Happy with mounts again are these members of a British mechanized cavalry regiment in Italy. Major H. L. Lindsay, of Eile, Scotland, through theALLY's BROWN RECONNAISSANCE to the Italian mountains, where the breed has never seen its pour even more at ease, standing by is Lieut. J. Richardson, of Northumberland. As war men advance through country normally difficult for mechanized traffic, they commandeer local modes and horses accustomed to this terrain.
Our Roving Camera Visits Occupied Europe

NORWEGIAN VILLAGERS in the Hardanger area staged this mock funeral march when they obeyed a German order to surrender their wireless set—a dramatic demonstration that they had preserved their sense of humor under oppression. With a wagon for a hearse and a Müller-shaped Coffin at the front, the villagers paraded their set to Gestapo headquarters, then turned it over to the Gestapo. Norwegians cannot be quenched even by the ruthlessness of Nazi rule.

RIGOURS OF THE WARSAW GHETTO in Poland are illustrated by this pathetic scene of Jews seeking water. In war this photo that thousands of Jews were massacred on the outskirts of the city by the Nazis. Some 1,200 German troops were killed in the riot, and in realization the enemy banned the photo and then sent it to U.S. and U.S.S.R. wires backed by strong army formations to restore order among those already mercilessly oppressed.

KANDANO, VILLAGE IN CRETE, was saved when this house is burned. The inscription reads, "A memorial to the village destroyed and to the men of Kandanos who gave their lives for the Fatherland, June 25, 1941." A Greek village burned in reprisal in Crete and French Africa has been burned out since the Vichy Government came to power in April 1940.

ON THE MEDITERRANEAN COAST OF FRANCE where unceasing air-raid exercises staged by the Germans prove the area's fear that Sarcelles and Corbeil, now in Allied hands, may be subjected to a full-scale attack. Camps and airfields have been abandoned and hastily constructed elsewhere in Northern Italy, and in France they have established a base for maccia troops for a successful invasion.
THE BATTLE FRONTS


The capture of Kiev by Soviet forces was so grave of a setback as far west as the lateral railway line across the Pripyat Marshes produced an extraordinarily tense and interesting situation on the Russian front. The capture of Zhitomir on this railway, although it opened possibilities of a further drive towards the south-west which would cut off main railway communication between Poland and the Donbas, was greeted with an armistice which, however, limited its effect. The fighting continued, but the Russian threat could safely be avoided.

A TAKEN by surprise, von Manstein had been unable to assemble a strong enough force, and the most this counter-attack achieved was to prevent a junction between the Russian bridgehead at Kiev and one previously established at Pereyaslav further down the river. This may have been a danger, but it was not serious, and the chief concern must have been for the safety of the German communication with Poland. He therefore shifted his counter-attack further west against the south-western corner of the Russian front. Von Manstein, always a man of initiative, had him to concentrate large elements of his army and, if the situation forced him to open his counter-offensive in a somewhat piecemeal fashion, he took what he had available. The rearguards of the advancing Kursk salient were soon followed up by the main body of the 24th Army, which was able to swing northwards, cutting the main communications of Gomel with the west and leaving the defenders of that hedgehog stronghold with only a single avenue of retreat to the north-west. The situation of Gomel, therefore, became more than ever precarious, and the capture of Rzhevsko, a subsidiary stronghold on the Dnieper west of Gomel, opened the way for the complete encirclement of the southern defences of the latter.

But the Germans still clung stubbornly to Gomel, the defence of which the Russians seemed to be carried by assault, and it was not till Roshkevski, on Nov. 23, opened a new offensive north of Gomel and broke through the German defences east on the river front that a belated decision to evacuate the town was taken, in order to escape another Stalingrad. This fresh blow had taken the Germans completely by surprise, for it was delivered on a front where, by all standards, reserves seemed to be too few and too far away.

EVENTS now followed in quick succession. On Nov. 26 the evacuation of Gomel was announced. Rearguards left in the city were enveloped, and the Russians closed in on the retreating columns, assisted by guerrilla parties which had been waiting their chance. How far the German reserves are known, but it certainly was not conducted in the usual manner, and masses of equipment were abandoned. By demolition and the use of troops direct pursuit was delayed, but meanwhile the Russians carried out enveloping operations north-westwards up the Dnieper towards Zhlobin and south of the Beresina towards Kalininovsk and Msoy on the Pripyet.

It seems certain that the Germans have turned the line of the upper Dnieper and the Beresina. If, as seems not improbable, the Russians open a major offensive on the Vitebsk front the turning of these rivers would obviously be a factor of great importance in its development; and the capture of Gomel removes the block on the railways and roads required for the communications of an enveloping attack.

It should be noted that the lateral communications across the Pripyat Marshes are at present blocked to both sides. The Russian block the line on the south at Ovitch and on the north between Kalininovsk and Zhlobin; but they cannot use the intermediate line while Kalininovsk and Msoy hold it out. At the time I write it would seem that von Manstein has fought his troops to a standstill and is now beginning to fall back by autumnal retreat, but it is possible, with the shortage of supplies and the loss of equipment he has suffered. When the general freezes he may renew his onslaughts and might in all probability in the interval be drawn into more mobile operations.
New Zealanders Rejoin the Famous 8th in Italy—

Veterans of North Africa fighting, rested and re-equipped, New Zealanders are again actively on the warpath. On Nov. 30, 1943, it was announced they had crossed the Mediterranean for the first time since they landed in Algeria 2 years ago, and are now with the 8th Army to be used to full advantage.

Photo, Byrd & Coates
—And Help Deal 'Colossal Crack' at the Enemy

ACROSS THE SANGRO RIVER

Western sector of the enemy's Colossal Crack was taken by Gen. Montgomery, on Nov. 29, 1943. Launched by 41st Army, strengthened by fresh New Zealanders and Americans, the attack had a dual purpose: to rout the Germans what he called "a colossal crack" and to prepare the way for future efforts. During the fighting, American troops advanced under cover of smoke. One of the enemy's dispositions, which a probe (top left) was to cover, was discovered by a patrol at the foot of a hill. Three thousand yards behind this point, another attack had been started.

Photo: British Official / Crown Copyright
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THE WAR AT SEA

by Francis E. McMurtrie

In the intervals between threatening air reprisals at some vague date in the future and trying to persuade the enemy public that U-boats are still sinking ships in large quantities, the German propaganda machine has recently been stressing the case of an alleged secret weapon, said to be so effective that the Allies would willingly cut off their bombers rather than have it used against them.

