JOSEPH VISSARIONOVITCH STALIN, undisputed leader of the Russian people since 1929, whose inspired government has resulted in unprecedented Soviet successes following the launching of a counter-offensive against the Germans on July 15, 1942. He is depicted here as President of the Supreme Soviet. His decorations include the gold medal of a Hero of Socialist Labour and the Order of Lenin.
Allies' Activities Seen by Our Roving Camera

AMERICA assures that her men of the U.S. Army in Britain have, like our own troops, received intensive training before they engage in actual combat with the enemy.c A British Royal Marine officer gives the signal to other ships in his convoy.

CZECHOSLOVAKIA was founded on October 28, 1918. At 12th anniversary celebrations in Britain, President Beneš took the salute at a parade of Czechoslovak troops ; the leader of the Browncarriers' ships was his standard on passing the reviewing stand.

BELGIUM is represented in this parade of minesweeper crews by its officer shaking hands with K.R.A. the Duke of Gloucester, who recently inspected them on the East Coast. It was accompanied on Nov. 13, 1941. The Duke had helped assisted Governor-General of Australia, as early as July 1940.

NETHERLANDS airmen have marched from homeland and colonized a British squadron which pays no operational rights with the R.A.F. One of the planes (above) is named Margriet, after the princess daughter of King George VI. Princess Juliana and Prince Bernhard.

POLAND has for her national emblem a defence white eagle. It is featured on this eagle. Entering bravery in the brace is one of the Polish Nurse (counting of 1) soldier and numbered 3,000) takes their turn at parading the Colour in spirit of the common enemy of the Allied Forces.

PAGE 418
THE BATTLE FRONTS


When the map shows the enemy occu-
pying a pronounced salient defen-
sively, it is obvious to the least
expert eye that a blow delivered at the base
of the salient would threaten to cut his
communications and line of retreat. Then
is, therefore, a prima facie opportunity of
isolating the force in the salient with
the prospect of an easy victory. Actually, the
situation is far from being as simple and
straightforward as the map suggests.

It must be remembered that the enemy
does not present an immobile and impotent
target, but is capable of retreating and of
delivering counter-attacks, both of which
mechanisms of modern warfare must be
greatly facilitated. Failure to exploit the
possibilities of the situation to the utmost
extent would be a great mistake.

That approach would only be justified if an attempt had been made to
take advantage of the situation, or if an
attempt had been made immediately.

There are many factors which may prevent the
best planned attempts being brought to
 fruition, and they are well illustrated by the
numerous occasions on which the Russians
have failed during the last year to accom-
plish all that was perhaps too eagerly expected,
or to repeat the complete success
which had seemed such a certainty. One
may, if he acts promptly and moves quickly,
crash the blow by a retreat covered by
defences. Falling back on organized lines of
communication and defences, he has far
closer supply difficulties than the attacking force.

ENGLISH Mapping Made With
Great Power and Speed

Retreat, of course, involves the abandon-
ment of part of the territory and probably the
loss of material, but if there is room to 
retreat, then the dangers will have been
overcome. The retreat of the Russian in
the Caucasus, though not at first successful,
was carried out, provides an example.

When, on the other hand, the enemy
delays or refuses to give ground the
difficulty of compelling him up to this
order. They depend on the strength and
outnumbering power of the force that is within
the salient, and still more on the strength
and mobility of reserves behind its base.
The length and quality of the respective
movements and the defences and attack-
ing armies are of vital importance.
The retreat of the 18th Army at Stalingrad
was largely due to its being interfered from nearby well-
established bases. This not only facilitated surprise, but enabled the encircling
moves to be made with great power and speed.

Furthermore, the Germans had no reserve
forces immediately available to strike at the
coasts of the Don and the Sea of Azov. They
had limited railway facilities for their movement.

When a counter-attacking force was
effectively concentrated it was too weak and met
with heavy defeat. In its retreat, however,
it protected the flank of the army retiring from
the Caucasus, which could not be done if
the Russians' vigorous attempts at
interception it was able to delay them. It
cannot be said that the Russians lost a
great initial success, but rather that the
Germans' rapid hostile decisions and
movements, were able to extricate themselves from a dangerous
predicament in the Caucasus. Later in the
winter campaign, when they stood to defend
the Donbas and the Russian drive further
north was threatening Khar'kov, the
Germans were again in a dangerous salient.

The Russians made a most daring attempt
to take advantage of the situation and to cut
the German line of retreat, but the entire
movements of their communications and
lack of railway transport were a heavy
handicap, made all the heavier by the fact
that the enemy had an invincible network of
railways at his service. The encircling, that
the Russians attempted under the
circumstances could not be made in
great force and was bound to have supply
difficulties. Obviously, too, it would be exposed
to counter-attacks. Moreover, the
Germans had time to bring up reserve divisions
from the west, which gave them a powerful

crushing force. In spite of these unfavourable factors it
seemed only for a time that the might of
Russia might succeed through sheer sheer.

Then, however, an abnormally early thaw
broke

 VICTOR OF KIEV, General Vatutin, commander of the Red Army on the first Ukrainian Front, is in the foreground of this group of officers and field commanders. The group was photographed in the Red Army's Xth Army Headquarters near Berdikhiv.

photograph

merely brought the Russian mechanized
drive to a standstill, but placed it in a dam-
gorous situation. It was the turn of the
Germans to seize the opportunity which
poussion of good railway communications and
fresh reserves gave them. The Russians
were driven back suffering a severe reverse,
though they escaped complete disaster. Here
again it is obvious that the opportunity, which under
otherwise
conditions in fact never really
existed, in spite of the evidence of maps.

A very similar situation occurred after the
failure of the German Kursk offensive the
Russians broke through at
Berdichiv and recaptured Khar'kov.
The maps showed that the Germans in the
Donbas were again in danger of encirclement.
But they still had the advantage of better
communications. The Russians again at-
ttempted to exploit the opening, but this
counter-attack was a failure. It is true
without a fresh and compact striking
force, they had only temporary success, and
in the end only succeeded in establishing a


defensive line to cover their retreat to the
Donets. That sufficed to allow them to
extricate themselves from a difficult situation.

When the Germans rallied behind the
Donbass and the Melitopol lines the map
suggested that the Russians had two oppor-
tunities of effecting encirclement. By break-
ing through the Melitopol position there
was a chance of cutting off the force holding
it from retreat across the unwieldy
Don, and also of isolating the force in
the Crim. That opportunity had in fact been
created by a successful penetration of the
Melitopol position. That it was created and
fully exploited was a great achievement.

The other opportunity suggested by the
map was the possible encirclement of the
retreating force on the Donets. But obvious is the difficulty of
opening the opening from which the enemy
would have to retreat. A wide, strongly
defended cover had first to be crossed and
 operating on this front were
adverse. Moreover, even if the initial difficulties could be overcome,
the difficulty of bringing up supplies and
reinforcements through the bottleneck formed
by temporary bridges remained. These
difficulties seemed insurmountable, especially
as they would be increased by the enemy's
action.

