they will be of great value for commercial purposes.

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Revolt Flares Up in Feud-Ridden Yugoslavia

YUGOSLAVIA is again in a ferment. This fronted land of the Serbs, Croats and Slovenes, a product of the Treaty of Versailles, has known little internal peace since its foundation. Recent disturbances, which have led to the resignation of several minority party leaders, have resulted in Parliament, made a mockery of Yugoslav democracy and led the people into a number of dictatorial steps.

To these events, however, it must be remembered that the revolt of March 27, 1941, was a case, probably unique in European history, of an Army rising against the Government in order to restore power to the people, who insisted on restoring the Axis invaders even though they were materially unprepared.

The many recent guerilla activities of the patriots, under Militchitch, and the partisans, under Tito, both in collaboration with Middle East Command, prove that, though urgent, different, and half-baked, the people is united in their desire for national freedom.

KORCULJA, chief town of the Dalmatian island of that name (2), which was captured by Yugoslav patriots.

The bridge in Snok (2) connecting the town with the German-occupied part of the Italian border. After 30 days' fighting it was surrendered on October 7, 1943, that the German had attacked the town from the fanzine.

The Salerno railway station (3), near Gricis, is one of the dirtiist vital points in the German supply-line between Africa and Europe. The town, about 15 miles from the Italian port of Gristorivik, of which (4) is a street scene.

Location of heavy fighting before the German overcame part of the coast. This area was the enemy's fortress, with extensive coast defense. On October 6, 1943, the German held all the main ports and airfields of Dalmatia, including Korcula, which they left behind them when they retreated from all the islands and the west of the Adriatic coastline. See also facing page.
Corsica—Island Outpost of France—Free Again

FRANCE'S MEDITERRANEAN "HELIGOLAND" until it was occupied by the Germans in 1940, Corsica dominated the naval bases of Savoia and Genoa from a distance of only 180 miles. With the fall of Bastia (1) on October 4, 1943, fighting French forces which had been bottled up in Savoia for 9 months, the Germans were stopped cold at the gates of France. From the base at Bastia, French troops entered Ajaccio (2) and occupied the island of Sardinia. In December, the Allied forces landed at Oran, Tunisia, and from there, French and American troops moved into France and the battle for France to be freed from the Nazis.

PAGE 244
I WAS THERE!

Eye Witness
Stories of the War

We Drove Along the Awesome Road of Death

Through the valley that will be remembered for years to come as some of the darkest victories of the war traveled A. B. Austin, Canadian British Press reporter with the 5th Armoured Division in Italy. He wrote this ghastly chapter shortly after his service in the two other arduous war regiments lost their lives by enemy action, as told in the next page.

Along the Road of Death we are driving to the front in the rain. The setting sun is casting a golden glow on the summits of the deepest mountains of Camerelle and art making radar calls for Venice and Naples. For the past five days of bitter fighting I have seen a mile located to the Road of Death each day. I have driven so many trips up and down this valley road through the mountains from Salerno, always just a few miles farther away, as the infantry struggled ahead, that I can see every piece of ruin and debris on it with my eyes shut.

For years to come this valley will be remembered as one of the most widely noted victories of the war. All of us have watched the fighting most of the area. The terrain has been the axis line upon the English infantry that they found to have bottled up and their courage which means as far as men can force a way out of the mountains.

The result of their fighting and of the German resistance upon the valley itself should be known too, for this is what happens in an invasion and it is not so long since we prepared for an invasion of England. This is why there has happened to any stretch of English countryside looking up from the sea. Along every mile of the lovely valley, from Salerno to Vietri to Cava di Tirreli and Camerelle and beyond, there is not a single house that has not been hit by shelling or bombing.

When you look upon one of its mountains upon the Quiet Ridge to the vineyards, the orchards and the main fields. The valley brush has taken as if we were one continuous line of pink and blue. There are little villages, cottages and farmhouses, swelling every so often into villages and towns.

But when you go down among the houses you find that half of them along the roadside are rubble-strewn skidroads and the rest are cracked or shell-pocked.

Houses are not the only ruins. Passing along the Road of Death there is first the smashed parapet of the famous Gauntlet Bridge at Vietri. A German tank lies on one side seemingly intact, but shattered inside by the head grenade dropped from the slope above, which killed all in crews. On the slope mountainsides above, a great slash of steel run through the green trees— the scar on the earth that the German mortar bombs had struck.