This is rather too transparent an artifice to deceive anyone outside Germany. It must be obvious to most people that if the enemy were in possession of a weapon of such a character that they had, at no time, would be lost in making the utmost use of it. For such an action can only mean either that it has no apparatus being steered by wireless until it comes into contact with a ship and explodes. The purpose of the rocket is to give it greater range. So far this ingenious device has had nothing like the success of the torpedoes discharged from aircraft, or even of the ordinary type of bomb. This is scarcely surprising when it is considered that wireless impulses are capable of deflection by a stronger current from another station. As the missile gets farther from the control center, the wireless impulse governing it becomes weaker and can be more easily countered by a stronger one, either from the vessel attacked or from some other ship. It may be imagined that the Germans are experimenting with various forms of wireless

bases, upon the list or retention of which the fortunes of the combatants depend.

At the outset of hostilities Japan’s first step was to secure the principal bases in the Far East and Western Pacific. One after the other Guam, Hong Kong, Singapore, Surabaya and Manila fell into enemy hands, in the absence of Allied naval forces strong enough to defend them. Pearl Harbour, the principal American base, was under temporary imprtant by the lightning air attack of Dec. 7, 1941. But this raid did not put out of action seven out of the nine battleships then comprising the U.S. Pacific Fleet; it may have crippled one at Pearl Harbour escaped serious damage; the ninth was under repair elsewhere.

In addition to the bases occupied in the first two months of the war, Japan now possessed the fortified island of Guam in the central Pacific and the small island of Truk in the central western Pacific, a general resemblance to Scapa Flow. This unique harbor was practically possessed by Japan when the mandate for the ex-German Caroline group, of which it is a component, was conferred upon her at the end of the last war. It is now believed to be the headquarters of the enemy’s own fleet and is thus one of the principal objectives of the Allied forces in the Pacific.

An advanced enemy base now seriously threatened Rabaul, capital of the large island of New Britain. This and its companion island, New Ireland, are dependencies of New Guinea, an ex-German territory mandated to Australia 20 years ago. Rabaul is the ultimate goal of the steady advance which has been made through the Solomons since American forces landed in Guadalcanal in the summer of 1942. Island after island has fallen to the Allies, until the northeastern coast, Bougainville, taken after the French navigator, has now been invaded. Already Rabaul is under frequent air attack, and the Americans have made many hits in its harbor. Known as Simpson Haven—having been given the name Simpson by the Japanese, who have found its use so exquisitely that they have been diverting their transport to Kavieng, in New Ireland, some distance to the northward. In the New Year the invasion of New Britain itself might be confidently expected.

Simultaneously, Australian troops continue to advance along the coast of New Guinea, with Port Moresby as their goal. Laurie, the enemy’s advanced base, falls in the same time and the Huon peninsula is now nearly cleared of Japanese. The important of the remaining New Guinea bases is Wewak, which is also being raided more heavily now that Allied forces are near. At sea, the U.S. Pacific Fleet has landed an expedition in the Gilbert Islands, a British group seized by the Japanese early in the war. These islands are believed to have been garrisoned by picked troops, who fought to the last. U.S. Marines landed under heavy fire, and lost, in round figures, 1,000 and 3,700 wounded before resistance was overcome. (See account p. 474.)

After the Gilberts, the next group to be attacked was the Marshall Islands, another evacuee from which Japan was given the mandate. Japanese warships, supply ships, landing craft, and seaplanes were in this affair. From the Marshalls and from Nauru, simultaneous threats could be directed at the Marshall, and the continual increasing inferiority in the air is likely to make it difficult for the Japanese to sustain from which of these points the attack is likely to come; nor is it easy to see how, without bringing their main fleet into action, they can effectively repel it.

H.M. SUBMARINE TAKU claimed to be the Norwegian coast and in the Aegean she has had two daring escapes from her submerged depth charge, of which the writer has a vivid recollection. The story, of course, is believed to be the source of the submarine branch of the Royal Navy.

Photo Panel 504

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Americans Blast Japanese From Vella Lavella

DEATH BY NIGHT at Vella Lavella, southernmost island of the New Georgia group in the Central Solomons (see map, p. 485, headed by U.S. forces on December 2, 1943, and firmly occupied by the Japanese in October 5. During this period of struggle the enemy tried several times to land on Vella Lavella, but Allied air and sea defenses and strength prevented it. Above, a destroyer fights fire and shell against Japanese bombers after the ship’s speed and maneuverability had been affected by engine-room damage.
Brains Behind Our Big Ships’ Roaring Guns

From the noisemaking equipment when the lookout sights the bridge or the gun crews hear the radio messages, the gun crew knows what is going on. The bridge or gun crews can adjust, if necessary, their fire to meet the situation. This ensures that our guns are always firing in the right direction and at the right time.

The gunnery officer is in control of the ships’ armament, and he directs the fire of the big guns. The gunnery officer receives information from the bridge and from the gun crews. The bridge provides information about the target, and the gun crews provide information about the direction and range of the target.

The gunnery officer uses this information to adjust the fire of the big guns. He may give the order to fire a single shot, or he may give the order to fire a series of shots. The gun crews will then fire the big guns according to the order given by the gunnery officer.

The bridge and the gun crews are always in close contact with the gunnery officer. They receive information from the gunnery officer, and they provide information to the gunnery officer. This coordination ensures that the big guns are always firing in the right direction and at the right time.
Far Over the Sea the Shells Go Screaming

BIG GUNS of our fighting ships form the portal feature of the ship’s construction. And in time of war the Royal Navy’s armament is supplied by the necessity of keeping the guns manned and ready for instant service. Instead the immense saw’sir那些 guns are in action; note their protective shield, hauncher and ponses. Trenches dug by the Chinese, shelled by our warships during an action in which a convoy was pursued from the Bay of Pigs to the China Sea, and Rockwell batteries. H.M.S. Rodney fires her secondary armament of 6-in. guns (1). Note more her central tower, top right.
Soviet Sequence: Enacted Countless Times

