HANDLING HER BOAT-HOOK like a professional barge is this girl now training under a Ministry of War Transport scheme designed to make still greater use of our inland waterways for carrying vital supplies when the Allied Western offensive opens. Barges work in pairs, with a crew of three each; six pairs of boats on regular runs are now operated by women. An average of 24 days, and crews occasionally work a 36-hour day.

Photo, Associated Press
A Homeland Tour With Our Roving Camera

VISITING TROOPS in Yorkshire, our indomitable Prince Mikhaelev, leaving a recent invasion, tour a motor show at the Timperley, and tank base in search of a tank demonstration. The event fulfilled a long-standing desire of Sherman tanks and their crews to impress the nation in Western Europe.

BRITAIN'S LATEST TANKS, the Crusader, the finest weapon of its kind, are now being taken off the secret list, though doubts the enemy is as well enough to use, pending its appearance at the battlefront. The Crusader tank, armed with a 75mm gun, is equipped as a three-man vehicle. The average British cruiser tank's weight in 1917 was the combined weight of a 12-ton Army tank: the Crusader's weight, 48 tons. Arrangement of turret Normal upon was extensively lighter.

IDENTITY CARD CHECK-UP by police to ensure that new security restrictions, imposed early in April 1944 (for operational security reasons), are complied with. Everyone over 15 in the UK, regulated areas, is required to produce their card to any constable or member of the armed forces on duty.

THE 1000hp Rolls-Royce Merlin, new engine is being finished off during to two workers who have been assigned to the Merlin for three years. The Merlin, designed to build the new Spitfire, some engines, has already been built in thousands. In the world, the Merlin has been used to 30 different types of operational aircraft.

FAMOUS VICTORIES, such as the Battle of Britain and of Poland, were commemorated by these tankers around the 25-mph base of the Scots Greys tank unit, in Timperley. Their tanks are the Thirty-second St. Ermin's Churchyard, in Hurlingham, Dorking, England.

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THE BATTLE FRONTS

by E. Reyston Pike

ITALY In the encyclopedias Cassino's battle is due to the passion of a Benedictine monastery founded by St. Benedict itself in A.D. 529. But the history books of the future, however, Cassino will have a place because of the furious and bloody battle that was waged in and about it during the spring months of 1944.

By the middle of January the massive rock on which the monastery was perched, and the town in the valley below, had come under heavy range fire from the German guns. Regardless of the fact that Cassino was one of the least important towns in Italy, why, indeed, should the exponents of German prowess have consented for such sentimental trifles? - the Nazis made the monastery hill and its surroundings one huge stronghold, scored with trenches and gunpits and tunnelled through with galleries in which men and guns might lie hidden, out of reach of bombs and shells.

The first attempt to take the place by flanking movements and by frontal assault by the British 2nd New Zealand Division, in the opening hours of January 16, required a force of 18,000 men to reduce about 1,000 defenders. The 97th Division was thrown into the attack early, but was held up by the enemy's defences. The attack was renewed in the afternoon by the 2nd New Zealand Division, but failed. The British New Zealanders were quickly reinforced, and in the early hours of January 17, the New Zealand Division reopened the attack with 14,000 men. They also failed.

A noon after the monys' formidable walls had been stormed, a British officer, who had seen the fortress from the hilltop, said, "It's the turning of the town trapping the position of Cassino. 1200 British and New Zealanders were killed or captured. Even the 14th Division, which had surprised the defenders by a night attack on the north side of the town, was forced to withdraw under the enemy's fire. The town was taken and held by the Germans.

By noon on January 19, the British had renewed their attack on the town, but were forced to withdraw in the face of a heavy German counterattack. The British 2nd New Zealand Division was thrown into the attack in the early hours of January 23, but was again driven back by the German counterattack. The British had to withdraw from the town and Cassino was again in German hands.

In the north Marshal Zhukov's 1st Ukrainian Front smashed the German lines in and about Tarnopol and developed a threat to Lwow. On March 19, Moscow's gun salvoes marked the capture of Kammer and in the next few days the Russians made an advance of 40 to 60 miles to reach the Dniester at Zaleschik, some 63 miles south of Tarnopol. Crossing the river they rapidly advanced to the north and south of Lwow. At the same time they stormed Kolomyja, 45 miles to the northeast, on the upper reaches of the Pruth and very quickly a huge stream of the river's eastern bank was in Russian hands. Here Zhukov's men were in the foothills of the Carpathians, were completely cut off, and their retreat was to be a tale of rout and rout, to be haunted by the garrisons to retreat, their liberators by little-known trails through the forest.

QUANTITATIVE as was the advance of the 1st Ukrainian Front, it was paralleled by great success on the part of the 2nd Ukrainian Front under Marshal Konev. In a week the Russians in this sector covered a hundred miles from Uman, reached the Dniester and crossed it on a broad front. Besarabia became a battle area, and with swift, savage thrusts Konev drove across the lowlands separating the Dniester from the Pruth. There he linked up with Zhukov on his right; and together the two great Red Army groups created yet another river which only the strategists thought possible, the Dniester. Meanwhile, Malenkov's 3rd Ukrainian Front had been fighting its way through Nikolayev captured on March 30 towards the Black Sea shore, to within little more than 20 miles of Odessa. On April 2 great masses of smoke rising from the cities of the region, the destruction of German attempts to destroy their stores and factories, scattered and dispersed behind the Russian lines. The city fell on April 10.

German resistance was virtually destroyed in the north of Ukraine by the first week of April. Now it was the turn of the south to feel the force of the Red Army. On April 11, the Red Army launched a major offensive in the south of Ukraine and the Russian troops crossed the Danube and reached the shores of the Black Sea. The city of Odessa fell on April 15.

RUSSIA As March drew to a close the Russian offensive gathered momentum with hardly a break. In the south, the Prigo marchers, opposed, entered to the disarray of the city of Nikolayev, the German invasion under Manstein and Konev were engulfed or swept away or pushed back by the Russian tanks and apparently indestructible lines of men.