Every few yards there is some sign of death and destruction: a German epoxy in a ditch, badly injured, with his arm hanged with death, and shattered arm casts; a factory chimney with a steel-shut really crumbled through it like the eye of a elephant; a steel arm of a machine gunner, impaled through thigh bones. The troops had been attacked by a German sniper.

Through it all, up and down every day, stirring the rubble dust into clouds, flung by the shell-cases driven down the road, bumping in and out of the shell-holes, rumbling across the apertures, braking against the arches that the enemy had blown up, moving the traffic of an army, the broad dual-coloured tracks of tanks and jeeps and trailers that are needed to supply any force.

Now that the tanks are moving through with all their maintenance train the traffic along the Road of Death has swelled to a roar. Luckily, past Camerelle the single road branches into several parallel roads, so the traffic has got into two folds. On the right loop and the Germans have too many different roads to come up block by block. At the end of it all, slowly, methodically, painfully, moves the infantry—lads, thirty men in single file or clumping out over the ridges, or digging yet another line of trenches to hold a new position.

You come across their small headquarters in ruined houses or under bridge arches. The little boys areoften roundabout and tired, sitting on the ground with his hat pulled down, on his knees, receiving a stream of messages from the signalmen at their wireless sets by side sending orders forward to his companies and reports back to brigade headquarters. You find them, if you choose your time tactfully, always willing to explain what is happening with that patience and politeness which is most marked in the front line, probably because men cannot afford to add to the strain by losing control of their tempers.

Theodore's way to and from among all this death, destruction and physical merry and the soldiers must be the bravest of men. The sight of them added the terror of all this constant movement of people with their burdens and their handicaps might cause great pain and confusion. As it is they seem somehow a patient blanket, never away from their homes, but however that the road they come back as men as the war goes on, smiling, graciously salutes you as you sit in the sun on benches chairs at the doors of deserted houses.

Children run among the ruins: a swarm of children gay and rugged, too often with skin that are showing a leathery expanse of life, under the sun and of war. Mothers sit on fallen blocks of stone to suckle their babies. Old ailing women are

LAST FEW IN THE BATTLE FOR SCAPAVI BRIDGE, which A. B. Austin and his colleagues, Stewart Sylas and William Monday, saw but did not live to report. Story of how the three men lost their lives is in page 95. British infantrymen, mounting a move to secure more suitable positions on the other side of the river and then which a machine-gunner were brace on the bridge.
I was There!

On their last assignment, William Mason (right background, hands on Stiel and A. B. Austin (left) returned safely. They had been out from the coast merchant marine, roped together by a rescue boat, searching for survivors of the sinking of the General Holton. They were rescued by the destroyer USS Chariton. The following day, they encountered the sinking of the USS West Virginia, and were able to rescue many of the survivors.

The Italian campaign began in 1943, and the Allies faced heavy fighting. The Italian coast was a barrier to Allied troops advancing inland, and the Allies had to fight their way through the mountains and across the Po River. The fighting was brutal, and many Allied soldiers were killed or wounded.

I Saw a Shell Kill Three War Reporter Friends

The death by enemy action of three front-line war correspondents with the 5th Army—Stewart Sale, William Mason, and A. B. Austin—was one of the most tragic events of the war. The three were killed in action on the Italian front, near the town of Senigallia, on October 10, 1943.

When the Italian landing was planned, I was present at the meeting, and I knew that the operation was risky. The Allied forces faced heavy opposition from the Italian army, and the Italians were well-prepared for battle. The Allies had to fight their way through the mountains and across the Po River to get to the Italian coast.

From England I Went East to Join Paiforce

Life on a transport ship was not easy. The food was poor, and there was little entertainment. The ship was carrying supplies and soldiers to the east coast of Asia, and the journey was long and slow. The ship was constantly at sea, and the soldiers had little time to rest.

Woven through the ship's accommodation was a sense of comradeship. The soldiers worked together to keep the ship running, and they helped each other through the long journey. The ship was a home away from home, and the soldiers had to make the best of the situation.