ON THE EASTERN FRONT at the beginning of December 1944 fighting raged near Baranov in three close sectors: in the Lower Ujesse area, where the Soviets were conquering Cheremny; in the Upper Ujesse-Sasik area, where Zhukov was inactive; and in the Lower Prugia, where the rail junction of Mezra was the Russian objective. (See map p. 40.) Machine-gun carts (1) assumed by cavalry move up to the front. Battle injured Soviet Army men (2) pass a burning German tank. The enemy routed, liberated villagers (3) return to their homes.
Guerillas Hamper German Efforts West of Kiev

INTO THE WESTERN UKRAINE swept the Red Army after the fall of Kiev on Nov. 4, 1941. Soviet tanks (1) are shown passing through a Ukrainian village, passing resistance offered by German troops. (2) Soviet armored train equipment. (3) Soviet officers discuss plans for the offensive. (4) Soviet troops search the debris of Austrian villages. (5) Soviet pioneers clear a path for their troops. (6) Soviet soldiers search the debris of Austrian villages. (7) Soviet pioneer clears a path for his troops. (8) Soviet soldiers search the debris of Austrian villages. (9) Soviet pioneer clears a path for his troops. (10) Soviet soldiers search the debris of Austrian villages. (11) Soviet pioneer clears a path for his troops.
Tough 'Recces' Race Ahead As We Invade

A

The race is on, and we are in the lead. The Reconnaissance Corps, with its 250 mechanized vehicles, including tank-ers, armored cars, with high road-speed, troop-carrying trucks, and motorcycles. Armament includes anti-tank, artillery and Grenade, and a large proportion of infantry and light machine-guns.

The Recces were in the Sicilian campaign. For reasons of secrecy the full story of their exploits cannot be placed on record at this stage of the war, but by flying ahead of the main forces they were able to secure vital information which played a big part in the moulding of our plans for such a lightning capture of that Mediterranean island.

Since they arrived in the Middle East theatre and took part in the liberation of the North African campaign, fighting with the First Army, the Recces have rarely ceased to be in the forefront of our land forces.

They were the first men of General Anderson's army to meet the Germans, and, although heavily outnumbered and outgunned, caused the enemy a great deal of trouble. Later, in the winter of 1942-3, they gained their initial fame by being the first British vanguards to enter, and hold, Gussenhof, Pant du Faux, Bass Arada, El Alia, Zaflettou, El Kef, and Deserta. One sergeant, who earned the D.S.O. during this great stage of their career, had even jotted our cocky faces into Chrysies and Beit Meharga.

The first month of the Recces in action will live for ever in the annals of the Corps, for great feats of arms were so frequent that they became commonplace. For instance, on December 4, 1942, when headquarters were at Medjez el Bab, the order came to Shoukha to extricate the personnel of a captured battalion who had been landed to raid the enemy airfield at Oueda, and had afterwards fought their way back across the hills. The entry in the War Diary runs:

"11.30 hours. Enemy contacted Ksar Tybbia. In action all but not much success against heavy armour. 100 personnel of Para Bn. found west of Medjez and 17 extracted from operational area. 1 Para Bn. entered Sousse. 18 guns of 8th Guards, 1 Para Bn. and 38 8-wheeled armoured cars seen by 1 Para Bn. after nightfall training for Pont du Faux. 18 paratroops of Pan Bn. collected at Douiha, and 6th Bn. and C squadron with support arms contact enemy near Beit Meharga. Mortar troops fired 60 bombs over farms where German armoured cars were lying. Germans appeared vastly anxious. 7th C squadron that this Corps includes in its ranks some of the most intelligent and toughest men in the British Army. The job for which they have all volunteered calls for quick thinking, accurate shooting, and a sound knowledge of their weapons. But mind one is not surprised to find that the "Mobile Commandos," as they have been so called, include many schoolmasters and journalists.

Ranks is the life-blood of the Recces as they operate so far from their headquarters, and through their efforts over the months of training, can master three different types of equipment. Every man, before "pruning out," must be able to transmit on the Morse button 12-15 words a minute. Often, too, they pick up information being sent by British planes many miles away. There have been instances of Recces units acting on information received in this manner, and in the course of events, this section has been known to have helped to save lives. The light reconnaissance companies of the German army, employed as such in this war, have taught us many lessons. The Recces are prepared to learn from any enemy advance. The Corps also captured a number of German parachute troops in Tunisia. The Army has learned to admire and rely on the hurt work of the Recces."

SYE OF THE ARMY are the men of the Reconnaissance Corps, whose work is described in the text. Here one of them, skillfully concealed against the light and shade of a richly shadowed background, scans the countryside for signs of enemy movement. Photo: Keystone

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Mobile Commandos of the Reconnaissance Corps

"Our patrols have been active." Behind the familiar terms arrangement is the silent and unassuming role of one of the Army's Reconnaissance Corps, one of the most important and least known units in the British military organization. Men of the Corps, long regarded as 'reconnaissance' units, are now playing a vital role in the fighting on the Western Front.

A party of Reconnaissance Corps personnel is seen in action in the Somme region. Their role is to gather intelligence about enemy positions and movements. The Reconnaissance Corps have been involved in a number of important operations, including the capture of the Somme bridgehead in France.

In the Middle East, Reconnaissance Corps units have been instrumental in the capture of strategic positions. Their activities have been pivotal in the success of the British advance towards the Persian Gulf.

In conclusion, the Reconnaissance Corps play a vital role in the British military, providing valuable intelligence and support to the front lines. Their efforts have been crucial in the success of the British military operations in recent years.

Photos: British Official; Times, Casy.

Right: Reconnaissance.
Frontiers of the Future: More Balkan Problems!

Ons does not always the statements whose task it will be to recall the frontiers of the war. So many considerations have to be taken into account, and if any superfluous postures are available for the job they will inevitably be rare between perfect justice in all and preference to those whose copybook has come unlimboed out of these strenuous years.

Yet in order to avoid that stinging discontent in the new and better world we hope to build up, there must be a sincere effort to deal fairly as possible with such minorities in Bulgaria, Hungary and Rumania, despite the fact that, in comparison with Czechoslovakia, Yugoslavia and Greece, they deserve to little.

Of course, it will not be possible to prevent the presence of minorities in every country, of their officials departed from Uthoos, the Ruthenian capital, at the beginning of the last war. When he returned with the Hungarian army in 1939, and saw what tremendous improvements had been brought about by the Croats, he exclaimed that they should be asked to administer the whole of Hungary for twenty years!