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Interludes of War on the Main 5th Army Front

REST AND RELAXATION are provided for some of our men on the main 5th Army front in Italy by a mobile encampment. The front line in the background is just ahead of the N.A.P.L. in brown overalls. (l.) They might almost be at home. To our forward infantry frequent change of scene is vital for good health. (t.) A tank and a field radio unit for washing and drying them. (r.) Tank units which carry supplies to 5th Army forward positions are tended by Italian purchased. (c.) Episcopal workers have done good work with tanks. (below) A repaired bridge. (r.) Radar is swept with these searchlights. Above Cavone are these field radio apperars. (l.)
No Rest for the Westward-Driven Wehrmacht

LED BY RUSSIA'S ABLEST COMMANDER, Marshak Zhukov (1), the 1st Ukrainian Army reached the battlefront of Czechoslovakia on April 8, 1944. Columns of retreating Nazis head westwards on a snow-covered Russian road (1); building advance motor transport, the Germans make use of horse-drawn vehicles, and across the Priput River enemy troops are aroused in rubber rafts (1). A shell (2) is raised in the breach of a Soviet long-range gun on the White Russian front (3) to batter a distant position.
**THE WAR AT SEA**

by Francis E. McMurtrie

Since she was disabled by torpedoes from British midget submarines last September, little had been heard of Germany's largest warship, the 45,000-ton Tirpitz. It had been reported from Swedish sources that other vessels were constantly alongside her, presumably engaged in the patching of the damage. To effect more than temporary repairs it was necessary to raise her to a weather deck without putting her in dry dock; and there is no dry dock big enough to take her nearer than Kiel.

In March, the Hamburg-Fallschirmjäger were sent to Monte Rous, of 14,000 tons gross, was reported to be in Kiel. With the深入 the farther end of Allenfjord where the Tirpitz has been lying for many months past. On the forecastle. Sixteen bombs struck her in all. Large explosions were seen near the mainmast and on the forecastle. Anti-aircraft fire was met from the Tirpitz and from shore batteries throughout the operation, but when the last aircraft went in, the battlecship had stopped firing. When last seen the Tirpitz was on fire amidships.

**A GERMAN account of the operation alleges that 14 British aircraft were brought down, a gross exaggeration. In fact, only five Barracuda bombers and one fighter failed to return to the carrier; a low price to pay, especially for the destruction of the enemy's most important fighting ship. A further enemy claim to have sunk 14 British escort vessels in the Allenfjord is not true.**

March 30 the Monte Rous sailed for Germany. Taking with her, it is suspected, the salvage equipment and skilled workmen who had been engaged in making the battleship ready for sea. On her way south, not far from the Norwegian port of Narvik, the Monte Rous was attacked by Beaufighters of the Coastal Command. She was torpedoed twice, the second attack being made after midnight, March 31-April 1, by units of a New Zealand air squadron. Though the ultimate result could not be observed, there is no doubt the liner was sunk.

**A項A**

The departure of the Monte Rous, the Tirpitz prepared to follow her. As she was about to get under way, towards dawn on April 3, massive attacks were mounted by the British Fleet. The Tirpitz was the first British battlecruiser to fly the flag of the Fleet Air Arm, flying from carriers of the Home Fleet. These carriers were supported by other ships under Vice-Admiral Sir Harry Moore, the second-in-command of the Home Fleet.

In the first attack the Tirpitz was hit by heavy and medium-sized bombs at points near the bridge, amidships, and forward; in the second, an hour later, hits were scored near the after turret, amidships and on the forecastle. Sixteen bombs struck her in all. Large explosions were seen near the mainmast and on the forecastle. Anti-aircraft fire was met from the Tirpitz and from shore batteries throughout the operation, but when the last aircraft went in, the battleship had stopped firing. When last seen the Tirpitz was on fire amidships.

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Swedish reports suggest that the Tirpitz incurred some 100 casualties, which may well be true, since she was apparently engaged in unloading ships, and would therefore be crowded with many of them on the upper deck.

Though it is improbable that injuries sufficient to prevent the ship from steaming can have been inflicted, it may be assumed that the gunnery control system was put out of action, and other serious damage done that would reduce her fighting power very considerably.

This is the first time that Barracuda aircraft have taken part in an operation of first class importance, though it is known that they have been coming into service with the Fleet Air Arm for some time past. This new type can be used for either bombing or torpedo attack, as well as for reconnaissance, and it may be expected that the fighting power of the Tirpitz would be considerably reduced in the event of a second attack.

**Excluding fighters included Seafires (a naval variety of the famous Spitfire), Corsairs, Hellcats and Wildcats, the three latter being of American build and design, though flown by British naval airmen.**

It is just four years since the last successful dive-bombing attack was delivered by British naval aircraft against a German warship in Norwegian waters. On April 9, 1940, the cruiser Königsberg was sunk in Bergen harbour by Skua aircraft.

Admiral Sir Bruce Fraser has received congratulations from the King and from the Prime Minister on the success of this operation. Since he became Commander-in-Chief of the Home Fleet a year ago the Tirpitz has been put out of action twice; her consort, the battleship Scharnhorst, has been sunk; and a number of convoys have been escorted to North Russia without serious loss.

It may be questioned whether the Tirpitz will ever return to Germany again. Should Fleet Air drop out of the war, as seems probable, the German grip on North Norway will soon have to be relinquished, and if the great battleship cannot be brought away she may have to be scuttled, like the Admiral Graf Spee in the River Plate in 1939.

RESERVES for Destroying New U-Boats.

Germany's few remaining surface warships comprise the dismantled battleship Gneisenau, which can be written off for practical purposes; the two "pocket battleships," Lützow and Admiral Schleuen; and six cruisers, the Admiral Hipper, Prinz Eugen, Nürnberg, Leipzig, Köln and Emden. There is also the aircraft carrier Graf Zeppelin, but she has never been to sea. All of these are believed to be in the Baltic, where their inactivity gives rise to the suspicion that their complements are being used as a reserve from which officers and men can be drafted to man new U-boat commissioned to replace the heavy casualties of the past fifteen months.

The Pacific side continues to run strongly against the Japanese. It is considered that some 100,000 Japanese troops in New Guinea, New Britain, New Ireland, the Admiralty group, and Bismarck-ville have been abandoned to their fate by the High Command in Tokyo. It is merely a question of time before they, too, as all of them are wiped out or left to starve, in the absence of reinforcements and supplies. Occupation of more and more of the various groups of islands lying to the northward make more remote any further reliance. Most of the Marshalls have now been taken by United States forces, leaving in enemy hands only four islands of any importance in this group.