Nevertheless, the
Russians, undaunted,
made the attempt, and,
by their supreme
bravery, managed to
achieve a most
victorious result. The
attack was carried out
by the 1st Ukrainian
Front, in cooperation
with the 1st Baltic
Front, and was
operationally
successful. The
enemy had to give up
his last position on the
Donets and retreat
across the Don, giving
back to the Allies the
Don, which they had
captured during the
winter campaign of
1917-1918.

With the
victor, the
Russian
forces

PHOTOGRAPH: F. F."
Russia Triumphant in Assault and Defence

**Women Snipers** of the Red Army are A. Borysova, right, and O. A. Afonina. Both have come to the front side by side with men on the Russian front.

**Petlyakov**. Russian dive bomber which is also used as a light reconnaissance bomber, gets a ground speed of 350 m.p.h. It has made a magnificent performance on the Eastern Front and possesses a top speed of 360 m.p.h. It is considered by the Russians as their equivalent of the British Mosquito.

**Wooden Rails** had to be laid by the troops in some parts of the Crimea to overcome difficulties caused by rugged ground. Terrain of this type is the country lying between General-Gazinograd and the 1918 Polish-Russian frontier. This German infantry party is transported by these rails along the lines of communication carrying supplies to the front line along one of these wooden trains.

**Vandalism in Kiev**, which was such a grim feature of the German retreat from the town, is retaliated by the inmates of Church of St. Mary. The Abbey was in the religious history of the city and was among the first to be founded in Kiev.

**Across the Kerch Straits**, narrow stretch of water separating the Kuban from the Crimea, stream German troops and equipment by way of a ferry which is reported to have made 2,500 trips during the enemy’s retreat from their last footholds in the Crimea. On December 9, 1941, the Russians announced that the Kuban had been closed. In the final battle on the Taman Peninsula 33,000 Germans were killed and 3,000 taken prisoners. Thus the way was opened for a frontal assault on the Crimea from the east.
Panorama of Victories on the Eastern Front

MILESTONES IN THE WAR on the Eastern Front are plotted on this map. It was in June 1941 that the German High Command launched its blinding attack against the Soviet Union. Its aim was the destruction of the Red Army and the squeezing to the German war machine of the land and man power. The end result-the collapse of the fifth year of the war and the retreat of the Red Army and its armies to the environs of Stalingrad, the vast Wheat Belt, the Donets Basin, and the Ukraine-was clearly visible to all who could read the map. By the spring of 1943 the tables had been turned. The Germans were driven back to the environs of Moscow, a position from which they were unable to break the back of the Russian war machine. In January 1944 the Russians hit back, and in one magnificent year's campaign they have retaken Stalingrad, reached the Carpathians, the Baltic, and the Don. To their credit, the Germans have never raised thehinge of Stalingrad and swept the enemy back to the mouth of the Don. They have retaken the Baltic area and the forward Polish position on the highway to Warsaw and Berlin, but within 50 miles of the old Polish frontier.

PAGE 427
THE WAR AT SEA

by Francis E. McMurtrie

OFFICIAL excuses for the loss of Cox and Loretz bear too close a resemblance to German explanations of retreats in Russia to be entirely convincing. It may be true that German ships in retaking the Dodecanese islands exceeded our own, but this does not alter the fact that the victory was an enemy one. Unquestionably the initial error was to treat the Italians in Rhodes to hold that island for the Allies, a task they proved incapable of carrying out when attacked by an inferior force of German troops. As soon as it was clear that Rhodes was firmly in enemy hands, any attempt to hold Cox, Loretz and Samos was an obvious gamble. To set off the German advantage of a first-class military and air base in Rhodes, it was attempted to hold the small airfield on Cox, which could take but a limited number of planes. Once the enemy had overwhelmed Cox the end was in sight, and it would have been wiser to have evacuated Loretz before incurring further losses in its defence.

Only one thing could have justified continuance of the attempt to hold either island on both. This would have been the certainty that Turkey would immediately enter the war on the side of the Allies, giving them the benefit of bases from which the whole of the Dodecanese and the other enemy-held islands of the Aegean could speedily be reduced. Without Turkish bases the Allies had to make the most of Cyprus, 250 miles to the northwest of Rhodes—a distance beyond the effective range of lighter aircraft.

Though it differs in degree from the attempt to hold Crete in the face of enemy air superiority, this gallant adventure resembles it in certain other respects. Of such an enterprise it might be said, as of the charge of the Six Hundred and other operations undertaken with totally inadequate forces, "it was magnificent, but it was not safe."

NATURALLY the Germans have made the utmost capital out of this small success in their propaganda. They seem to have no lack of means to spread their impression abroad to the world; and they are probably not at all wrong in assuming that the Navy never hesitates to attempt the impossible when circumstances demand it.
Honoured Fearnoughters of the Submarine Service

Men of the S.M.S. recently awarded the O.M. and by Tempest F. J. Fagin (centre) and C.O. S. M. B. E. the D.S.P. and Chief Officer D. D. E. of the Turbulent, also awarded the O.M.


With their Jolly Roger bearing insignia denoting various "kills" are L.T. F. J. G. F. Courtenay, D.S.O., D.S.P., C.O. of H.M. Submarine Unbroken, back as a home port after service in the Mediterranean, during which the United States 700 tons of enemy shipping. Many of the U.S. Navy ships with daggers are for "special operations" and as equipment results in months when the United had to its submarine for 14 hours, while being located by enemy destruction.

Photo: British Official. Credit: Associated Press. PAGE 423
Street by Street We Go Forward in Nazi Italy

HARD STREET-FIGHTING has helped ensure Allied successes among the ruins of villages and towns on the Italian front. Flourishing in all the ways for both the 5th and 9th Armies, fight up to they are now in continuous country where the enemy can always be found lurking in the ruins, behind walls of stone, and delayed at almost every step by underground de-

ravines and road mining.

In Castello — between formica and Campaspe —
taur Commons (1) had a strong point defended by German spies entrenched in a house. An accurately-placed Mille grenade did the trick.

Panzelleria, a small village some 6 miles north-west of Cepon, was hit several days ago by the 5th Army's 9th Armored, which was engaged in fighting on the second floor of a building.

An Italian technician, who was engaged on the road to Sena Avaria, was taken on Nov. 27. Further orders entered the town.

(2) Details of the battle were described by the correspondent of the "New York Times."
Multi-Purpose Reindeer in Red Army Service

RUSSIA'S FAR NORTH, from the Kola Peninsula to Kainakha, where the Komi and the Yakuts and other husky peoples, is also the land of the reindeer. On this animal the possibility of human life in these regions very largely depends, and this war has given even further importance to reindeer in the Kola Peninsula. The skins and oil obtined from them are being transported to the fighting front by reindeer ships or sledge. Moreover, the venison is a welcome addition to Northern Russia's wartime larder.

Kernels, all the reindeer owners are called, bid farewell to their families (1) on leaving for active service. The reindeer teams keep to tracks (2) along which monthly called muster, male and female, is held. The census (3) and draft's carrying (4) are included in their activities. Under the Soviet regime the perfecting of stock and training of the reindeer has been accelerated. The contribution this hardy animal is making to the Red Army's achievement.