Just in little right have the Hungarians to request that the Rumanians, in their turn at least, and not the Croats, be given that special status. The Hungarians, however, will certainly have to adjust to the fact that a more democratic regime is installed in Budapest. There was no question about the powers enjoyed by Hungarian electors and deputies in Czechoslovakia and those of the Slovenes for Hungary. As an example of Czech tolerance, there is Ruthenia, where five-sixths of the provincial income was expended on schools, region, a river which marks the boundary between Italians and Slavs, very few of the latter, however, and equally few of the former to the east of it.

Finally, of course, must be allocated to Yugoslavia, the whole of its hinterland being Slav; while the absurdity of having Zara to the Italian crown must not be repeated through the whole of the Adriatic. Even if it is advocated that, after being demilitarized, it should be incorporated, no one knows whether this gentleman has visited Zara, when he was in P.F.R., for a minor statement—spoken—for the simple reason that Austria-Hungary established a common language as the official one in various provinces.

Zara was an exclave in Yugoslavia with not even its own water supply, so that in the event of a siege it would have to fall back on the ideal microcosms. The population fell from 35,000 to about 7,000, and the harbor was an empty between the two wars that when Mussolini sent a crew to be set up, the people said that in the absence of mercantilism to be raised from the beds which had presumably been set to name Zara’s moral.

The Dalmatian islands have a Yugoslav majority of about 98 or 99 per cent, and not one of them should be allotted to Italy. Significant Italians, such as Pro- fessor Salviati, put forward this opinion, and were for the reason sent to Mussolini to the Lipari Islands (former Italian colonies) convinced that the Adriatic is Albania’s, whose interests in Albania are im- portant to both parties; that with Greece is seen in discussion.

But it will be no acrimonious discussion if the Albanians continue the good work of cooperation with Greek guerrillas on which they are now engaged, and which has brought the Dalmatians, the Croats and the Albanians, they have successfully made forces with the Yugoslavs against the German, while in the Valona over the guerrillas have driven the enemy from Drapovica into the hills. So far, the efforts at quelling the uprising have been successful—though the Germans have sent two fresh divisions into the country.

As to Albania, the ideal solution would be for her to remember that she is in a Yugoslav land, and ask for union with Yugoslavia. This would be well received by Slovenes and Croats in Serbia. And it would just bring peace to Macedonia, that province inhabited by Slavs who, mostly, do not know whether they are Bulgarians or Serbs. For both countries have claimed them, and have not always used very gentle means in their pacifying efforts.

ADRIATIC COASTAL RADIO STATION in southernmost Albania purchased by B.K.S. skyline of NW. Across the Channel, the region of the Adriatic is seen in the right part of the picture taken 1925.) The picture was taken from the television station in Split, where in the morning of war 1914-18, was organized by King Zog 1914, and approved by Italy in 1945. Proudly introduce into Albania, there will be no question, therefore, of transplanting the "Zeekers," said in Trans- sylvania, restored to Rumania, there will probably only have to see rectifications in the west.

It is obvious that the territories overran by the Hungarians with the acquiescence of Rumania have the remotest right to Kushto, the only Albanian district which is inhabited by the smallest group of the Slavs people, and that in this region was under the Hungarians for many centuries, during which they entirely neglected it. One

The remedy of transplanting populations cannot be applied in all cases. For example, in the east of Transylvania, a predominantly Hungarian province, there is a solid Hun- garian block which has been settled there for centuries. Even if similar was the case to be had elsewhere, these people would be very reluctant to be moved, but fortunately they— at any rate, the large peasant majority—will contest under the Rumanian regime, with its Agrarian Reform, which was primarily introduced into Hungary. There will be no question, therefore, of transplanting the "Zeekers," said in Trans- sylvania, restored to Rumania, there will probably only have to see rectifications in the west.

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Fighting Leader of China's 450,000,000

For more than thirty years a power behind China's struggle for unity and freedom, and Generalissimo since Japan declared war on his country in July 1937, Chiang Kai-shek became President of the Chinese Republic on Oct. 10, 1943—thirtysecond anniversary of the Revolution, in which he played a conspicuous part in the overthrow of the Manchu dynasty. On Nov. 22, 1943, he met Churchill and Roosevelt in North Africa to plan the final overthrow of Japan. See also p. 475.
Building a New Allied Lifeline to China

Along the Salween River, on the Burma-Thai border, and in the Hukou-Hunan region north and south of the middle Yangtze-Kiang, fighting is fiercest in this seventh year of China's war. Vital to these campaigns is the new Lofa Road under construction from Assam into Northern Burma, there to link with the Burma Road supply line denied to her since the Japanese invasion. (1) Chinese troops shore up with logs a river bank alongside which the new road must run.

While On Two Fronts the Battles Rage

China’s "back door" is the Salween front, where commanders (4) plan destruction of the enemy in jungle country in which the wearing of hoods (3) as protection against malaria-carrying mosquitoes is imperative. Gone behind the line nurses tend the wounded (5). On the Hukou-Hunan front war fought from May 21 to June 6, 1943, the great battle of the Upper Yangtze-Kiang, in defence of the gateway to Chungking, the wartime capital; troops (2) move up to the fighting line.
How America Is Helping China’s Army

Under Lt. Gen. J. W. Stilwell, C-in-C of U.S. Forces in China, Burma and India, schools have been established for training Chinese troops in modern offensive warfare: signalling with sign-off, and a mortar demonstration (below). Chinese soldiers (above) cheerfully haul a heavy roller consolidating a new airfield runway, whilst a bomber of the American-China Air Task Force prepares to take off.
VIEWS & REVIEWS
Of Vital War Books

By Hamilton Fyne

his is the place to begin, because their farms are large—too large for them to work entirely themselves. The future ruler of his country was a strawberry

V

Portugal, now so often in the news, is actually a very small country. In fact, it is the smallest of all the countries lying between the two Poles. In one sense this is not surprising, for Portugal is the garden of Europe. Why this is so, and what is the real significance of it, is the subject of this article.