**Frequent attacks were made by the U.S. Pacific Fleet during March and April on atolls in the Carolines, Marias and Palau groups. In the course of these operations, including the充满了 warfare of mid-April, two Japanese destroyers and a medium ship were sunk, and a merchantman was damaged by a torpedo from an American submarine.**

The most important Japanese strongholds in these groups are Truk, Yap, Guam, Saipan, Palau, Tala, and Babelthup. Of these, Truk is the last-named is distant only 600 miles from the Philippines, and it is almost certain that American troops and used as an airfield and naval base might prove a threat to the safety of the Japanese гарнисур there. That this possibility is already causing alarm may be inferred from the fact that an air attack has reportedly been given to have been given in Manila, capital of the Philippines, early in April.
Pontoons Linked Landing Craft with Kwajalein

SEA TOO SHALLOW FOR LANDING CRAFT heading Kwajalein. In the Marshall Islands in the Pacific, on January 31, 1944, was bridged by material overcome, across which U.S. troops proved to beat the Japanese. Transport of bulky material components of which there are several types, and quickly restoring the area required in the manner of Navy engineers; to the labor at the landing, under fire, spectacular triangles of the fighting men not subsequently are fore. See also Illus. p. 916.
Little Rescue Tugs are Winning Big Victories

In accordance with traditions of the great Great Service, the tug fleet of the Royal Navy pursues its work of saving stricken ships and their cargoes with the minuteness of clock. Below is the achievement of the men who daringly asserted almost craft to fight the following account, by Howard Johns, is therefore of special interest. See also listing page.

For success of security little is ever said about the great work being carried out by salvage tugs of the Royal Navy. One chance word might give the enemy a line to work upon and result in our losing a valuable ship, trained seamen, and a cargo worth thousands of pounds. The war's "little tough guys" of the sea work hard and often, in fair weather and foul, with even less praise than it bestowed upon other branches of the Service.

Under the command of Captain C. Walsden, C.B.E., Captain-in-Charge Rescue Tug, some of the greatest sea stories of the element also sometimes seem to fade with the Germans. But by reason of grim determination and tremendous skill they seldom know defeat. Scores of Allied ships claimed by the enemy as run aground, submarine or air attack have reached port safely and unharmed, thanks to our quick-thinking tug skippers.

Before the war Holland specialized in salvage work and owned a fleet of tugs that were in great demand. Many, I am told, came to this country when Hitler invaded Holland. Since 1940 the tug fleet of the Royal Navy has been developed and many new units added to the already "tough," including the 16-knot Brigade type with 4,000 H.P. engines. When things were very black, American men over tug to assist our hard-pressed maritime forces, including famous film Fugitive Artist.

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The men of the tugs come from the ports around Britain, from the large and the small rivers. The last few years have blurred many a man's face, and in the course of extensive travel rarely have I met a happier set of men than those who serve aboard the tugs. One of the best-known leaders is Rear-Commander Harold Osbourne, O.B.E., R.N.R., Senior Master of Tugs. In the last four years at sea he has salvaged 40,000 tons of shipping and saved cargoes worth many thousands of pounds.

In the course of his valuable and daring work the Commander has had some unusual news. For example, on one occasion he was sent out to the assistance of a Sunderland flyboat believed to be in distress. He
They Salvage Torpedoed British Merchantman

Salvage officer and tug captains go into conference (1), planning in the last detail how to save a torpedoed cargo vessel. Operations started under cover of night and the little tug of war in (2) is a picture that will remain in the memories of the crew, whose lives were saved with much that's worth a fortune.

It's a matter of time before the mechanics from the little tug of war in (2) can save the cargo vessel. This book is a treat (3) and not only contains stories of the tugs themselves, but also narratives in facing page.

Photo: Reuters.
Street Fighting Taught Amidst Italian Rubble

LESSONS IN STREET FIGHTING are part of routine training. A section advances from behind the cover of a battered wall (2) and picks its way to the first house.

U.S. TROOPS CO-OPERATE with British in similar training in England. "Everyman" about to clear a house (3) at a street corner. A British Bren gun group (1) makes a cover assault, while another Bren is taken on the top floor of a house by a soldier who uses ropes and grappling-irons to scale the wall (5), and an American follows him up (6). This method of climbing is known as "By-walking." A soldier in the group behind is checking smoke for snipers (4).
Britain's Colonies in the War: No. 6—Trinidad

Important contributor to Allied war supplies pool is Trinidad, separated from Venezuela, S. America, by the Gulf of Paria, which forms an almost landlocked harbour capable of containing all the navies of the world. Trinidad was discovered by Columbus on his first voyage in 1498; it became a British Crown Colony in 1873. The island produces 2,416 wells producing over 2,000,000 gallons a year. Pitch, from which asphalt is made, is also produced in large quantities. About 3,000,000 lb. of pitch is annually exported, mostly to the United States. Some 1,500,000 barrels are produced and marketed at Union Wharf, most of which goes to the Navy. Trinidad has given many men to the Forces, and they serve all over the world. Decorations given by men of the island include the M.C., two D.P.C.'s, and six D.C.M.'s. There is a sugar industry of large proportions. One of the oil-wells (1) producing for capacity for the United Nations, and the largest sugar refinery on the island. (2) shows a rope-raked-way (r) in ship-wafting at the jetty 40 barrels of valuable pitch-asphalt from the famous pitch lakes in S.W. Trinidad. 144 acres in extent. Holding the R.A.F. standard at a commemorative service to the Battle of Britain held at Piarco airfield (p) is Acting Governor A. B. Wright.
Honoured Rest at the Last for the Fallen

It is true that the imperial list of the powers to accord to those who have given their lives in the war the responsibility of the Graves Registration Service and the Imperial War Graves Commission. ALEXANDER GILKES explains here what the work of the special suits concerned with internment, and the marking and maintaining of the last finished resting places.

In Madagascar the work of making permanent cemeteries is progressing. In Abyssinia the Foreign Office last year arranged for cartographic negotiations with the Ethiopian Government concerning the care of British war graves. In Palestine and in Syria new cemeteries have been opened. From Egypt the desire of the present war have been buried in the British Naval Cemetery at Tripoli (Syria) where it can be seen in the Great Victoria and H.M.S. Cressy Cemeteries. British relatives placed new crosses on the graves of Allied soldiers who fell during the 1940 campaign, at the cemetery in Blakenhambere. Freunds Dykes have planted British graves in their country with roses and tulips.

News from the Continents of Cemeteries containing the graves of the last war indicates that there has been no vandalism, although (necessarily) some neglect. Other headstones have been damaged or destroyed by weather, and the burials have been marked by the authorities with wooden crosses. Most of the number of 137 cemeteries and memorials have been interned.

Because of the air war, many men engaged on active service have died in Britain. The Commission is responsible for all war graves in Britain and has marked with wooden stones in various services, 1,100 Service plots and memorials in cemeteries to the plots and memorials, all nationalities in Brookwood, where there is a U.S., D.S. Military Cemetery, and a Canadian Section, 50 Canadian brought back from Europe with maps and crosses from the time of the centre of the 1914-1918 Canadian plot. There are new sections for Belgians, Czechoslovakians, French, and Polish graves.