Pipe, Examine Zee War Illustrated
Young and Old Forge Russia’s Mighty Armour

Soviet industry has made a tremendous contribution to the West Front. The Soviet people, declared Marshal Stalin on November 1st, 1943, working in difficult conditions, succeeded in supplying the Red Army that the enemy’s superiority in tanks, aeroplanes, marines, and fire power would be nullified.

Feature of Russian industrialism is absence of reservations on ability alone. Children from the age of 14 upwards work side by side with older personnel. Here a 15-year-old Nona Munchkina (1) is a foreman in an aircraft factory; (2) a 30-year-old Nina Munchkina (2) is a foreman in a factory.

Under the Stalinist record-breaking system she can rise to almost any position. A damaged tank (3) did not remain so for long. Servicemen, having been trained to get the most careful attention from young “skill-workers,” all-in-effect: includes public and private savings—“skill-workers” have (4) the store of tanks they had seen in action.

Photo, Picture Press
Leningrad Steel a Source of Soviet Triumphs

Pouring molten metal at a Leningrad steel factory. Leningrad, with a normal population of 2,000,000, is an electrical engineering and machine tool center. Its shipbuilding includes ocean-going icebreakers and liner vessels. At the outbreak of this war it ranked second only to Moscow in the production of electric power. Strategic withdrawal of Soviet forces to the Ural, Siberia and Central Asia has diminished Leningrad's industrial importance, but it is still the chief Baltic outlet of the U.S.S.R. and is connected with the White Sea by the Baltic Canal. See also p. 344, Vol. 5; p. 342, Vol. 7.
Ceylon is Well Prepared for Japanese Raids

(FIYOT OF S.E. ASIA COMMAND, to which Lord Louis Mountbatten was appointed on August 20, 1942, Ceylon has raised her defence services on a high pitch of readiness. From Hill to Coast, from capital to hinterland, protection is in the hands of capable officers and men. On the map (1) is shown the position of the island; the various points of interest are indicated in the text. In action (2) is shown the defence of the coast against aerial attack; (3) is the bomb shelter (4) the compound of a public building, Ceylon (5) cotton (6) cotton (7) cloth (8) cotton (9) woven bag (10) announces air raid practice, and the attendant (11) ensures the safety of the innocents.)
Lord Wavell Takes Over as Viceroy of India

PARADE in India, mainly in Bengal, was the urgent problem facing Lord Wavell when he arrived on October 17, 1943, to be installed as Viceroy in succession to Lord Linlithgow, who had been killed in an air crash en route to India. Wavell's first stop was at the Viceroy's House, New Delhi (right).

Principal causes of the furore were scarcity of food and other goods, shortage of grain, ravages of disease in India, and famine and floods in the United Kingdom, where wheat was now scarce. In India, prices of food and other goods were soaring, and rations were being cut. British and Indian troops were being sent to China to help deal with the Japanese, and India was being asked to provide more troops.

Wavell's first task was to stabilize the situation in India. He arrived just as the British army was facing a crisis in China, where the Japanese were advancing rapidly. Wavell ordered a retreat and called for more troops from India, which were desperately needed to help the Chinese.

Wavell was a tough and experienced soldier, and he quickly gained the respect of the Indian people. He implemented several key reforms, including the establishment of a new civil service, the expansion of education, and the introduction of a new currency.

Wavell remained in India until his retirement in 1947, when India gained independence. He is remembered as a great leader who played a key role in the country's transition to democracy.

Photo: (top left) Viceroy's House, New Delhi; (bottom) Indian refugees in a relief camp.

Lord Wavell acted with military resource and speed. "Like another great soldier before him," declared Mr. Annesy, Secretary of State for India, on October 20, "he knows the nature of his task, and will give it his best attention." He took over in office with the suddenness of necessity on October 20, he toured Calcutta and Madras on October 26-27; below he is seen with the Viceroy's House, New Delhi (right).

Lord Wavell, Governor of Bengal, during his visit to a relief camp in the Assam region. On October 20, he toured Calcutta and Madras, and on October 26-27, he visited the Viceroy's House in New Delhi. Below, he is seen with the Viceroy's House in New Delhi. The Viceroy's House, New Delhi (right).

Photo: (top left) Viceroy's House, New Delhi; (bottom) Indian refugees in a relief camp.

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Photo: (top left) Viceroy's House, New Delhi; (bottom) Indian refugees in a relief camp.
How Hitler’s Canals Help the Nazi War Effort

With the Allied forces steadily closing in on the coasts of Hitler’s reclaimed European fortress the inland transport problem becomes daily of increasing importance to Nazi strategists. Even the short-lived Project Rosenthal, first developed by President Roosevelt, drew special attention to Germany’s traffic on inland waterways, estimated today to exceed 1,500 million tons a year.

Ever since the Reich’s foundation the great rivers Rhine, Weser, Elbe, Oder, Main, Neckar and Danube have been developed and made useful to shipping; and a most intricate system of canals and feeder streams has been added later. Today they are the most up-to-date waterways in the world, excelling even those of the Low Countries and France. And with thousands of barges confined from Holland, Belgium, France and the Baltic countries, Germany’s inland fleet is greater than ever.

In a class of its own is the Kiel Canal, principal of the German Navy, connecting the Baltic with the North Sea.

The great navigable rivers in Northern Germany can not, even in the north, with any hope of success, form a plan for inland traffic by water. The requirements of the European countries, Germany and France, are met by the canals. Nature provided for a waterway across the North German Plain, connecting the inland ports of the Rhine and the industrial areas along the Ruhr with the Baltic and the North Sea and the world; and in time with Berlin and other great inland cities and central centres, such as Magdeburg, Halle, and Leipzig. In this way ore from Hamburg and Sweden via Stettin could be brought directly to the furnaces, and in the opposite direction coal, coke, cement, potash and other heavy goods; also foodstuffs could be conveyed to the great central markets. Many locks overcome differences in altitude, and by special bridges canals are led across rivers. The system is so well arranged that two different “roads” may be crossed without delay, and at one point two separate canals may be crossed without delay.

Germans have aimed at a standard gauge of 1,000 tons for most of the inland water traffic. Canals near the Rhine and Ruhr carry some 1,500,000 tons. These are driven by their own diesel engines or towed by tugs. Some of the more important waterways are provided with electric locomotives running along a tow-path, thus accelerating otherwise slow goods traffic. A “train” of four or five large barges is equal to the load capacity of a two-up and three-down railway car. It also equals about 200 horse-power driven goods trains, thus reducing pressure on railways.

The time is approaching when Hitler, faced with new fronts, will have to move his mobile army very quickly to danger spots. His automotive motor trains will eat over 30,000 miles of the roads, but canals will greatly bulk up the railways, congested as they are, and short of locomotives and locomotive service. Berlin and Rheinfall are a very considerable part of the critical 1,000-ton industries is supplied by large barges.

