NEW ZEALAND PATROL, seeking out Nazis, probes kid-gloves in the much-battered town of Cassino. Originally on the 8th Army front, it was stationed on Feb. 9, 1944, near Cassino, where it formed the spearhead of the Allied thrust into the town after it was bombarded on March 17. They were also employed with very great distinction in Libya, Egypt, Crete, Greece and the S.W. Pacific."

Photo: Central Office. United Press.
Back to the Land Goes Our Roving Camera

HOLIDAY-MAKERS help wartime agriculture— thousand of boys and lasses, such as these chiseling on a Bedfordshire farm, spend breaks from their own war job doing yet another.

WINDMILLS ARE SAVING FUEL while helping to produce the nation's bread. Many Historic villages, although dispossessed, ultimately were better off from the war. 'Quad' windmill at Bamburgh, Northumberland; Sarred Mill in Suffolk (centre, left) once for victory now, while its owner (centre) reaps a bulk of grain from the fields beneath his roof. Much scope for the rehabilitation of these old mills is due to the Society for the Preservation of Ancient Buildings.

R.A.F. GARDENS, counterpart of civilian allotments, established on several goods in control of local authorities over war land held for their own needs to the value of £5,000,000. In common with other special agricultural agencies, the R.A.F. and W. A. F. do this excessive wartime garden work, not as part of their regular duties but with full release and for the national effort. Above, ploughing at an R.A.F. station under the field of a Lancaster bomber.

GRAIN STORAGE is one of the most fascinating elements in the war effort. In common with many other countries, Britain is now growing its own food in ever-increasing quantities, and is now able to deal with the situation, not merely by saving and exporting, but by importing and even exporting. The policy of the Ministry of Food is to grow the necessary foodstuffs on British soil. Grain is stored in steel silos, some of which can hold 100,000 tons. In this picture, the grain is being loaded into a steel silo by a conveyor belt. The silo is part of the Amber Headland project, which is one of the largest grain storage facilities in the world.

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THE BATTLE FRONTS


By the end of February the Russian armies had passed the limits imposed by the approach of spring and the thaw. The Germans had rallied on the line that some months ago they had suggested they might withdraw to as a winter position. Meanwhile, in spite of a claim that Malinovsky had achieved in liquidating the German Kursk pocket and capturing Stepanov on the one flank and Nikopol on the other, it seemed that the Potemkin, the Bug while Kunrath may have exhausted itself and been brought to a standstill by spring, there remained a line of communication. The great river lines of the Bug, the Dniester and Svin, in any case, seemed to offer the most reasonable and logical point of carrying out a deliberate withdrawal if that were their intention.

They still retained the Lower Dniester and, although it was threatened, the main railway junction between Odessa and Von Manstein's concentration in the Vinniza area remained open. Moreover, Von Manstein in the latter area had first-class railway communication with Germany through Poland, and could therefore quickly receive reinforcements, and be kept supplied with munitions. This gave him undefended offensive potentialities and a great advantage over the Russians, who, though normally long lines of communications, almost immortal, transport, were bound to be affected by the thaw.

In these circumstances the Germans, despite the mauling they had received, might well have thought that they had suffered the worst of the Russian winter offensive without a complete disruption of their lines and might count on a respite at last. There is good reason, therefore, to believe that they were engaged in the resumption of the Russian southern offensive in the Ukraine, moving about as a strategic surprise of the first order, and in the process between Tarnopol and Proskurov disturbed German strategic dispositions and threatened Manstein's powerful defensive group at Vinniza with the fate of Von Paulus' army at Stalingrad, cutting its communications with its base at Lvov.

It is probable that Manstein's troops had in the mauling of January built up their strength in their counter-attacks to arrest Yevnin's previous drives towards Zhitomir and in their unrelenting efforts to rescue the 8th Army at Kursk. When Konev at Uman attacked the forces that had attempted to rescue, German troops for the first time were able to panic and were unable to recover sufficiently to carry out a co-ordinated withdrawal. Konev's rapid advance across the Bug and Dniester brought him in line with Zhukov's army to form the great Russian wedge which split the German front into two irretrievable separated groups, crossed the Pruth and Svin into Romania and reached the Hungarian frontier, although Von Manstein did in the end succeed in saving the remnants of the 15 divisions in the Skala pocket.