In Service plots, marked in the same way, are the graves of Nursing Services, W.R.N.S. in A.T.S. and W.A.A.F. They have not been grouped separately, and the Commission has found that absolute equality of treatment has the full approval of the Service and the relatives.

The nature of this war has led to more civilians than Servicemen being killed in Britain. About 50,000 men, women, and children have been killed by bombs. The Imperial War Graves Commission does not mark their graves, but it records each one, and with the aid of relatives it has compiled a list, country by country, of three leather-bound volumes with names and dates have been deposited in Westminster Abbey. Copies are available for the consultation of the public in London, Edinburgh, and Belfast.

At the end of the 1914-1918 war the Imperial War Graves Commission was faced with the gigantic task of finding permanent resting places for 1,100,000 dead who were buried in 100,000 different places. Now, under the Vice-Chairmanship of Lord Cawley, the advantage of expressing the idea we may be confident that when temporary monuments’ construction and the planting of the cemeteries has been completed, these will be worthy of the cause for which the fallen gave their lives.
Here Repose the Brave Who Gave Their All

A SIMPLE STONE marks the valiant deeds of men of the 8th Army who fell and were buried at Messapicco, an important Italian village on the River Sevra, captured on Nov 30, 1944. On the 8th Army's left flank, troops of the 79th Division and 4th Polish Division worked closely with the 8th Army to capture Messapicco with great dispatch between November 1944 and April 1945 as part of the 8th Army's advance from the Mardan area to the coast. Messapicco holds a special place in the history of the Canadian South African Highlanders of the 8th Army. PAGE 749

Photo, Welsh Official
How Do We Stand in the Burmese War Zone?

During the past month the Allied and Japanese forces in the Burmese war zone have been very active. In some six weeks, with the commencement of the monsoon, the campaigning season in Burma will have come to an end. It is now evident that, while an invasion of German-occupied Western Europe is still pending, a large "semi-occupied" offensive is being fought by the Japanese in Burma and the Burmese-Japanese war of attrition is not possible.

Instead, early in December 1943, American-equipped and trained Chinese forces under General Joseph Stilwell launched an offensive against the Japanese at Myitkyina, the termination of the railway from Mandalay and Rangoon, while the ultimate aim is to link the Burma Road with Ledo in Assam by means of a motor road. The aim at Myitkyina is also of immense value to the Chinese Air Force Command.

In this attack the Chinese have met with a fair amount of success. Their main line of advance has been down the Hukawng Valley, crossing the Patkai Range via the Paungoo Pass. The town of Maungkaw in the valley is now in their hands and they are operating in the neighbourhood of Shadawng, which is occupied by the British. From Shadawng a fairly good metalled road, 40 miles long, runs to Moggang, which is on the Mandalay-Myitkyina railway. To the north of Myitkyina a British column composed of Gurkhas and Burmese was advancing on the Japanese, who were dug in on the heights north of Myitkyina.

It must be remembered that Northern Burma is a mountainous and sparsely populated country, and even after Burmese, who, in turn, overran the Japanese were never able to clear this part of Burma of enemy emplacements and Japanese prisoners, who held strong positions in some sectors.

To prevent hard-pressed Japanese forces from the North from retreating to the Japanese north-eastern front and receiving reinforcements from Mandalay by north-eastern front and receiving reinforcements from Mandalay by river or overland routes, the British force was composed of arms and supplies, under the command of Major Wadding, was dropped, according to the Japanese, near Katha 100 miles south of Myitkyina. The British also managed to construct an air strip there for use as an emergency in a precarious position. But these military operations in Northern Burma cannot be interpreted as being part of any major campaign to reconquer Burma. Their main aim is, perhaps, to open up communications with China.

On April 3, 1944, it was announced that the Japanese had launched their expected counter-offensive, when the American and Allied troops and the air strip which had been established there, fell behind their lines. An attacking force of 200 of the enemy took up position a short distance north of the landing strip, which was used by Dakota transport planes bringing supplies to the Allied columns. Early in the fight, which lasted throughout both days, the Japanese gained control of the light place defensive area, but were later driven out. Only one small party was found to have been destroyed or rendered non-functional. The British and American wounded were assisted into the rear, and the British and American troops were able to fall out and amil a hail of bullets from the enemy. The Japanese were then routed

JAPANESE IN TUNNELS

It may appear from evidence that the Japanese have been making painstakingly slow progress in the north, but this is due to the fact that the Japanese are difficult to dislodge from their trenches.

The Japanese have launched a number of well-organized attacks against the British, and have made some progress.

HELD UP OUR ADVANCE

The British company had to use scaling ladders to scale the enemy's trenches, and the railway cutting, and observation of the enemy's movements on the railway lines, was almost impossible through the clouds of dust and smoke.

It took a day to bring direct fire to bear on the trenches, and British tanks were able to send a few rounds into the trench without effect.

The Japanese were then routed.

This is what happened just before the capture of the tunnels. The Japanese troops were finally routed.

NORTH OF IMPHAL, on April 13, 1944. Japanese troops were making painstakingly slow progress in the north, but this is due to the fact that the Japanese are difficult to dislodge from their trenches.
Jungle horrors are increased by extreme difficulties of terrain encountered by our forces now engaged in Burma. Rivers may help to solve transport problems; a supply barge (top) navigated by native borneo plane between densely wooded shores. Water, too, is no occasion the best path to follow: jungle-wise Kachin scouts (bottom) make knee-deep on the trail of the Japanese. They are led by a U.S. sergeant (left foreground). Regular Allied troops follow the scouts.
New Roads for the Jungle Fighters in Arakan

Indian Air Force co-operation with the R.A.F. to support troops: Sqn-Ldr Mehar Singh (1) shows a photo-mosaic of enemy territory, prepared by his squadron, to Air Marshal Sir John Boydell. Engineers have succeeded in rebuilding or improving a number of roads in Arakan: Indian carriers (2) move up with war materials and return with Allied wounded. Chinese warships are inspected by Admiral Lord Louis Mountbatten (2, centre) and Generalissimo Chiang Kai-shek.