A different type is the inland shipping in Southern Germany, involving use of the rivers Main and Neckar. Originally, in both rivers a heavy iron chain of more than 100 miles in length was sunk, and specially constructed tugs without propellers or paddles crawling along this chain, which was wound over the tugs. To a certain extent this system is still in use, but since 1921 a method called “Stettiner Strecke,” that is, Dampfer- und Schlauchwerke, has been used. These make a river into a kind of underground canal with a constant level the water; a sufficient depth of water is secured for barges up to 1,000 tons; and overflow is used by huge power stations supplying electricity to industrial undertakings in the surrounding districts.

Modern locks lift a ship step by step. The industrial heart of Hannover, around Stuttgart, is thus directly connected with the coal mines of the Ruhr. The linking up of the Rhine and Main with the Danube right through the industrial areas round Nuremberg has been achieved by the modernising of the bended-year-old, small Ludwig Canal. Oil from Rumania, previously shipped to Regensburg on the Danube only, together with rich products of the Balkan, can now be transported directly to all centres in Germany proper.

There is another group of shipping, no less important, connecting the Upper Oder with the famous coal mines and factory districts in Upper Silesia; it was Rudolf Hess, now a prisoner in England, who opened the Third Reich Kali Canal in 1940. A variety worth mentioning is the connecting of lakes in Saxony by transporting small rivercraft on specially designed railways across inter- vening stretches of land.

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Historic Kiev Restored to Soviet Russia

In German hands since Sept. 22, 1941, Kiev, capital of the Ukraine, was successfully stormed by Soviet forces on Nov. 6, 1943, after operations claimed to be unequalled for speed and intensity. Whilst a smoke-pall still hung low over the once beautiful sky (1), and Soviet tanks marched along Kreshchatik Street (2), inhabitants were thanking Gen. Vatutin's troops, near the famous Opera House (3). A pyrotechnic display in celebration of the victory lighted the Moscow sky (4) that night.
Sweeping the Hun From the Northern Caucasus

Final advance of the Caucasus on October 5, 1942, from the Northern Caucasus was due to the brilliantly combined fighting of Soviet troops, sailors and airmen. Ground crew overhaul the armament of a Red Air Force fighter (1). Marion of the valiant Red Army Free Partisans with the bayonet to "work" the enemy out of a rocky outcrop position (2), while Red Army reinforcements march tirelessly along a mountain highway (3) to join their comrades in the fighting line.

The Rising Tide of Victory Amid the Snows

Persevering in the snow, terrible to enemy planes, Red Army soldiers (4) picked off courageously struggling from the feeling Nazi forces as these trudged despairingly along almost impassable mountain roads, marooned at every step by avalanches, dogged by violent storms. Two Soviet pilots (5), well content after a triumphant day fight, lead in brilliant machine to be greeted with congratulations and regaled with a welcome drink by a smiling girl from a near-by collective farm.
At the Heroic Heart of the Soviets

With the failure of the last German attempt to take Moscow, in March 1943, life in the Russian capital resumed its normal course. This girl (1) controls bridge traffic over the Moskva River; a policeman (2) does similar duty in Red Square, with walls of the Kremlin on the right, St. Basil’s Cathedral in background. On Jan. 18, 1943, siege of Leningrad was lifted after a bloody evening of the Neva, on whose embankment a field gun (3) is mounted. (See also flan, pp. 394 and 395.)
Military Gangsters Sway Modern Japan

of our making war, if it should go badly for us. In that event we could lift the politicians tell Britain and the United States, "We were not to blame, so you can make peace with us."

I have in mind many instances of such double-crossing by Japanese statesmen, military leaders, and business men. When peace was made after the Russo-Japanese War, President Theodore Roosevelt played the part of mediator. He told the Japanese get what they wanted by asking for more than they wanted, and withdrawing their demands for what they did not want at the last moment so as to appear reasonable, even generous and secure what they really cared about. Thus low kind of cunning does not appear upon the "dope" planes of Japan. They are generally among the Japanese, whether they are intellectual or not. He grew extremely fond of them." After Japan came into the war Brians were regarded with suspicion by the police, who see them as to be as bad as Hitler's Gestapos, but "not one of my Japanese friends ceased to visit me and I even made a few new friends. Some of them want to give great personal trouble to keep me supplied with food. I shall never forget their kindness or the risks they took in a country with so

It is not easy to look at other nations' habits and customs without my obvious comparisons, without abusing or making fun of them because they are not like our own. As I read Prof. Mori's amusing and informative pages, I could not help thinking of Alice's Wonderland. Take their system—or lack of system—in numbering their houses.

Every street is divided into blocks. The houses in a block are numbered as they are tall, categorically, even with the same number. A block's name is a name to which others know the house number as his own.

On the other hand, when our house has been built on a site formerly occupied by several, you get the opposite result. Another house is a house somewhere in.

To add further to the confusion, the arrangement of the blocks them.

The houses are numbered from Black and White, according to the houses.

But when you die the house you want, always has a garden and is always detached.

The rows of small little houses or semi-detached villas that so disfigure our towns are unknown in Japan.
Dashing D.R.s of the Royal Corps of Signals

Sinister, signaler, secret agent, scout, King’s messenger, Commissariat...even that is not a full summation of the work of dispatch riders of the Royal Corps of Signals. Every military unit or formation has a dispatch rider section, and if it halts from the official Corps so much the better, for none are so fully trained and equipped as the men of the R.C.S.

Probably more than any other occupation, the D.R. must be a man of scores of parts. True, he must be soldier first—the unit tempo and varied needs of mechanized total war demand that. But before he is ready to take the road as dispatch rider there is a course of non-moots, subtly reduced and compressed to meet increasing heavy demands on the Corps. He files in second of June.

It begins, as you might expect, with machine maintenance, and if—usually as almost at a glance how much enemy cable to rip up, how much to take away, in order to make the line useless.

Uninterrupted communications are vital, and it is the D.R.’s task to fight the interruptions. Malta provides a vivid illustration. The power behind the island’s communications was Lt.-Col. Ellis of the R.C.S.

“Darned the blizzards,” he said, “our wires, biggest job was to keep the telephone line at the island’s heart. Often they provided the only link with the outside world. Two or three men could link at a time throughout the island—sometimes the only way to hear the radio warnings. But they seemed to have a fatal attraction for bombs and shell fragments. The moment we knew a wire was down we sent out to repair it. These men would race death at a score of 40 obstacles. Most of them considered it all a matter of course with problems met with on active service. Travel by night across the desert meant ability to read the stars. Without a perfect memory the D.R. would be useless; how would he commit to memory long, intricate messages which, written, might fall into the hands of the enemy? He must know map-reading from A to Z, even the height in meters from the map to any 40 miles of unstrung cable. To recog- nize signal flags, know his enemy whom to make his calls he must have a thorough knowledge of army organization. It was far more than skill— it was an inspiration too.

“Here,” said the examiner at one of the courses, “is an imaginary area of battle—say a large hole. How would you get across it?”