Von Manstein's southern group was in a more perilous situation. Its communications with the Germans were long and uncertain and were soon to suffer from the bombing attacks of the Allied Mediterranean Air Forces. Moreover, a considerable part of the force was made up of early Medes II, twin-engine fighters of doubtful reliability. His army, which had come so long to their own front and on the Lower Dniester, were in a great talent and had already suffered heavily from the attacks of Malinovsky's 3rd Ukrainian Front. It was, therefore, necessary to carry out a difficult and related retreat in which its northern flank was threatened by the southwards advance of Koniev's left wing. Nikopol was lost, but for a time Malinovsky was checked on the line of the Bug. Von Klein also used his best reserves to check Koniev's advance southwards, covering the withdrawal from the Bug and preventing the junction of the two Russian armies.

Malinovsky was not, however, to be denied, and by the end of March he had forced the Bug while Kunrath was not to be denied, and by the end of March he had forced Von Klein's left back to the line Jassy, Kuhren, Timpaul. Here it stood firm and it looked as if, with the flank protection given it, the force retreating from the Bug might rally to cover Odessa. But by a lightning stroke which captured the important railway junction of Racapan, Malinovsky thrust a wedge between the two German wings and surrounded and annihilated a strong force which attempted a counterstroke. The force retreating from the Bug, disrupted and demoralized, failed to rally and the way to Odessa was opened.

Whether the Germans had intended to claim except the south half of Bessarabia, and had penetrated into Rumania, making substantial progress towards capturing the passes of the Carpathians. Even more important, it had inflicted immense losses on men and material on the enemy. This despite the fact that seasonal conditions were unfavourable and that the enemy still continued railway communications to facilitate retreat, and against a core of fortified defensive positions.

To what can we attribute these latest and greatest achievements of the Red Army, which have so far exceeded the expectations of the most optimistic commentators? Primarily, credit must be given to the astonishing endurance and high morale of the Russian soldiers, who have proved capable of such great efforts after months of intensive fighting, and to the high standards of tactical skill they have attained; secondly, to the organization which, in spite of all difficulties, never allowed the armies to run short of food and munitions supplies.

But the best troops in the world could not have accomplished so much if the higher control of their efforts and strategic planning had not been held, far-sighted and sufficiently well directed. How far Marshal Stalin has been responsible for the planning and direction of the campaigns one does not know, but evidently he has exercised immense influence on the order. That he has played an influential and well served by his advisers and generals is undoubted, but it should be surmised if the influence displayed in Russian strategy and selection of the opponent to strike should not be credited to Stalin himself. That patience, so remarkable, displayed when Stalingrad seemed almost lost, is still well in evidence.

The admirable co-ordination of Russian offensive actions has been outstanding, and this may have in part been due to the apparent absence of jealousy or friction between Russian generals. If there has been friction nothing has been heard of it, in contrast to the many rumours which have been current of jealousies between German commanders and of friction between generals in the field and the higher command. Perhaps the policy adopted by Stalin of promptness broadly accepting his appreciation of the achievements of individual bodies of troops and their commanders has had its moral effect. It consistently contrasts with our own practice which so often, for reasons of secrecy, leaves us in ignorance of the names of our own and their commanders taking part in operations.
Allied Leaders of the S.E. Asia Command

NEW LEADER OF THE CHINDITS. In succession to the late Maj.-Gen. Wingate, whose work he inherited, is Maj.-Gen. W. W. Slim, who took over the post as Commander-in-Chief, S.E. Asia Command (1st serial centre), watches the American-trained Chinese troops crossing the Tenasserim River in North Burma. Next to the right is Col. P. H. Beresford, who became General Slim's second-in-command in his former post (2nd serial centre). Col. J. H. Douglas (3rd serial centre) joined the Chindit column in Upper Burma.