Supplies Arrive by Air for Guerilla Columns

Playing a significant part in the jungle campaign in Northern Burma are airborne troops; their brilliant commander, Maj.-Gen. Orde Wingate, was killed in a plane crash on March 24, 1944. Where other means fail, food and ammunition are taken to the Allied guerilla columns by air and dropped by parachute (1). Commander of the 15th Indian Division on the Arakan front is Maj.-Gen. H. R. Briggs, D.S.O. and bar (3), seen studying a map on the steps of his caravan headquarters.
**Tanks and Mules Move up on the Burma Front**

British and Indian troops of the 14th Army scored a signal success when they turned encirclement of the 7th Division by Japanese in the Nghia-bauk Pass area into a great victory, on Feb. 26, 1944 (a Gen. Grant tank [top] manned by the 25th Dragoons which helped to blast enemy positions). The steep pass is surmounted by a mule convoy (bottom) which delivers urgently needed stores, including radio sets whereby communication is maintained between widely separated columns.
VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyle

Wt talk a lot about terrifying developments in machinery for killing that have gone on in the last day or two, but nothing has really changed the world as completely as the medical advances made during the war. Thousands of lives have been saved in the last year. The figures are staggering. The American Medical Journal recently announced that they were going to report 26,000 cases of war wounds, and it was estimated that 20,000 of these were fatal. It is difficult to believe that such a thing could happen. But it did, and today we have to face the fact that the war has changed everything. The medical profession has made tremendous strides in the field of surgery. They have invented new instruments and techniques that have saved countless lives. The field of anesthesia has also made great advances. The anesthetics used now are much safer and more effective than those used in the past. The post-operative care of the wounded has improved, and the mortality rate from operations has decreased. The treatment of the wounded has also been improved. The use of antibiotics has been a great boon. They have saved countless lives that would have been lost otherwise. The psychological care of the wounded has also been improved. The mental strain of war is a great problem, and the medical profession has made great strides in understanding and treating it. The war has also led to the development of new medical specialties, such as plastic surgery and orthopedic surgery. These fields have grown tremendously in the last year. The war has also led to the development of new medical technologies, such as the x-ray and the blood transfusion. These technologies have been used to great advantage in the treatment of the wounded. The war has also led to the development of new medical knowledge, such as our understanding of the causes of disease and how to prevent them. The medical profession has made great strides in the last year, and we can expect even greater advances in the future. The war has changed the world, and the medical profession has played a major role in that change. We can be proud of the work they have done, and we can look forward to even greater advances in the future.
Sweden Looks Anxiously to Her Home Defences

**Kingdom of Sweden** unprepared. An airborne occupied Norway and preparations, measures and an annual iron ore production of 14 million tons, both long desired by the Germans. Should the latter violate her neutrality, Sweden's ports will be blocked by neutral ships. Banning Sweden's attitude is a modern army, a modern navy and a Navy and Air Force of considerable striking power.

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Street fighting in Stockholm, Sweden's capital, carried out as an exercise on March 17, 1941, was closely watched by Ministry of Defence, O. Nordling (1). Home Guard and regular forces participated: a Home Guard in arms with a submachine gun at a usage post (2); and regular equipment in action (3). A bridge is held against the "assault" (4), and A.R.P. personnel rescue a "casualty" from a bomb-hit building (5). PAGE 756 Photo: Picture Press.
REMARKABLE AIR SUPPLY FEAT was performed when the 7th Division of the 14th Army was cut off on the Arakan front in Burma. Until it was
the only means of supplies and mail could be reached in 1944. A.A. in A.A. continued to the division. The airmen
flew through a jungle chasm, which was a jagged rock, which was dropped down in middle of forest. Saa page 712.
How 40,000 Civilian Sky-Watchers Aid the R.A.F.

F rom lonely hilltops, head-
lands and other strategic
points, the “Eyes and
Ears of the R.A.F.” operate
under unrelenting inter- 
vention, checking
by sight or hearing
with ruthless efficiency the activity
of all aircraft, friendly or
foe, over or near British
soil. Working in closest cooperation with the R.A.F., by
the speed and accuracy of their work, these
40,000 members of the Royal Observer Corps have
saved many casualties by warning our fighter pilots
and ground defences to take heavy toll of the
enemy in the air.

Nearly 30 years ago, the Observer Corps received the
note of Royal approval and encouragement of the
Prime Minister. At various times under the Adminis-
tration of Mr. Churchill, the Observer Corps has
proved of inestimable value in reducing the losses
suffered by the Royal Air Force. In May 1942, it
was reported that the Observer Corps had saved
20,000 of our people from enemy attack. In 1944, the
Corps became the Royal Observer Corps, and in
February 1944, was reorganized as the “Eyes and
Ears of the R.A.F.”

The present commanding officer of the R.O.C. is Air Com-
mander E. W. Wykeham, C.B.E., who, before taking
up his post, was Deputy-Director of R.A.F. Welfare.
Receiving to the Corps come from many walks of
life. Mostly they are private-watchers, men receiving
payment of 6s. 3d. an hour, women 10s. 6d., girls
6s. 6d., boys 4d., full-time men observers receive from £2 12s. to £3 10s. 6d. for a 48-hour week; women
from £2 8s. 6d. to £2 17s.

Trained to identify by sight or hearing every type of
aircraft—and there are nearly 800 kinds of familiar and
hostile planes and gliders with the Air Defence
planes, each of these constantly monitored by observers. There is nothing to know about the planes
they may be huts, or sand-bagged shelters, affording
a clear view of the sky. Here continual watch is kept, by
day and night, by each man. For with his binoculars,
headphone and mouthpiece, map, and instrument for
ascertaining the height of any aircraft located.

By permanent telephone line each post is linked to a
central of which there are 40 strategically placed, and
during a normal day over 1,500,000 messages originate at
the posts, these comprising details—identification,
hours, speed, direction—of every outgoing or
incoming aircraft that may be seen or heard. At the centres
to which these messages go are the details re-
corded, and there the course of events reported upon
are plotted on large square maps. Posts are also com-

For the Nazis realize to the full the value of
our defence system of these “Eyes and Ears,”
and on more than one occasion the crew of an
observer post have handed out a warning. On one occasion a Messerschmitt dived at a
hill-top post and opened fire. The post was
riddled by bullets. Death stared the two
watchers in the face. But they refused to
reveal their central details of the enemy, and this
information restored the German fighter
being destroyed.

In the log-books of the posts you will find
perilous entries forming the core of many
an exciting story. There is, for example, the
story of the two observers on duty on the
moors near Newton Abbot when they
were attacked by a German fighter. The
observer reported to the control rooms
the sighting of a fighter which was
attacking a four-motored bomber. He
reported that the German fighter had
attacked the bomber and a few moments
later the bomber went down. The
observer ran to the air-raid shelter
and notified the police. The police,
delighted to find that the fighter
was no longer a menace, rushed
out with the observer to see
what the Jill had done. They
were amazed to see a great
cloud of smoke rising into
the sky, so smoke from a
bomber which had exploded
in the shelter. The
observer, however, re-
mained at his post until
the coast was clear.