He was especially important about the possibility of democracy being harmonized with Roman Catholicism, but he has always been answering the question that he was asked. He was not so sure that he would be able to go on, for, as he said, "We are not so sure that we are expected to think that the poor and weak should be taken care of, that everyone should have at least as large a share as they need of the common wealth, that the masses should be assisted by education to reach a higher stage of culture and well-being, and that all positions should be open to merit."—when he approves of it. But he does not consider equally possible, and he condemns democracy if it confers privileges on any section or class. As a professor, he did not mix up politics with his teaching. He had no wish for prestige, power, or any other. He became very well known in Portugal for his views both on economic and on constitutional matters; and in 1926, when the nation's reviewer was the King's Army leader, the Army leaders then proposed that a new constitution might be put to the people. He accepted the call, but remained in power for some years.

The character of the Portuguese, on the other hand, is well known; the author, suggests, altered a great deal. He calls them amiable, serious, and cautious. He quotes other writers who say that in their cities the Portuguese talk for the love of hearing themselves; that they lack courtesy, courtesy of purpose; that they "make promises on the generous impulse of the moment, but do not always remember to keep them." The change in these city-dwellers is attributed to abandonment of the Portuguese tradition, to which the country people have remained faithful; and to the passionate eagerness of the educated to get into a government post, "to which no responsibility is attached and in which there is no occasion to any action, still less to any projected effort."

The prime minister, with Salazar at their side, are trying to break: "this new and utterly objectionable tradition," which accounts for the Lisbon cafés being crowded at almost all hours of the day by men who seem to have nothing particular to do. Salazar has spoken of "changing the mental indifference of the Portuguese people." He himself has a mind which is the opposite of that which has been described. He comes of a family of peasants. His father belonged to the middle class of cultivators, had just enough land to keep his wife and children in comfortable, below this class, and was not affected by the revolution which swept Spain in 1931. His father, who was a lawyer, wrote in a book on what he had seen in Spain, in his youth, in April 1913.

DR. SALAZAR, Prime Minister of Portugal since 1932, is the subject of the book reviewed in this article. He was formerly a professor of public finance at the University of Lisbon, and has been moved up the political ladder, first as a member of the Portuguese Socialist party, then as leader of the party, and finally as Prime Minister. This book was published in April 1913.

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(End of article)
Small Aegean Islands Lost to Allies for a Time


The fall of Cos and Leros, Brindisi and Salerno, Italy, followed the capitulation to the Germans of the Italian portion of the island of Rhodes, as shown in Top. Leros and Cos were invaded on Nov. 1 and by Nov. 3 the island was occupied by the Germans, with heavy losses to the British. The British forces were forced to give in four days later after the most intense bombing, which, because of the island's strategic location, was a severe blow to Allied forces in the area.
Crisis in the Lebanon Flares Up and Fades Out

THE LEBANON was from Nov. 21 to 24, 1943, the scene of serious crises, jeopardizing Allied security in the Middle East. On Nov. 21 the French military administration, after suspending the Lebanese Constitution, arrested the President, M. Bechara El Khoury, and all but one of the Cabinet, including a number of officers in the Lebanese Army. A deadlock had been reached between French and Lebanese over the latter's determination to make their independence — promised by Gen. Giraud on behalf of the French — a reality. Demonstrations (2) marched in protest to the British and American Legations. Motorcyclists paraded outside the town hall. At a meeting in the Town Hall of Beirut, the capital, on Nov. 23 H. E. G. Casey (4), and from right, Maj.-Gen. Sir E. Spears, British Minister to Syria and Lebanon, Gen. Reginald Dyer, British General, later moved in, days later Gen. Giraud (5) took off, and on Nov. 24 he announced the end of the "misunderstanding."
Specialist Flyers Dare Death for the R.A.F.

Not reasons of security little is allowed to be said of the work turned out by Britain's test pilots. But, were it not for the daring, courage, and desire to serve the men of the R.A.F., our air superiority would have been much less than it is today. Although every possible example of a new type plane is carried out in wind-tunnel tests, it remains for the test pilot, when the model is turned into the real thing, to see whether or not the plane is all its designers claim it to be. And it is not always a pleasant task.

I remember when Philip Lucas, 39-year-old test pilot for Hawker's, went aloft to test the strength and power of Sydney Camm's latest production, the Typhoon. Lucas, who has been a test pilot for 10 years, had piloted new Typhoons high into the air and, began to put the plane through its paces. Suddenly, without warning, the machine developed tail vibration and part of the cockpit cover split.

The test pilot who had never baled out of a machine would have been justified had he done so on this occasion. But Lucas determined to bring the Typhoon down in one piece. Far below, on the tarmacs, no one realized what a great weight he was putting up inside the cockpit—and that he brought the plane down as though nothing had happened. Quietly he explained what had happened to the engineers and led improvements. Then the test pilot again took the Typhoon aloft, put it through its paces, this time successfully, and it went into production. No wonder-ful plane is taking toll of the German Air Force in the West, and Lucas has been awarded the George Medal.

Phil, Quill, who tests Spittlers, is another able as most youngsters. He has flown nearly every kind of plane, from the lovely small fighter to the choice of a fighter plane, a perfect example of the fine type to be found among Britain's test pilots.

As well as making sure that the products of our factories are perfect, these specialists also fly captured enemy planes and discover their strong and weak points. Such valuable aircraft as the F-W 190, and certain types of M.E.s, have had their secrets probed by these disinterested eyes. Some of the most experienced test pilots have played a big part in assisting the R.A.F.'s great experts in the flying of captured enemy machines. It is Wing-Commander Wilson, whose experience in this direction is unparalleled. It is said by his colleagues that he is more at home in a Heinkel than a Wellington— but they are only joking!

- As one would expect from such a dangerous calling, many of these men pay the supreme price for their work.

Young John De Havilland, one of the founders of the de Havilland Aircraft Co., was killed in a collision between two Mosquitoes in the air near St. Albans, Herts, on August 23, 1940.

Christopher Stanilaud of Fairley Aviation Company, P. E. G. Sayer of the Gloster Aircraft Company, and Captain Leonard Baker, D.F.C., of the Martin-Baker Aircraft Company, are but a few of the gallant band of daring flyers who have also lost their lives in the service of their country. When the time comes, they will not be forgotten, and their names will live as long as others dare to fly.
Ordeal by Swift Trial for Pilot and Plane

FROM BLUEPRINT to full production of an aircraft is a long and involved process, and during this period many difficulties may arise, which may result in the destruction of the prototype. Theory and practice must be as near as possible, and each design must take into account the changes that may be required in the operational aspects of the plane. The pilot must take extra care to ensure that the plane is in good condition before taking it into the air. If any part of the plane is not working correctly, there may be a risk of damage or even death to the pilot.