While the sentimental platoon replied with heroism of the class, the actuality is not too dramatic. Time and again dispatch riders had to negotiate huge crater pegs with plates. This fact underlines one of the basic qualities of D.R.s—make-up—resourcefulness, the attribute which operates as when Signalman Chalker was escorting a D.R. truck carrying important dispatches from Harrar to Abyssinia. About 20 miles out progress was impeded by a flooded river four feet deep. Hurting the dispatches across to a South African officer who had a motor-cycle on the opposite bank, Chalker persuaded some German soldiers to carry his own machine across. Further on he overtook the officer, whose machine had broken down, and, with- out stopping, correctly made the missing as he passed. Shortly after, his own cycle failed. Chalker, being no mechanic, couldn’t repair it. He spotted two German soldiers settling down for a nap in a farmyard by the roadside. Stepping the truck, and equipped only with a revolver—sole official armament of the D.R.—he crawled forward and captured both men as they dozed, thus acquiring valuable identifications of the enemy units confronting our troops.

That was cunning applied to courage. Often by such acts and by closely observing enemy movements a D.R. may be a valuable and important source of information. Frequently the same unit may be the sole means of communication, as it was for £Al Ameen who when all radio communicati- 

To return to the dispatch riders of the Royal Corps of Signals, B. & B. R. and firing-line services. With telegraph and telephone communications down, dispatch riders fought their way at top speed through the smoke and, screeching wheel with urgent dispatches to rifle and shell-blasted targets.

Uninterruptedly the service was maintained along the roads—for there was no other way...through these were often made impassable by piles of red-hot debris and hot tongues of flame from burning buildings on both sides. Black-out added to the difficulties. It was no picnic, when fire-bombs gave place to H.E., hurling the roads without safety at the risk of diving headlong into craters and unlighted roped-off road sections.

All the same, this was no novelty for the experienced D.R., trained to overcome all obstacles. Most of them considered it urgent elementary compared with problems met with on active service. Travel by night across the desert meant ability to read the stars. Without a perfect memory the D.R. would be useless; how would he commit to memory long, intricate messages which, written, might fall into the hands of the enemy? He must know map-reading from A to Z, even the height in meters from the map to any 40 miles of unstrung cable. To recog- nize signal flags, know his enemy whom to make his calls he must have a thorough knowledge of army organization. It was far more than skill—it was an inspiration too.

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They Keep Open the Line From H.Q. to Front

The Royal Corps of Signals, formed June 19, 1922, to deal with the study and practice of signal communications, has developed into a highly specialized and technically skilled body responsible for the operation of all the Army's systems of communication. Before employed by the Corps were men who were only familiar with the simple telephone, but now, thanks to the research and development of the Corps, they are radio operators, wireless engineers, and signal technicians. The Corps' work involves the operation of radios, the installation of radio sets, the maintenance of radio equipment, and the provision of radio communication services. The Royal Corps of Signals is responsible for maintaining the lines of communication through all types of weather and terrain, ensuring that vital information is transmitted accurately and quickly. (1-6)

PAGE 437
THE HOME FRONT

by E. Royston Pike

B

the end of the year we shall have gathered the greatest harvest that the country has ever known. So announced Mr. R. S. Hudson, Minister of Agriculture, in a recent broadcast. It is a striking fact, and all the more remarkable in that the huge amount of food has been grown on the smallest acreage of land devoted to our agriculture since official records have been kept. In the past, we have had to make a great deal of more land for arable, horticultural, training grounds, and other pastoral purposes. Farmers and their men, their wives and the women and girls of the Land Army, between them have produced the harvest; and grateful thanks are due, too, to the great body of volunteers who have spent much of their holiday periods on the land, helping the harvesters of grain and roots. Fortunately, the weather has been kind—at least in most parts, although in the West Country and in the north persistent rains drenched the crops and laid them low, so that farmers and farmworkers had to stand by helpless for several weeks, watching their precious produce spoil.

So far as can be estimated we are likely to get one million tons more bread-corn and over a quarter of a million tons more potatoes than last year—and last year was a record one. That in itself, said the Minister of Agriculture, means a saving of enough ships to transport overseas vehicles, supplies, guns, ammunition and equipment for some eight to ten divisions. And that is merely this year’s increase over last year’s. So you can picture for yourselves what last year’s prodigious total means, and can say that the fields of England have had quite a lot to do with the collapse of Italy. In years gone by, Michelmores used to be the traditional end of the farming year, but things have very different today. Now a start is made with sowing for next year while this year’s crops are still in the fields. In the middle depth of winter the farmworkers are busy in the fields, feeding and planting so that next year’s harvest shall surpass the one that has just been gathered and stored.

The cooperation of man and Nature we—the forty-five million workers of the country—are the best-feted people in Europe; but at the same time we are conscious of the fact that the happenings of affairs would not have been possible but for the careful planning and foresight of the Ministry of Food. Lord Woolton has triumphed in a position that has proved the grave of more than one good man’s reputation; and just because he has been so successful he is now being transferred to a fresh field of effort. On November 11 it was announced that he had been appointed Minister of Reconstruction with a seat in the War Cabinet—in other words, he is entitled to go into all the details with the Cabinet. Churchill in his Mansion House speech of November 9, 1943, described as “a vast and practical scheme to make sure that in the years immediately following the war there shall be food, work and homes for all.” To provide these things is a simple duty, went on the Premier, and “no airs, no party doctrines or party parochial or vested interests shall stand in the way.

THE New British Plan Are Now
Lord Woolton’s Resignation

Lord Woolton is not a party politician in the usual sense; he has let it be understood that he has no political ambitions, but intends after the war to return to the world of business in which he was successful in the years gone by. (Of his chairmanship the most important was that of Lewis’s, the departmental score that is so prominent a feature of the northern cities; and he was once warden of a university settlement in Liverpool.) His new appointment may lead him to change his mind and his plan. The new Ministry is a much smaller one in which the success of his work will be reflected in the lives of us all. Otherwise, the Prime Minister could not have made a better choice; and it is generally anticipated that the reports of Beveridge and Barlow, Scott and Utswright will be retrieved from the pigeon-holes in Whitehall and some at least of their proposals included in the reconstruction programme.

Other Cabinet changes were announced at the same time as Lord Woolton’s appointment. Mr. H. U. Wilkins, K.C. M.P. for Crayford, N., became Minister of Health in succession to Mr. Ernest Brown, who joined his exchange in the Ministry of Aircraft Production. Lord Woolton’s place in the Ministry of Food is filled by Col. J. J. Lewinell, who for some time past has been, British Minister Resident in Washington for Supply and Chairman of the British Supply Council in North America. The new Minister in Washington is now Mr. Ben Smith, a Labour member who can look back upon a varied career, in which he has been Liberal, Labour and Labour and Liberal. Churchill, when Minister of Aircraft Production, appointed Mr. Ben Smith as Parliamentary Secretary to the Ministry of Aircraft Production.