The ship was a beacon of hope for the soldiers, and they were grateful to be on board. The journey was long and slow, but the ship was well-equipped, and the soldiers were well-fed. The ship was a home away from home, and the soldiers had to make the best of the situation.
crowded decks. In our free time we had concerts and gymnastics rehearsals. We also had a library which included a very large proportion of first-class stuff amongst its 150 odd volumes. I had the good luck to be given the job of ship's librarian.

Our journey took us through many different kinds of weather. Some days we traversed in our batardeaus, or were driven below by heavy rain and wind; a day later, maybe, we would be nothing but tillie for the rest of the evening, finding our tropical kit too hot. The nights often were especially beautiful and we slept on deck a lot; in the starlight the phosphorescence on the water sparkled like hundreds of little lights flashing on and off, while the sky glowed as if the stars had fallen into the sea. We used to lie stretched out on deck, looking at the moon and stars, while the ship's deck watch kept a lookout for whales and dolphins. Occasionally, a group of dolphins would leap out of the water, and we would see them sail away in the starlight.

Far more days at sea we again broke our journey. Here was a native suitcase, colourful and picturesque, and in the neighbourhood there was a variety of activities remanqnig from the days of the pirate. The goods on sale were a curious mixture of truly manufactured articles and genuine pirate products, such as sashes, latherwork, ivory and brass, as well as all kinds of other things that might have been found in a native attire. The genuine native article had its importance.

SEPTEMBER 29. Wednesday. 4thth day. This is the last day of our return from Iceland, and we are about 840 miles from Cape Farewell. The weather is fine, and the seas are calm. We have just passed through the foggy area, and the sun is shining brightly. The ship's deck is not as crowded as it was yesterday. It is a nice day for a walk on deck, and we enjoyed the sea air and the freedom of the open sea.

Licas, Lewis HULLS, of the Royal Ganges of Riga, gave his last day of service on the ship. He was highly regarded by all his colleagues and friends on board.

October 4th. Saturday. 100th day, 9th month. We are now in the southern part of the Atlantic Ocean. The weather is pleasant and the seas are calm. We have passed through the foggy area and the sun is shining brightly. The ship's deck is not as crowded as it was yesterday. It is a nice day for a walk on deck, and we enjoyed the sea air and the freedom of the open sea.

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THE WAR IN THE AIR

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

The war in the air is developing along more clear-cut lines than has ever been the case in the past. And it is striking that in such circumstances should be published the statement of Belligerent Power which appeared in The Times on October 3 under the signature of Admiral of the Fleet Lord Jellicoe, First Sea Lord 1913-25, Field-Marshal Lord Milner, Chief of the Imperial General Staff, and Marshal of the Royal Air Force Sir John French, who was First Lord of the Admiralty 1919-20 and 1930-31, Lord Horder, Secretary of the Committee of Imperial Defence 1925-30, and Lord Winster, a retired naval officer and a former Parliamentary Secretary to the Admiralty.

That statement is an outline of the inter-relationship as seen by the signatories of the component parts of what they call Belligerent Power, by which they mean what Hitler long ago called Total War. But what

It had few friends. There were those who wanted the R.A.F. split up and handed back to the Army and Navy. There were numerous Cabinet inquiries into the subject. The Admiralty in particular was a bitter opponent of the Air Ministry. Let us turn back for a moment to the published report of the sub-committee of the Committee of Imperial Defence, dated July 30, 1936. On the Vulnerability of Capital Ships to Air Attack. The then Sir Ernie Chatfield, as First Sea Lord, and Sir John French as President of the Committee, had pointed out that the squadrons of torpedo-bomber aircraft in certain circumstances could have a greater influence on sea power than a flotilla of destroyers or even larger warships. A score or two of dive aircraft, particularly of shore-based, can at times outmatch a powerful battleship escorted by cruisers and smaller craft. It must be remembered, however, that navies realised themselves in the light of experience and the fear to warships from air attack may diminish.

Here lies the pill within the sugar of the document. Give the Navy shore-based aircraft? Where can they come from? Only from the R.A.F. But that would be a fatal blunder, for a large part of our national air power would then be exposed to protect redundant warships. Already aircraft have forced navies to use battleships costing up to £10,000,000 as seaplanet vessels, because of their heavier armour and greater fire-power for defence against air attack. Nor has this experience been one-sided. Our own aircraft based on besieged Malta forced the Axis to employ battleships to escort their convoys between Italy and North Africa.