Each of these reports is followed by a photograph of the plane in action, providing a visual reference for further research.

Pilots, please consult the following sources for more information:

- Manual on Flight Operations
- Airworthiness Criteria
- Operational Procedures

For further details, contact your local aircraft manufacturer or aviation authority.
Centre of Nazi War Machine Again the Target

HEART OF HITLER'S CRUMBLING EMPIRE, Berlin has now the grim distinction of being the world's most bombed city, following five consecutive night attacks. Nov. 23rd, 1945. Lancastrians line up for the run-off. Four miles above the target they are gliding unseen through clouds. Home again, a bomber (2) is guided up the runway. Air Vice-Marshal D. R. Brooke, A.D.C. Royal Canadian Air Force, greets returning Canadian crews. In Berlin itself Goring (1) urged sale.

PAGE 472 Photo: British Editorial Association Press, U.P.I. Kyodo
I WAS THERE!
Eye Witness Stories of the War

We Stoked Berlin's Still Smouldering Fires

Canadian-built bomber Q for Queenie took part in the great all-Lancaster attack on Berlin on the night of Nov. 28, 1943, when over 700 tons of bombs showered down on Berlin. It was her first operational trip, described here by a Canadian Public Relations Officer who accompanied Queenie's crew of seven members of the RCAF's Pathfinder Squadron.

Before us Berlin was marked by the white pillars of searchlights, bands of anti-aircraft fire and the dim glow of old fires which smouldered through the week-end left by raiders during the previous two nights. Behind us, after the Pathfinders' bombs had started some 3500 tons of bombs, we could see the glow from Hanover, more than 100 miles on the homeward journey.

Berlin's 55-mile area was dotted with light so that it was hard to distinguish the burning of anti-aircraft shells below from the coloured marking flares dropped by the Pathfinders, or the results of the first bomb-bursts. Pink-pimpled stars unnumberable fleets of flares crowded the sky, the streets, and the houses formed a night-time stage for a giant pageant. It was as though some great tragedy had been acted and done, with the stage lights still burning and the echoes of some buildings.

From over 20,000 feet the entire picture was dominated by numerous white flares, centered off to one side of the target area. The coloured flares of the Pathfinders stood out, sharp contrast, and new fires were almost merging the carefully placed flares.

The attack swept in from the south, and apparently caught the defenders by surprise. The approach was a steady movement from England to the target, but the return was a severe test of the aircraft's manoeuverability. The pilot hurried the aircraft into an endless series of jiggles at the target, and a few minutes to come the Reckless, and fighters appeared and were spotted by a Canadian.

As soon as the signal "Bomb away" was given, the crew pulled up, the slide-guns were loaded, and the bombs dropped.

"Q for Queenie" is one of the first of the second wave. Skipper. There's a Jerry fighter below!"

As Q for Queenie waltzed away from the bombing run a number of searchlights caught and enveloped the Focke-Wulf 190 below and to the port side of the bomber. So eagerly did the searchlight batteries concentrate their fire that the pilot fired a recognition flare. By the time the lights took up their probing again Q for Queenie was some distance away, and the wireless operator was monitoring into his microphone. "I'll bet there's 120 searchlights there right now!"

One of the crew placed his mouth against the front of the aircraft and shouted, "There goes one of ours." He pointed to the target area, and we saw a large orange ball, floating downwards under a patch of clouds, and going out.

No one spoke over the intercom, until the German voice was heard. "Jerrys just passed overhead, starboard quarter!" Soon rifle shots of searchlights came into view, and the bomber, which was steadily climbing, despite its gondolas, had reached over 30,000 feet when the navigator informed the captain. "The Dutch coast is now about 35 miles away."

"Contact coming up!" the bomb-aimer reported in a few minutes, and the plane clipped, "Here we go, boys, let's get started, everyone!" He pushed the control column forward, and the huge machine began to set down on its pinions and speed on its final leg towards home. As we crossed the North Sea the sparks from the speed engine faithfully traced the shape of the wing behind each of the four engines.

The voice on the intercommunication system became less clipped as the bomber moved off the miles, although the tail crew, with their muscle-like oxygen-microphone masks, looked through the semi-darkness inside the craft like Martians, as they checked instruments and peered intently above and below.

Keep Your Eyes Skinned!

"Take a look and see if everybody's clear underneath!" suggested the pilot to the bomb-aimer. He wanted to be sure there were no "hang-ups." A few seconds later the bomb-aimer announced: "Cone in the chicken," and someone commented: "Good show, and a darn good prang!" It was as the last possibility of aerial mishap seemed to disappear that the air-gunner declared that Q for Queenie had dropped more than "cookies" (black-busters) on Berlin.

Soon the searchlights of England were seen staining the sky, and the guns were warned: "Possible enemy planes—keep your eyes skinned!" The course carried the bomber past the lights, and the welcoming light of the home-base was seen amidst the runway markers.

"Q for Queenie calling Q. May we land?" the wireless operator asked. "Okay to land. Q for Queenie. Okay to land," replied the voice of a W.A.A.F. operator, and the first operational sortie of Canada's first lady of the air ended with an absolutely perfect landing.

Q FOR GEORGE, a Lancaster which has taken part in 15 missions, including the Berlin raid of Nov. 22 and 23, 1943. W.O. C. Corbin, of New South Wales, is at the controls.
I Left My Pots and Pans and Downed a Bomber!

As an afterthought, the writer, a Midshipman on the cruiser Atlantis, had already been mentioned in dispatches when it suffered the further declaration of shooting down a German bomber. This feat, which surprised the war-chroniclers, has won him the D.S.M.

But Atlantis was on harbour guard duty at Bizerte, North Africa. Everything was quiet, and I was among my pots and pans in the galley. Suddenly the alarm "Repeat enemy aircraft!" was sounded. I left everything and dashed to the action station as No. 2 Oerlikon gunners. Almost immediately a Focke Wolf 119 appeared out of the clouds on the port bow. It was followed by a second and a third.

They were doing an attack shipping in the harbour. I got the second one in my sights, followed him round, waited until he got within range, and pressed the trigger. I saw a stream of tracer bullets enter the aircraft ammunitions. It swerved away, lost height, and crashed into the sea. I saw a lot of smoke and water everywhere in the hangars and cargo holds.