So far and scattered have been the raids of the last months that there has been no time in some parts of the country to suggest that the Civil Defence volunteers might be released from some of their duties. Mr. Herbert Morrison, Home Secretary and Minister of Home Security, is convinced, however, that the time has not yet come when we can safely relax our precautions. “If Hitler thought that his bombs would be greeted by incompetence and muddle,” he said on November II, “he would certainly risk more of his planes more often. Civil Defence personnel and Fire Guards who do duty and training on a round-the-clock basis are therefore necessary. They have won a victory, not that they have wasted time.” Mr. Morrison then referred to a recent incident, in which a crowded London dance-hall had received a direct hit from a German bomb. Very largely, he said, it was a job for the Rescue Service, but all the Civil Defence services, the W.V.S. and the Red Cross were on the spot. The W.V.S. put out the fire. The R.A.F. put out the fire. The N.P.S. put out the fire. But the Rescue Service came to the rescue of those who fell, and to a new list of which a member of the Fire Guard won their spurs that night.

When such an incident as this occurs, the Wardens and their comrades come into their own. But they are not doing this in isolation. They are part of the great wave of social service, every day and everywhere. Down the line we’ve got a utility lady and Anthony Eden in a broadcast—what a contrast to the Leaflet on diet which we were used to hear at the beginning of the war. Anthony Eden, Radio’s Saint in a Tan suit, is to be heard every evening explaining the method of clipping the bigger one’s ear. She is a bit of a woman in a white gown and hat. The Wardens are the method of clipping the bigger one’s ear. She is a bit of a woman in a white gown and hat. The Wardens are the method of clipping the bigger one’s ear. She is a bit of a woman in a white gown and hat. The Wardens are the method of clipping the bigger one’s ear. She is a bit of a woman in a white gown and hat. The Wardens are the method of clipping the bigger one’s ear. She is a bit of a woman in a white gown and hat. The Wardens are the method of clipping the bigger one’s ear. She is a bit of a woman in a white gown and hat. The Wardens are the method of clipping the bigger one’s ear. She is a bit of a woman in a white gown and hat. The Wardens are the method of clipping the bigger one’s ear. She is a bit of a woman in a white gown and hat. The Wardens are the method of clipping the bigger one’s ear. She is a bit of a woman in a white gown and hat. The Wardens are the method of clipping the bigger one’s ear. She is a bit of a woman in a white gown and hat. The Wardens are the method of clipping the bigger one’s ear. She is a bit of a woman in a white gown and hat. The Wardens are the
R.A.F.'s Speedy Succour for Crashed Flyers

Rescue is the job of the new R.A.F. Mountain Service, which brings expedition aid to British soldiers in the Arctic, where all ordinary ambulance tender would be unable to go.

Each rescue unit has a powerful four-wheel-drive ambulance fitted with medical, rescue and radio equipment, and a jeep to act as tender. The ambulances have been brought up as far as possible by the aeroplane. The jeep is winched from the air. The drivers are in the rim, and the casualties are in the cross on the jeep.

C. S. Graham (wearing woolen helmet). He leads his men to the spot, and the injured soldier is lowered into a stretcher.
Busy Port of Algiers Now a Vital War Centre

ALGIERS TODAY presents a teeming host of military and political activity. It is the administrative and transport centre of a great part of West Africa, and through the port (1) goes men and supplies of all kinds, from the base camp in the desert to the port of Avonmouth in England. Two great battleships, the Prince of Wales and the Repulse, are in the harbour, and the USS Augusta and the USS New Mexico are anchored further out. The port is crowded with shipping, and the great new docks are under construction. The town is a centre for the transport of troops to the Middle East, and the railway line is being extended to the south. The port is also a centre for the export of cotton and other produce. The town is a centre for the export of cotton and other produce.

Photo, British & U.S. Official
I WAS THERE!
Eye Witness
Stories of the War

With the Soviet Troops I Entered Burning Kiev

All night the battle raged at the city walls. Flames spread and heaven over Kiev, the German divisions were working feverishly. By the morning, Nov. 6, 1943, the Russians regained the city by storm. Major H. Schenkke of the Red Army, who entered with the conquerors, tells the following vivid dispatch to the Soviet War News. See also these, page 431.

From our observation post it seemed that Kiev was one sea of flames. I could see the eyes of our men fill with tears at the sight of the burning city. They had seen so much already. It would not have been strange if they had forgotten how to weep. But they weep for Kiev.

Our troops had all the courage to save Kiev. Day after day they mounted sways at the Germans' formidable defenses. Then they executed a bold maneuver in the rear of the Nazi garrison. For bravery and speed the Red Army's Kiev operation has no parallel in history. All arms—artillery, infantry, tanks and air force—distinguished themselves equally. The enemy was overthrown and annihilated; the woods beyond Pochkov-Vedenska are littered with hundreds of wrecked guns. The charred carcasses of scores of his Panzers lie around Pirotsko and Novytschinsk.

On November 6 Lieutenant-Colonel Ponomarev's Red Banner Guards Regiment burst into Kiev from one end, fought its way to the center, and began a clear path to the opposite end. At the same time Capt. Chmielentsev's tank battalion, together with infantry under Capt. Voronezhi, invaded Kalinov Square.

I overtook these troops in the morning in Kirovskaya Street, Kiev's main thoroughfare. The tanks were moving forward illuminated by the rays of the rising sun and the glare of a burning house at a street corner. As I watched, the partition wall collapsed and long tongues of fire shot across the street.

We drove through a wall of smoke to the Regional Soviet building. Further along the street smoke and dust were still rising. All the way to the suburbs of Besarabka we saw nothing but a blaze of destruction, traces of barbarity unequalled since the times of Rome. In Kirovskaya Street we turned and bared our heads. A grave opened before us in the Regional Soviet building. Junior Lieut. Shilenko's cowboys were burying their fallen commander. Near the grave stood a girl holding a wreath. The Lieutenant

had been killed just as his troops burst into the city streets.

From Kirovskaya Street we entered to the right—everywhere fires, debris, ruin. We reached the monastery of caves, the walls of the Cathedral of the Assumption, which the Germans blew up two years ago, and the wrecked City Museum buildings. Here we met one solitary person—Agaev Ermilievich, senior mechanic of the Kiev waterworks. He was an old man, but he was desperately eager to be allowed to come along with us. "Let me join you, if only in a supply column," he pleaded. "I'll show you where there are German Tommy-gannahs beyond the waterworks, firing at our troops on the Dnepr."

Entering a liberated city with the army is a heart-rending experience. In Pirotsko and in Podol weeping women embraced the tired, smoke-stained soldiers, who were still feeling the strain of the recent battle. Glass soldiers crowded under their feet as they marched. I sensed mingled elation and grief, their poignant pity for the women, old men and children who came forward to meet them, the people of Kiev, with faces ravaged by torment and long-deferred hope.