It is essential that an ob-
server shall be kept up
to scratch in his or her
knowledge of aircraft
development and tactics, there-
fore an examination must be
passed as a prelude to initiation
as a member of the Corps. The
aircraft must be identified with
absolute certainty and the
incidents of reporting and
route-planning must be
to them as easy as A B C.
A criterion is always
stands up to prolonged nerve-strain and
the rigours of winter nights spent mostly
in the open is an invariable aid to
this skill.

Proud are they of the
day of the badge worn on the
blue blouse, depicting an
Eliza-

Proud are they of the
ble coat-watcher holding
elizabethan
diagram

Proud are they of the
day of the badge worn on the
blue blouse, depicting an
Elizabethan
count-watcher holding
a lantern. For in that
badge is an echo of
Armada days and wars when
other observers kept
watch and were
unheeded by the
modern counterparts
of their time. A more
valiantly equipped
than ever of the
right stuff.

In a Royal Observer Corps Centre, a junior officer
at a demonstration of a large-scale
air-raid exercise. The control room is
in complete communication with
various centres through
radio. A large map
shows the ideal of
air-raid exercises when the
drill has been
completed. The
observer reports
the progress of
aircraft as
planned by
his R.A.F. centre.

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Photo, Royal Air Force
On their Eyes and Ears Our Country Depends

TELEPHONE REPORT from Royal Observer Corps observation post area this week shows two observers on duty at a short notice (1) is charting a report on a squared grid on duty after a four-hour spell of watching and listening. No. 2 is filling forms and observing his colleague who is on the job (3). A call is made at the end of post (4) by the observer (4) to the new area, a typical way of operating. Incidentally, since June 2, 1941, a Air Commanders Flight, F.F.R. aged 3 (5). He is the bearer of the message to the headquarters in the 1938 air battle over Britain. The subject of the article is the flying page. Air Commander F.F.R. (then Wing Commander) Air Corps, 3rd Air Observer Corps. A.T.E. Squadron in the 1938 air battle over Britain.
By Air and Land They Proved Themselves Men

Flt-Lt. W. MID
In a night raid on Hamburg on Nov. 3, 1943, his bomber was attacked by an enemy fighter. The pilot felt he was about to be hit and bailed out, but he continued the assault of his bomber and con- tinued the attack until the enemy fighter was destroyed. flt-Lt. Mid was again hit and was supplied with water and food by the crew of the bomber. He then helped the pilot to land the plane and was taken prisoner.

Maj. Major P. TRIQUET
The V.C. presented to him only a few hours after he had been in London from France. Maj. Triquet, who was serving under the leadership of a Canadian force in action on Dec. 15, 1944, when the advance of their formation was stopped by a strong German force at the village of Casa Berndt, was killed in the capture of the Ostrow-Drogosza key road junction. With disregard for personal danger, Maj. Triquet rallied his men until the point was taken.

Lt. W. H. HOFFLAND
First British officer of the war to gain the V.C. on the Burma front. Lt. Hoffland's posthumously awarded citation was:
During an action on Dec. 15, 1944, he was flying with a forward company of the Northamptonshire Regt. over a key Japanese position, throughout the day he lay in an exposed Japanese position, returning at night with valuable information. On Jan. 19, 1945 he was leading another attack, carried out patient and courageous work, then, finding the enemy in position, deliberately drew the enemy fire to disclose their positions, a number of Japanese were killed in the attack and his V.C. was awarded. He was killed in action.

Maj. Major H. R. H. HOFFLAND
To gain the V.C. on the Burma front. Maj. Hoffland was serving under the leadership of a Canadian force in action on Dec. 15, 1944, when the advance of their formation was stopped by a strong German force at the village of Casa Berndt. He continued to fight until the point was taken.

Sgt. Thomas C. DERRICK
Sgt. Derricke was awarded the V.C. for outstanding leadership and devotion to duty during the final assault on the Otho Hill, Burma, on Dec. 15, 1944, when he led his men forward under heavy enemy fire, and, by his coolness and determination, was instrumental in the capture of the key road junction. He was killed in action.

Flt-Lt. Gau GHALE
Of 1st Royal Scots Rifle, Havildar Ghale, who commanded a platoon in the Otho Hill, Burma, was wounded in the arm, chest and leg, but continued to lead his men forward under heavy enemy fire. He was awarded the V.C. for his outstanding leadership and devotion to duty during the final assault on the key road junction. He was killed in action.

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Photos: British, Australian, Canadian and Indian Gulf War: F.F.A. and A.F.
I WAS THERE!

Eye Witness
Stories of the War

With the 'Bats o' Hell' I Flew to Los Negros

Landing was made on Los Negros Island, in the Admiralty, on Feb. 10, 1943, and its capture was announced on March 8. Dickinson Brown, News Correspondent, who accompanied the aircrew lumbered ashore in a seaplane from the aircraft carrier Admiral Byrd, tells a story that saw the United States in the Philippines for the first time and which was not reported by the Japanese for a week.

In an interview on Friday, May 3, 1943, Mr. Brown, who was stationed in the Philippines, told the following story.

The Japanese had been fighting the Americans in the Philippines for many months, and the Allies had been trying to capture the island for several weeks. The Allies had finally succeeded in capturing the island on February 10, 1943.

The story of the capture of Los Negros Island was not reported by the Japanese until a week after the Allies had taken the island. The Japanese had been fighting the Americans in the Philippines for many months, and the Allies had been trying to capture the island for several weeks. The Allies had finally succeeded in capturing the island on February 10, 1943.

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I saw them love their food. They tore into large platters of meat, and said that it was the first real meal they had had since battle started. Some had even been reduced to eating grass. The more intelligent of the prisoners discussed quite readily on the war—and expressed the view that Japan knew now that one of time before Germany was out of the war. Even so, he insisted that it would be three years before his country was beaten.

The first Japs captured in the Pacific theatre were hungry if they did not, they would not have been so eager to join their captors. They shuffled about their compound in all humility. One in particular bowed low every time he was addressed.

"Look there, doesn't he?" said a British officer; as the Jap's face wrinkled in a smile to reveal a row of broken, discoloured teeth. "All the same, a vicious type. This is how they get these days when they're captured."