They Bombed Us, But We Landed Our Women

Out bombers broke formation and headed straight for the ship. From the bridge I saw a stick of bombs falling towards us. I had no time to take avoiding action. One of the bombs struck the rail a few feet below where I was standing, glanced off, and burst alongside water level. The explosion rocked the ship. A gapping hole was blown in her side. Thousands of gallons of water poured into the engine-room. The stockhold filled with coal-blackened water. The bunkers between the engine-room and No. 3 hold collapsed. The hold flooded.

As we appeared in imminent danger of breaking up, I urged the officers to abandon the ship. The crew took to the boats, rowed to a safe distance, and sat at their ease half an hour, watching the ship. The commander of a corvette was standing by to return. I asked him whether he could return. "I am going back," he replied. "I asked for volunteers. Everybody wanted to return. I chose 23 men. An Admiral took in tow the 440-ton "Empress Brindisi," which was nearly water-logged. All that night, with the ship going down, the crew stood by to their posts. The next morning my crew climbed into the rescued bombers, filled buckets with the coal, and passed it aloft to be dumped around the tug. A German plane flew over. A few hours later a Liberator appeared and stood with us for the rest of the day. Enemy bombers and the tug continued in this way for five days and nights.

I Saw the Japanese Ammotied in Betio Island

I sailed with the greatest among America's new destroyers, the Johnston, from the centre of the island, bursting into explosions every few seconds. We had hit an ammunition dump. A few minutes later we knocked out one of the enemy batteries. Two other batteries, as well as cruisers and destroyers, moved into position for a planned bombardment, and for the next four hours naval guns poured a stream of glowing shells on the island.

The Flagship moved to 3,000 yards. Even at that distance it was possible to see the shock of the explosions on Betio transmitted through the water and the structure of the heavy ship. By dawn many fires on the shore glowed red into rolling masses of fire. 2,000-pounders Rained Down

Our fire slackened only a few minutes before the dive-bombers were due. This was to allow the smoke and dust to clear away so that the pilots could not see the targets. The first bombers carried 2,000-pounders. The second, in a tremendously exciting chain, they peeled off and shut to earth, pulling out only a few hundred feet above the ground. After the bombers came the nose-guns, and then the bombardment was renewed.

Lt.-Commander R. A. Macpherson, flying the Flagship's observation plane, remarks: With a little extra concentration in the key areas, and the fighter shielding of them was perfect. The Flagship was brought to within 200 yards of the shore, as a large bowl of water formed as the wave rolled by, and the massive island continued to be punished. The powerful field guns were slowly demolished, and the flames of conflict burned our faces, with occasional flashes of the terrific conflagrations.

P.O. Box C. H. Hiday, was present here and saw the explosion in the Mediterranean. Simply and with few words he tells us in this page how he saw the invasion of Malaya.

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was there! ever two knots, we brought her triumphantly into port. The port authorities asked me to teach her on a sandbank. I refused. I told them that if the ship had stayed about so long she would keep up a bit longer! We discharged the cargo into another ship.
of assault troops moved on Betio: literally hundreds of these vessels dotted the water. They seemed a formidable set of obstacles to any fleet which might approach the beach, and as a result the fighting suddenly ended. The landing craft nego-
tiated the reef against only light enemy fire. But once ashore the Marines found that the Japanese had recovered quickly. Solidly entrenched in coral and concrete dugouts, pillboxes and bunkers, hidden behind low palapas along the beaches, they opened fire with automatic weapons.

Mowed Down the Marines

The Marines had no cover. Second waves encountered even greater difficulty. Heavy cross-fire. One 75-mm gun, which was still working, totally concentrated several land-
ing hours, while light and heavy machine-
gun fire rained down on the Marines as they
Bounced 800 yards through the surf to the
shore. It was some hours before they could
penetrate beyond the Japanese parapets.

Though many of the enemy had been killed, and his major gun positions destroyed, Saturday's advances were so small and the position of the Marines so obscure that by midnight the situation was obviously critical.

We were not going to win, if we won at all, without heavy casualties. However, although the Marines barely had a toehold, the Japanese were scarcely fit to counter-
strike. Saturday night they remained below

ground, awaiting the Marines to maintain their
positions.

This led to a wave of optimism on Sunday morning. But a few hours later the situation was again critical. A Jap counter-attack had partially succeeded. By noon the Japanese were entrenched. They were
across the centre and western end of the
island, and took part of the eastern.

November 24, Wednesday, 12:45 a.m.

OUR DIARY OF THE WAR

INCENDIARIES ARE LOADED in a U.S. Army truck on the south end of Betio Island, in the Tarawa Group. South Pacific, Nov. 23. (USMC)

flew of the Japs could be got at. They were
were up to their old tricks of sniping from the
trees and from heavily protected machine-
gun nests in machine-guns, from which the
Marines had no way to get to the enemy

This was laborious and costly. All Satur-
day and Sunday the Marines had the fullest

support of naval and aerial bombardment on

ENEMY COMPLETELY AMBUSHED

They found themselves under fire of the
Marines, who had landed on Betio, and the

automatic weapons of the destroyers standing

by for that purpose.

Driven back into the hell of Betio, they
fought like rats in a trap, and fought as
only desperate, well-trained men can fight. General Smith announced early this morning that

complete annihilation of the enemy could

be expected by afternoon. He was right.

Around noon word went out from Betio that
the island had been officially declared "secured."

December 1, Friday, 12:30 a.m.

Flashback

1939

November 23. Helsinki bombed in first day of Russo-Finnish war.

1940

December 20. Italian troops captured by Greek troops.

1941

February 27. Italian garrison at Gallipoli (Anatolia) surrendered to Greek and Italian troops.

November 28. Rutter-on-Dan rescued by Russians.

December 7. Allied forces forced German withdrawal in Tobruk.

December 9. German troops re-occupied Tobruk.

December 17. Allied forces forced German withdrawal in Tobruk.