WHY the Aircraft Carrier Has the Deadliest Punch

The aircraft carrier is a temporary stop-gap for naval war. But its life is doomed because it imposes and will continue to impose too many restrictions on aircraft (which must be made to fit the ship) to compete in future with shore-based aircraft, the latest of which will carry their own fighters with them.

It is dangerous to the risks which warships run from air attack may diminish. The development of warships will lag behind that of aircraft. We are only at the beginning of powerful developments in aircraft. Their striking range will increase. All the aircraft will be covered by shore-based aircraft. Their hitting weapons—bombs, torpedoes, and guns—will become less but more efficient. They will always outmanoeuvre the ship and the ship's rapidity will never catch up.

A power is already the deciding factor in air war at sea. Tomorrow it will dominate all the oceans and all the continents. Its power lies in its capacity to summarise all territorial obstacles. And the fourth-horn of the strength of that power is the unity of the national air force.

An inland people must be supreme in the air. All their shore-based aircraft must belong to one Service so that the full power of that Service can be concentrated upon the main objectives. The British people must permit the adoption of a single R.A.F. by another Service, save at the expense of war. Under an R.A.F., the power must come first; all other considerations must take second place. If these contained in Belligerent Power were obeyed by the British people, our future world safety would be jeopardised.
Japanese S.W. Pacific Line Is Moving Back

FROM NETHERLANDS EAST INDIES TO GUADALCANAL: past the Japanese line. On February 16, 1943, Guadalcanal was cleared of the enemy, and June 6 Rabaul Island fell. By August 10 New Georgia was invaded. On September 18 Solomon was invaded, and last two days before this photo was taken, New Guinea was invaded from New Britain (see map on page 51).

WOUNDED NEAR SALAMANGA are brought to a medical aid post by an Australian officer. It was an Australian officer who first saw Salamangia, New Guinea, held by the enemy since March 15, 1943.

AMERICAN MOUNTAIN BATTERY in action in the Mt. Tambo-Kokio Pearson area, southwest of Salamangia. Such guns as this had to be carried in parts of 18,000 lb. near the guerilla Japanese in New Georgia (see map on page 312).

SHIPPING IN Wewak harbor is a regular target for our bombers (circled) as we advance in New Guinea. Bismarck Archipelago is in the background (See page 312).
These Are the 'Busters' that Rock the Reich

BRITAIN'S 4,000-TON 'Black Buster' is one of Bomber Command's most dominating bombs, used to destroy German factories. Poor people could see whole cities reduced to ruins. Busters' range is 60 miles, and they weigh 4,000 tons. They are proved to be the most effective bomb in the war.

After being loaded, the explosive is packed in a large rotating drum (below). It is then carried by an electric crane (middle). When the crane is driven along, the fuse is set, and the drum starts to spin, setting the fuse off. The drum is then transported to the target, where the fuse is lit. The 'Black Buster' is the most powerful bomb in the world.

'There is no likely to be any shortage,' it is officially stated, 'of these or yet bigger bombs. They will continue to be the mainstay of our offensive over Germany.' See also page 311.

Photos, British Official: Crown Copyright
The new officer of the senior Army office, the colonels and majors, are of very different type from those of the last war, who mostly belonged to the past and distanced back almost to the time of the captain made munition of by dachshund for firing, when he asked his regiment: 'I hope you are on the cuff, don't you know, and you go to it from here.' But there are some of the old sort left. One made himself ridiculous. Such a notice is foolish.

**DISCIPLINE**

NCOs and men must at all times remember the King's Order: NCOs and men must never allow the C.O.'s office to be over-ridden by the C.O.'s duty, which is to control his men. Failure to obey these instructions will entail severe punishment.

Now that sounds like a joke, and you might think that if it was meant seriously it must be one of the officer's jokes. You might even imagine that it was a popular officer who put it up. But it wasn't. You might think that it was a joke, but it isn't. The joke is that you are supposed to obey a joke. It's funny.

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WATCHEING THE SKIES for enemy aircraft, ensuring the sea for lurking U-boats, Royal Navy ships on convoy duty maintain eternal vigilance that no foe may profit from our ocean transport. This task is, in the words of Sir Winston Churchill, "the greatest unrecorded achievement marked upon the map of history."