At last, in the distance, pitching on heavy seas, came the cruiser Penelope. We managed to get a large sized harrow aboard. This was raised to the surface, but only one of them was in good condition. She commenced to tow, but the heavy weather and the additional weight of the ship broke the harrow and damaged the cruiser. The Penelope returned to Grand Harbour, leaving us drifting towards our friends. We dropped both port and starboard anchors and sat there waiting—waiting to make harbour or meet our doom.

We passed a quiet night, mostly in talk and sleep. Speculations on success or failure—how long it would take for signals to reach us. One of them was heard on a port. Our water was almost exhausted and breakfast was cold and dirty and we bivouacked but we enjoyed it. The day was spent in getting ready to receive tugs that were coming out that night in an endeavour to tow us to safety. The enemy still attacked us during the day, but with small formations.

The next morning, Wednesday, the tug Penelope, with Capt. Inchall or the Penelope in command, took charge and we commenced to move. Repeata broke and we were replaced, and we moved slowly but surely towards safety. This fact added excitement to their search and we were very tired officers and men. Slowly we moved round Delimara Point into Kalkatrana Bay and moored to a buoy. Later that afternoon 16 Stuka bombers attacked us; we damaged a number, but they scored near misses which opened up more plates on our side, causing a hit to the port.

The German air force decided to make a last determined effort to complete our destruction and sent thirty 10.5s to finish us off. These aircraft aimed and dropped more than 100 bombs, only one of which hit us. In the after-blast, which set us on fire, and a near miss exploded shrapnel and opened up the ship. Yet there was always something to cause a laugh—there were a few cases. One man was wounded in the head, another in the arm, and a third in the leg. Then our ship started to sink, but as it began to sink, we noticed the damaged Penelope, who was dependent on the tugs to assist her. After a few hours, we made it to Gibraltar and then America, where she was repaired. Tug operations continued until the remains of the serviceable cargo had been delivered to their destination—Malta!
On a Mine-Laying Raid with a Polish Squadron

The heavily loaded Wellingtons started over theInstead of making a direct course over the Lofoten Islands, which are the northwest tip of Norway, they were directed southward, where they would be on the alert for contact with the German ships.

I was glad to see them go, for I had been following the British Navy for some time and I was eager to learn more about their operations. I was impressed by the speed and efficiency of the aircraft. It seemed that the pilots were able to evade the fortresses and destroy the enemy ships with ease.

As the Wellingtons flew over the seas, I could see the ships of the German Navy in the distance. The pilots were able to take advantage of the weather conditions to conduct their operations effectively. The pilots were also able to use their superior technology to outmaneuver the enemy ships.

I was amazed by the skill and courage of the pilots. It was clear that they were able to operate under difficult conditions and that they were committed to their mission. I was proud to be part of this team of pilots and I was grateful for the opportunity to witness such a momentous event.

I am excited to continue following the operations of the British Navy and to learn more about their accomplishments in this war. I believe that their dedication and determination will ensure their success in the future.

The prisoners were taken to a nearby town and were questioned by the British military.

I was able to observe the prisoners being questioned and interrogated. It was clear that the British military was determined to extract information from the German prisoners.

I was impressed by the professionalism and dedication of the British military. They were able to handle the prisoners in a manner that was both efficient and respectful.

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Mines Being Loaded Into This Tugboat Are for the Observation of the Enemy. During March 1942, Boeing Commando aircraft landed mines in enemy waters at night. They were placed in areas where they could be observed by the enemy. This operation was carried out with great precision and skill.

Our Diary of the War

In January 1942, the British Navy was able to land mines in enemy waters at night. This operation was carried out with great precision and skill.

**Flashbacks**

- **1940**
  - German occupied Denmark
  - Russian retreats
  - Italian invasion

- **1941**
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THE WAR IN THE AIR

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

As the war in the air increases in ferocity, the facts associated with it become more difficult to comprehend unless one maintains the closest possible watch over every aspect of this branch of military power. Those with military experience, who dislike to see the other services displaced in any degree by the newer Service of the air, weigh quickly enough upon any apparently adverse effect of air action and say with emphasis that air power is overrated and that it is merely an auxiliary to the Army and Navy. Now the air can, of course, be used as an auxiliary to the other Services, and it can also be a substitute for them in either case if it can fail if it is used wrongly or most-optimistically. Did not the Luftwaffe fail in its independent attempt to defeat Britain in 1940? Did not the Allied air forces fail to dislodge the German troops from Caen on March 15, 1944? Can Bomber Command continue to afford such heavy losses as those incurred when the attacks on Leipzig on February 20, Berlin on March 24, and Nuremberg on March 30, 1944, the aircraft that failed to return numbered 79, 73 and 94 respectively? Do not these air facts disclose that offensive actions as such to the air and on the ground? Has too much been expended from the air and must we re-examine our views?

All these conflicting elements of evidence of the value of air power need sorting out. They cannot be measured without something to measure them by. Bomber Command's attacks on German towns are measured against the result of the Luftwaffe raid on Coventry on November 14, 1940. Coventry was a target which we know. It was the first attack on London, and the first day attack. The number of bombers used against it was assumed accurately. The weight of bombs that fell on the Midland town was known within a small margin of error. So in that one foul night the Luftwaffe, generally, believing that they were defeating Britain, were, in fact, preparing the yardstick by which their own ultimate defeat was to be measured.

Judged by the measuring scale of Coventry there is no doubt about the effectiveness of the later Allied air strikes on German towns, although there may, indeed, must be changes in the techniques of attack required to destroy any one square mile of built-up area. For in Europe one urban area is not identical with another. Medieval and subsequent town-planners made great variations in the densities of their built-up areas, due in many cases to the war needs of the time at which places were built, or to the commercial transport aspect then appealing. But already sufficient evidence has been accumulated to make it possible to state with sufficient accuracy what weight of bombs will be required to destroy any given town to such an extent that its value as a war centre to Germany becomes negligible.

BUDDING Damage Inflicted on the Enemy by Air Attacks

What is not yet fully known is how long it will take for this method of total war attack to make the whole war edifice of the enemy crumbling so that he is no longer able to maintain the effort required to oppose the will of the nations arrayed against him. It is probable that it will not be possible fully to estimate this until the war has ended and direct evidence is forthcoming from those in Germany whose tongues and pens are at present unable to say and write what they know. Not indeed, until that time, will it be possible for the people of Britain to know the full effect of the German air assault on them; for undoubtedly there is much more to be read into the unrecorded events of the 1940-41 assault against us.