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December 17. Allied forces forced German withdrawal in Tobruk.
EAST MEETS WEST IN PACIFIC VICTORY CONCLAVE. The Conference, which ended on Nov. 26, 1943, after five days, intimate examination of the strategic approach to the complete defeat of Japan, had Mr. Roosevelt, Mr. Churchill and Mr. Macmillan, President of the United States, Prime Minister of Great Britain, and Generalissimo of China (See U.S. H. R. 1460, Mr. Roosevelt and Mr. Churchill, and their advisors, assembled at Changchun in the Ching-Chu-Hsiang area to cooperate for four hundred. Composition of the delegations showed that the conference was mainly of a military character, and the official announcement of the conclusions reached, made in Cairo on Dec. 1, revealed complete agreement among the Allies. Pressure on Japan is to be increased and sustained until the Japanese government has disavowed all territorial claims, and has taken by violence and fraud. The Japanese government has disavowed all territorial claims, and has taken by violence and fraud. The Japanese government has disavowed all territorial claims, and has taken by violence and fraud.
THE WAR IN THE AIR

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

Thrcc important developments have occurred in the air war which are curiously enough, representative of the all-embracing nature of air power. In Germany, Berlin has been heavily bombarded. In Italy, the Eighth Army's attack on the Sangro front broke through the strong German winter defense line carved out of rock, after artillery and air bombardments of which it was stated that the air element was not much less effective and accurate than the gunnery element. In mid-Pacific, the U.S. Pacific fleet, led by a United States amphibious task force, after an air bombardment of the Japanese holding force as great as one of the bombardments of Berlin (see story on page 474).

Here are illustrated the three sides of air war—the independent strategic action, the preparation for the advance of an army, and the cooperation for the employment of a naval amphibious force. There is no other service capable of this universal action.

No force but an independent air force could bomb Berlin as Bomber Command bomb in (see pages 473-474). The United States Army Eight Air Force based in Britain for the bombing of Germany and occupied Europe is an independent strategic air force, too, detached from the army. The difference between Bomber Command and its American opposite number is that the British force is organized and provided for by a separate Ministry, whereas the American force is organized and provided for by the War Department. In action there is no difference, and in this war the U.S. Air Force is moving towards a separate air force organization, despite the opposition of those whose interests or ideals do not demand a complete separation of the air from land, sea and sea, and at sea who are, before the war, fought tooth and nail to secure the largest shares in the defence votes; and by that very action were responsible for the mobility of the Air Force to do more than it was formerly able to do during the early part of the war.

Yet the technical deficiencies in the land and sea forces were greater than in the Air Force. The British Expeditionary Force went to France without a single gunboat, parachute troops, or tankers. What use were the Prince of Wales and the Repulse, or the guns of the naval defense of Singapore? Why did the Hoa Blow up when the Bismarck was so difficult to sink? What proportion of Italy's navy was crippled by aircraft, and what by ships? Who was Germany winning the submarine war, and why? Is the Air Force really getting cracking on the job? And what could the Army have done if the tanks had been lost to the Germans and the Army, as Mr. Churchill said, been deprived of its shield, its picture, its teeth? If there is any policy which can be said to have saved Britain in the war and brought about the turning of the tide, it was the policy of the independence of the Air Force.

The guns of the present-day British army are extremely accurate. They are numerous. It is a remarkable statement that the barrage provided by the Air Force was almost as effective and as accurate as that of the mortared guns upon the Somme trenches before the War broke through. While those who have been associated with the Air Force service have said that the power of the air service to hit has been shown in the destruction of the enemy's air force, the power of the Air Force has been shown in its strategic power. The power of the Air Force has never been doubted that the accuracy of the air bombardment would eventually equal that of gun bombardment. But here is the evidence of proof in support of the belief of those who know the air.

But there is more in air bombardment than this. The aeroplane is the most mobile of all weapons. No army can retreat fast enough to escape it. They may pull out of range of the guns until they decide again to stand, but they cannot pull out of range of air bombardment. Thus, taken in the aggregate, before fighting and after the battle, the tactical air power must be at least as great in, or greater than, the artillery in its effect upon the enemy. And that does not take any account of the field strategical air force, which, being the action, begins to cut the lines of communication with the enemy army by its attacks upon railway bridges and depots, ports, shore, locomotives and rolling stock, and factories and dumps. Nor does it take into consideration the accurate photography from the air which makes the whole plan of action possible, and which

PRESSEIS THE BUTTON that olands death-dealing rounds. This is a Mark 14 Bombing Sight. (Photo, Enrico Guzzani. Copyright)
They Trod the Path of Duty to its Glorious End

P/O E. R. TRIGG, D.F.C., R.N.Z.A.F. (above) awarded the Victoria Cross for an exploit cited as "an act of heroism, daring and devotion to duty in the face of grave peril, which serves as a splendid example to his comrades, and is an inspiration to all." (After a British Official Photo)

P/O. W. E. NEWMAN, R.A.A.F. (above), in 15 operational sorties over New Guinea, from May 10 to March 1943, prevented many German and Japanese breaches of our defenses by destroying targets in the face of intense aerial and ground fire. For his outstanding services, he was awarded the Distinguished Flying Cross. (After a British Official Photo)

Capt. A. L. AARON, D.E.M., R.A.A.F. (above), posthumously awarded the V.C., was an example of devotion to duty which has seldom been equalled, and never surpassed. He was killed in action over New Guinea on May 5, 1943, in the face of intense and continued enemy fire. His action put the mixed force out of action and saved an Australian transport under attack. The navigator was killed and many of the crew wounded. Aaron himself was badly hit in the leg and arm, but after a short time, he ordered his crew to leave him. He managed to keep his aircraft under control and landed it in a burning field near the enemy position. Aaron was awarded to the rear of the barrage and treated with morphine. He refused to leave, and the gunners continued to fire. He then ordered a rear gunner to pour his machine guns into the enemy position, and the gunner did so. Aaron was then ordered to leave the aircraft, but he refused, and continued to fight until the last. He was awarded the Victoria Cross posthumously, and is remembered as an inspiration to all.

Capt. A. L. AARON, D.E.M., R.A.A.F. (above), posthumously awarded the V.C., for "an act of heroism, daring and devotion to duty in the face of grave peril, which serves as a splendid example to his comrades, and is an inspiration to all." (After a British Official Photo)

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Ready for Battle They Drop from the Sky

POLISH PARACHUTE TROOPS train to take their place in the great all-out Allied offensive against the common enemy. Having safely landed from the heavy-carrying plane and disengaged themselves from their descent apparatus, they rush to where the big container, borne on its own parachute, has fallen. Packed in the container are weapons, arranged for easy assembly, plus ammunition and other items essential to the previously planned operation, which, all going well, can be unloaded upon within a minute or two of touching earth.