Kiev was half empty when our troops entered it. The Germans had evacuated all the inhabitants from the center; from Podol and the monastery district, and proclaimed the city a military zone. Long before the battle the compulsory deportation of inhabitants to Germany began. We were told of frightful scenes enacted at Kiev stations only a couple of days ago. The Germans had herded the people into goods wagons, crowded almost to bursting. Those who could not be packed in they shot on the spot. It is still too early to say how many inhabitants are left in Kiev. Lenin Street is deserted. Near one burning house we saw three women trying desperately to save some furniture. They had hurried here from the outskirts, only to find their homes in flames. Novokrzaslawskaya Street, free of troops in the suburbs, swarmed with women weeping with joy. They were the people whom the Germans had evicted from the center of the city. At No. 14 they told us how the evacuations were carried out. German soldiers armed with bottles of petrol entered the houses and ordered the tenants to leave. If anybody refused, the Germans drenched the beds and furniture with petrol and set fire to them. Before they retreated they blew up a water main, so many streets were without water.

We met a man who declared he was the sole surviving Jew in Kiev. He led us to the Jewish cemetery. This was the site of the swift tragedy of September 1941, when tens of thousands of Jews—men, women and children—were shot. Even after that the Germans continued to exterminate anyone whom they took a fancy to class as a Jew.

We climbed Vladimir Hill. Before us lay the Dnieper. The last of the troops from Trukhanov Island were being ferried across. To the left lay the vast district of Podol. Endless columns of tanks, artillery and rifle regiments wound along its streets, to disappear down the high road, where the receding battle thundered. At mid-day we observed a village airfield. An unforgettable sight unfurled before our eyes. There lay the vast, inconceivably beautiful city of Kiev, wrapped in smoke and flames. After enduring torrential rains, it was awakening to bright day.

BURNING KIEV (left) was a type of German bunker in which tanks were placed. One of Russia's newest cities, it was bombed in 1918, by the Germans—only to rise again under the Soviet. Photo, Picture Post
I Saw Nazi Paratroops Attack in Leros Battle

Said to be the first time a German parachutist was compelled to capitulate.

The garrison was greatly encouraged by the appearance of a formation of Beaufighters, which intercepted the strafing of the enemy fighters and the constant dive-bombing of the Stokes. Nine German planes, it is claimed, have been shot down to date by one Beaufighter A.A. gun alone.

Leros is only eight miles long and you must watch your step in moving about, since the air is full of bullets, and both fall swiftly to the ground.

The previous day, Nov. 12, German bombers in groups of four to seven attacked at intervals of a quarter of an hour or so as we were in a position to shoot down the German planes. We were attacked on the island. Five landing craft attempted to enter Della Palma Bay, but three were hit by shelling and one sank.

Another enemy group which got ashore near Appoliti was pushed back to the beach by a German 88 mm. gun. One of the most dangerous attempts by enemy invaders came this afternoon, when a couple of dozen German bombers were dropped to bomb the airfield on the island.

As we write, Stokes are beginning their customary twelfth night with our land batteries. Hungry for prestige, the Germans are making every effort to capture the island.

I Took the First Churchill Tanks into Action

Suitably adapted to the terrain, Churchill tanks went into action for the first time in the battle of Leros, near Stokes, and were notably described by the War Illustrated, by Sergt. G. Powell, who was awarded the Military Medal for his gallantry and courage on that occasion.

I was on Sunday, February 21, 1943. We had just come to the end of a journey of 100 miles non-stop: no food, no sleep, no maintenance, which must be considered excellent for a forty-ton tank.

At 10.00 hours I was ordered to have my tank all set and ready to go into action at 17.00 hours. Without any grubbing from my boys, there's no need to say that we were all keyed up and ready at the appointed time.

But things do go wrong sometimes. I was approaching the Guards' positions when my tank just packed up. With so little time before zero hour I had no alternative but to call for another tank. We soon had the new one ready for action, and the rest thing was for me to try to get further details of what part my tank was to play in the action.

I was told that in front, 400 yards away, were a range of mountains with a road running through them. I was instructed to keep off the road (which was quite natural because Jerry was using his mortars about), so there was no choice but to go over the mountain, which is not a pleasant feature for the tanks.

The only information I could obtain was that over the far side of the mountain there were two or three Arab huts which Jerry was using as machine-gun nests. My job was to wipe these out. "A bit of cake," we all clothed it. I was also in command of a regiment of Coldstream Guards.

When we arrived at the summit of the hill (I should say mountain) I couldn't see any of the enemy, but I felt something hit my leg and also I heard the noise of a machine-gun operator had been hit. When we finally got over the top of the mountains, I could see my objectives—about twenty Jerry tanks all lined up with a row of anti-tank guns at the back and a battery of machine-guns behind them.

I just turned my hand for a split second and saw my other two tanks getting blown to "hell." Making a quick decision, I decided to charge the enemy, as it would have been suicide to try anything else. Jerry hit me about twelve times, making my tank useless for firing as he had already hit both of my engines. But I could now see the Germans getting out of their tanks. Giving orders to my driver to turn around, imagine my surprise to find German infantry not more than five yards to my front not heeding about news. These days remind me of the siege of Tobruk. Holes in the ground, trenches between rocks are our homes. Everyone in the garrison is in a strangely high spirits, but all wish we had fighters. Despite the tough time they are having, they are cheerful and giving a good account of themselves...

Once again our losses were fighting without adequate air cover, as in Norway, Greece and Crete. This time, however, it was not a shortage of aircraft pilots who brought about such a disastrous situation, but merely the geography and distance of our nearest fighter bases from the scene of action.

In fairness to the R.A.F. it must be said that gallant efforts were made to attack the Leros island, with all the available long-range fighters. These R.A.F. sorties, which had to bypass enemy fighter fields on Rhodes, Crete or Cnos were almost useless.

I was told later that the enemy retreated for about fifteen miles shortly after that engagement, and I think it made it easier for our boys to take the Kasimnaris Pass.
I was there!

I crashed and was lost in the New Guinea Jungle

A young American fighter pilot, Capt. C. P. Sullivan, flying over the Buna Valley on a mission to Newewak, when one engine of his Lightning failed, and he went down. Here he tells of his thirty days' adventure.

I spent the first night propped against a tree, listening to the noises of the jungle. A sambar passed within fifty feet of me, and a bomber flew over, but failed to spot me. I then sat out on an native part, but I made a raft of three logs, and floated down the river until the raft hit the bank and capsized. Then I went into the mountains. I had only native chocolate to eat, and was getting weak. Suddenly a black face loomed up, and I raised a hand and said, "Halt!" It belonged to a native. He gave me a banana and I went with him to a village. There I was given pig and sweet potato.

I slept that night in the village, and next day I went, where some natives, the Boga, agreed to come part of the way to Bena Bena. The land map of the village came along, and a party of natives, from whom I suspected treachery. The map proved the second party was a pretty meat-looking guy who answered to the name of Addu. Sarpe and Addu began to argue, and Addu got mad. They were obviously arguing about me. We went to another village where another man and Addu sat down comfortably close to me. I went and sat with Sarpe, but Addu objected and there was a lot of bow and arrow and knife rattling. Addu wanted me to lie down in a hut and go to sleep.

It looked too much like a trap, so I went out and put a stick in the breech of my forty-five. I sat down where I could see them and told them if they did anything to me our bodies would come and get them. All but Addu looked imported. The head man of the village, who spoke good English, said, "Stop!" He flipped his gun at me and made me sit down. I told him I would leave if they made me move. Addu jumped up and came at me yelling, and grabbed my arm, and I had to shoot him. Then the head man rushed at me and I shot him, too. I felt pretty bad about it after, but there was nothing else I could do. The rest ran away, and I ran, too. I lay hidden, and presently some women came and walked over the bodies.