Without the remarkable development of aerial photography, and the possession of long range, very small, photographic reconnaissance same aircraft which can peer over a target and photograph it from a great height before any enemy aircraft can get up to drive them off, it would be impossible to ascertain the actual damage inflicted by independent air attack. But with this asset of the camera and the stereoscopic method of examination of aerial photographs which was first developed for peaceful aerial survey and mapping organizations it is impossible for the enemy to hide the result of bomb damage on urban areas. But it still requires older methods of intelligence to find out what the enemy has done to counter the effect of the attacks—what he has done for the evacuation of the civilian population, for the reconstruction of the air-raid blacked-out towns, for the salvaging of useful materials or has been able to salvage materials or has been removed for re-employment. And the psychological effect of the attacks on the civil population and on their will to maintain the struggle is a factor of immense importance, and will have a great bearing on the rapidity with which the enemy structure collapses, despite all statements that the attacks are dissimilar in that they are to the destruction of the enemy's power to produce physically the weapons of war. Victory is won when the will of one side crumbles before the will of the opposing side. Victory is spiritual not material, and nothing that anyone can say can alter that. The alternative to defeat may be death, but death is not defeat. And it is because of this psychological factor that the air attacks upon German towns constitute a great but at present unassessable feature of the war. How much it is playing and how much has it played in the retenet of the Germans in Russia? There are those who say its contribution in those bloody fields is enormous.

Thus the losses of Bomber Command, rising occasionally to high figures, and percentages greater than the average, should not cause undue alarm. It is the average that begins, and that average has kept around four per cent for a long time, and was lower in March than in a lengthy period preceding that month. Nevertheless, these occasional high losses indicate that there are conditions when the German might defends prove themselves to be more formidable than usual, probably due to a combination of suitable visibility, weather handicaps for the bombers, increasing offensive fire-power on the part of the Luftwaffe, and the numbers of the defence aircraft.

To defeat the enemy at Caen in one blow after the ground forces had tried unsuccessfully for many weeks to capture the town is but an inversion of a great war, in and must always be possible to find terrain where no form of weapon can destroy the enemy there dug in except the primitive method of man against man. War then returns to the war of siege. The use of the bomber for direct assault is then probably an incorrect application of air power, and quicker if in begins with apparently more promising results may be gained by siege warfare, using the bombers to isolate the force and starve it out. But if the direct method is used it must be borne in mind that all through this war the tendency has been to underestimate the weight of bombs required to achieve any given result, and that in all cases the numbers of the bombs will be far in excess of the primitive method of man against man. The result was, in the battle of Germany the crucial factor is now the capacity of the enemy to maintain his fighter strength; we shall make a cardinal mistake if we think that Bomber Command gives the best evidence; they are more important than the Cassino stoppage.
Allied Air Arm Stretches Far Over the Reich

AROUND-THE-CLOCK BOMBS by the R.A.F. and U.S.A.A.F. bombers steadily wear down the German war machine. Cooperation is the keynote: a U.S. Fortress captain (center) explains the operation to a visiting R.A.F. Lancaster pilot. A Fortress with open bomb doors (top) just before its load filtered down on Heilbronn’s defenses. R.A.F. control center and officers watch from the central tower (below) for planes returning from the great raid on Nuremberg by Lancasters and Halifaxes on the night of March 30-31, 1944.

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Photo, Britten and U.S. White, Service
Up and Down with Our Parachute Troops

READY FOR THE BREATHTAKING DROP is this parachute trooper (1). With his commander he listens to a detailed briefing (2) before entering a plane bound for "enemy" territory during a rehearsal in Britain. The pilot warns them ahead that they will land in the glowing sun (3) and so he tells them to lie as low as the eight-tonne overhead, to hold as still, and to be ready for action (4).

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ERICA does everything on a larger scale than other countries. This is true even of burglaries and thefts. The $4 million a year (not dollars) is being spent yearly in the various Black Markets which spring up when war gets going. Now is a good time to stop them.

One-twentieth part of the petrol purchase power and one-twentieth part of the coupons changing hands, an official of the Office of Price Administration is saying, adding that, if this could be stopped, the regular ration could be made a quarter larger than it is at present. Nearly the same proportion of the nation's food is traded in by Black Marketers and their clients. Other things that are being sold on the black market far higher than they are worth are cloth, furniture, refrigerators and cars here. We often hear that democracy has so far been a failure. The reason usually given is that in a war G. K. Chesterton offered for the future of Chinese democracy—"it has never been tried." Now that is not true. Many states have been made at workable democratic systems. Not one has hit the mark. Why? The reason seems to me plain. It is contained in the complaint that everywhere people try to get the better of one another and secure within advantage for themselves. Can this be done so that they may make little sacrifices for the benefit of the community? Then, the community can make no rule of the people by and for the people unless all the people share and share alike willingly, unless common interest prevails over individual gains.

Silver fox farms were pretty numerous not long ago. I suppose not many of them have survived the war. But who built a cat farm? This would have once seemed sacrilegious suggestion. Cats were plentiful, far too plentiful. Yet they stood to be bought by the thousand, if not the million, every year. But today, like many other things, this has been changed completely. Cats can be bought at a price. But it seems that in order to secure a quite ordinary kitten you are asked to pay from $10 to $15.

There is a well-known hymn which speaks of "uniting severed friendships up again." A great many relationships which have never been cut short, because things were too expensive, have been knitted up by the war. Numbers of people in the cities have been reunited with them by young relatives in the Forces who have come home from Canada or Australia. It is known now that as a result of military leaders, a great many people who in the past have never been able to have any contact with each other are now meeting each other in the streets.

There are many people who have lost their jobs and have seen their wealth disappear. It is true that the war has been a time of great hardship for many people. But it is also a time of great opportunity. The war has brought about many changes in the way people live and work. It has made people think about the future and what they want for themselves. It has given them a chance to start over again and build a better life. The war has been hard, but it has also been a time of growth and hope.

out of the common sights in Russia used to be a man—or woman—but usually a man—standing on a seat in a public bus with the ground all about the seat strewn with the sunflower seed hulls. These were scattered as much by Russians of the poorer classes as by Americans in their offices. The mighty sweet scent of the seed was swallowed and the hulls raked. Everywhere you want you saw sunflowers growing, the huge kind that made the wood for the gardens. They were grown not for their beauty but for their seeds. Now it seems the cultivation of this species is the most important agricultural crop in the country. They have been introduced by the Science Department at South Kensington, England, where they claim to have been grown in South and East England for the production of an edible oil, also useful as a habited...
Wounded in Battle for Anzio Beach-head

Photo: Alibone

[Image of wounded soldiers being transported by landing barges]

[Caption]