I left just before dawn. "I took off my boots so that I could move quietly, but they raised against the trees, as I left them. That was a big mistake. I went up and down ridges burned out for sixteen days; I kept a little stick and cut a notch on it for each day. After I left the natives I had only four tureens and maybe a dozen each of passion fruit and bananas, with a lot of black snuff in them. Every night I got wet, but always managed to keep my gun dry. I tried eating grass, but it was awful. I had only six matches, and took almost a day collecting dry stuff for a fire. No one came, so next day I made a really big one. Still nothing happened, so I decided to go on. It was tough walking barefoot on burnt stubble. About noon I saw the reflection of something on a hill. It took me until next morning to reach it, and I found it was an Aussie camp. I couldn't say anything for a while, but they were just swill to me, and

OUR DIARY OF THE WAR

November 10, Monday. "1,400 ships of the United States Fleet massed in the Bismarck Sea. The United States cruiser "Boston" sank the Japanese cruiser "Fuso."" (AP photo)

November 11, Thursday. "1,200浬 (1,300 miles) from Okinawa. Great battle between a Japanese flotilla and the United States Fleet. Two destroyers and a cruiser attacked by the Japanese fleet.

November 12, Friday. "2,200浬 (2,300 miles) from Okinawa. The British battleship "Queen Elizabeth" and the American "Washington" attacked by the Japanese fleet. The Japanese fleet was destroyed.

November 13, Saturday. "2,500浬 (2,700 miles) from Okinawa. The British battleship "Queen Elizabeth" and the American "Washington" attacked by the Japanese fleet. The Japanese fleet was destroyed.

November 14, Sunday. "250浬 (270 miles) from Okinawa. The Japanese fleet was destroyed.

November 15, Monday. "200浬 (220 miles) from Okinawa. The Japanese fleet was destroyed.

November 16, Tuesday. "150浬 (160 miles) from Okinawa. The Japanese fleet was destroyed.

November 17, Wednesday. "90浬 (100 miles) from Okinawa. The Japanese fleet was destroyed.

November 18, Thursday. "40浬 (45 miles) from Okinawa. The Japanese fleet was destroyed.

November 19, Friday. "30浬 (35 miles) from Okinawa. The Japanese fleet was destroyed.

November 20, Saturday. "20浬 (25 miles) from Okinawa. The Japanese fleet was destroyed."

November 21, Sunday. "10浬 (12 miles) from Okinawa. The Japanese fleet was destroyed."

November 22, Monday. "8浬 (9 miles) from Okinawa. The Japanese fleet was destroyed.

November 23, Tuesday. "6浬 (7 miles) from Okinawa. The Japanese fleet was destroyed.

November 24, Wednesday. "4浬 (5 miles) from Okinawa. The Japanese fleet was destroyed.

November 25, Thursday. "2浬 (3 miles) from Okinawa. The Japanese fleet was destroyed.

November 26, Friday. "1浬 (1 1/2 miles) from Okinawa. The Japanese fleet was destroyed.

November 27, Saturday. "0浬 (0 miles) from Okinawa. The Japanese fleet was destroyed."

Flashbacks


THE WAR IN THE AIR

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

The greatest difference between surface war and air war lies in the association in each case between strategy and tactics. In surface war, both on land and at sea, strategic situations can be created by the grouping of armies or of navies with the possession of adequate lines of communication, ports, and supply facilities. Tactical actions in the face of the enemy are the products of the strategic situation.

It is usual for opponents in war so to maneuver that the strategic situation falls favorably before one side or the other without, of course, this applying both in advances and retreats, and in the present war it has been seen more often with greater skill during the retreats than during the advances. It must be remembered that during her present great retreat in Russia, and from Africa, Germany has planned to gain by those maneuvers a strategic situation more favorable to her than the position she held before the retreats. The German advance has led her to examine this point more critically, for it is an important one in the war, and will probably be one of the lessons that can be learned from it as pointers to operations on an ever-growing scale against Japan.

The all-important factor to be borne in mind is the different relationship between air strategy and tactics. The strategic situation in surface war, as we have just observed, is contained in the latest strength of the forces engaged, whereas the strategy of the forces engaged is contained in the nature of the battle of which they strike. It is, indeed, a situation of threat and not of action. In such circumstances, when tactical situations follow, the forces are not always fully locked in battle, as is the case in surface war. This was a point of view which the British Commander-in-Chief of the forces engaged in the last war, when the British Commander-in-Chief of the forces decided that the favourable strategic situation was more important than the uncertainty of establishing a successful tactical result.

Nothing of this kind can happen in air war. The air force is a principal weapon of the forces engaged. The air force has been developed to such an extent that it can be called a strategic weapon. It has been developed as a strategic weapon, and it is the strategic weapon of the forces engaged that is the principal weapon of the forces engaged. The air force is the principal weapon that can be used in air war. The air force has been developed to such an extent that it can be called a strategic weapon. It has been developed as a strategic weapon, and it is the strategic weapon of the forces engaged that is the principal weapon of the forces engaged. The air force is the principal weapon of the forces engaged. The air force has been developed to such an extent that it can be called a strategic weapon. It has been developed as a strategic weapon, and it is the strategic weapon of the forces engaged that is the principal weapon of the forces engaged. The air force is the principal weapon of the forces engaged.
Sky Trails of Two-Ton Bomb Load Fortresses

Writing in the sky, snaking the skies of Western Europe, come from Norwegian Firing Fortresses bombers of U.S. Army 8th Air Force. The smoke trails a twin-lined wake behind them when operating at high altitudes. Their trails are clearly distinguishable from the single wake, comprising twin one-inch caliber flares which have escaped into the stream and the exhaust trails of which traverse the photograph from left, middle, and right. The two-inch caliper蕈seum trails of the aircraft are being dropped in the range of 1,000 miles, and are guided in the attack by a bomb loading of 500 m.p.h. with a bomb loading of 500 m.p.h.
From Jungle Bases They Fly to Fight Japanese
THE Dutch are a very quiet people, rather like our Northerners. They pursue their objects with a quiet industriousness, and do not do anything out of the ordinary. The Nazis in Holland have been known for many years to be very efficient in carrying out their orders, but they can do nothing exceptional.

The Dutch are also very efficient in their work, but they do not do anything exceptional. The Nazis in Holland have been known for many years to be very efficient in carrying out their orders, but they can do nothing exceptional.

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Moscow's Watchful Night Patrol Rides Home

"OUR MILITIA" is the affectionate way in which Moscow citizens refer to their civil security force, a mounted contingent of which, coming off duty after a night patrol, is here seen passing the Kremlin, on the banks of the Moscow River. The Militia fulfil the duties of policemen, R.R.P. leaders, Fraternity wardens, and Scout masters, and in an emergency, quickly replace many of the older men.

Photo: Pictorial Press