COMMANDER OF THE 74th INDIAN DIVISION in the Arakan in Feb. 1944, General D. C. Hopkirk, C.B., O.B.E., D.C.M. (5th serial centre),ailed the Arakan campaign in 1943 and was conspicuous in the Naga Hills where he led a column of Chindits against the enemy in the Nyaungshwe area. In February 1944 his leadership was instrumental in saving the Naga Hills situation. General Hopkirk is the 20th-century soldier who has been appointed to the Indian Army, having served in Burma, where he directed and led the last British army in action against the Burmese Army. He is also a distinguished author of several books on military matters.
Move and Counter-Move on the Burma Fronts

NARROWNESS OF THE HOGLUNG VALLEY hindered the full use of General Stilwell's American and Chinese forces pushing on towards the Mandalay Palace by way of the Nyaung U River to the southern sections of Burma and threatening the Japanese 18th Division holding Mandalay. Burma in the Myitkyina area. U.S. groups "7 Merciful Marines," see pg. 771 and 788, were moving for Mogulung north, while another commando troop of Burmese and Burmese-shaved Buddhist burmese, enveloping enemy columns, were advancing down the Muu Valley. The activities of the British forces which crossed the Chin Hills and Chinthe River (announced on March 13) are clearly related to Gen. Stilwell's southward drive.

STEPS IN THE FIGHTING in the Manipur State and immediate territories linked in this particular struggle between the Allies and the Japanese are indicated in this view of the terrain, from Tiddim looking northwards to Manipur. The enemy attacks, in three or possibly four stages, on Assam and in their advance the British forces were making. The Allies had fought their way over the range of the Tiddim Pass, and had reached the Chinese border. They were preparing to establish a beachhead on the Chinese border, and to advance into southeastern Assam. The British forces, which crossed the Chin Hills and Chinthe River, have made little progress. British forward units on the Assam plains have been eliminated and are advancing into Burma, and the Japanese in the Tiddim area, where the second enemy group was operating, the Allies were gaining ground (see also map, 775).

Drawings by B. Thorne and E. J. London by courtesy of The Sphere
SINCE the Japanese Navy made brief incursions into the Indian Ocean in April 1942, resulting in the loss of H.M. aircraft carrier Hermes and the cruisers Derwentshire and Cornwall, it has been content to confine itself to the routes from Singapore to Rangoon and Akyab, in Burma. When Lord Louis Mountbatten transferred the headquarters of the South-East Asia Command to Ceylon, in which island the British naval base of Trincomalee is situated, the enemy should have been on the alert. Yet they were obviously taken completely by surprise when the blow fell.

A force mainly British, though it included American, Dutch and French warships, all under Admiral Sir James Somerville, Commander-in-Chief of the Eastern Fleet, proceeded to execute a lightning attack on Sabang, at the northern end of Sumatra. This port is a well-known fueling station in peacetime, but has been used as an advanced base by the Japanese since they occupied Singapore and the Dutch Indies. On April 19 the attack was brought off exactly as planned. Flights of Barracuda, Dauntless and Avenge torpedo-bombers were flown off from British and U.S. aircraft carriers, covered by Helicat and Corsair fighters. All returned unharmed except one Barracuda, which was hit by flak and brought down; an American fighter which chased it down the sea. The pilot of the latter was rescued by a British submarine, a remarkable incident which has added to the keenness of Anglo-American co-operation.

DESTRUCTION done at Sabang was considerable. Two 1,000-ton Japanese supply ships, two destroyers and sundry other craft were sunk and set on fire in the harbor. The power-stations, wireless and radio-location buildings, barracks and cooking plants were all hit. Eighteen enemy aircraft were destroyed on the ground, and the oil tanks were left ablaze with columns of smoke rising 7,000 feet.

With this successful stroke it may be said that the offensive has now definitely passed to the Allies in the Indian Ocean, as it already did in the Pacific. The Japanese will consider it worth while to re-establish their South China Sea Fleet, based upon Singapore, remains to be seen. The attack on Sabang has proved to them that set communications with their bases in Burma can no longer be considered safe, in spite of the possession of the Andaman and Nicobar Islands, lying between Sabang and Rangoon. Though otherwise unimportant, these islands possess some useful harbors, and the time will doubtless come when an expedition for their recovery will be undertaken. That is not likely to be just yet, as the approach of the monsoon is bound to delay or even stop the Bay of Bengal for a time. Nothing is known of the strength of the other Japanese fleet, but it is suspected that it includes battlehips, destroyers, cruisers, destroyers, submarines, and ancillary craft of all descriptions.

GREAT Results of Sabang will be Reaped

By the time these comments appear it is highly probable that Sabang attack will have fallen, thus completing the Soviet re-conquest of the Crimea (see map in page 778). Apart from the high strategic value of this great peninsula, which points southward a long distance towards the centre of the Black Sea, Sebastopol itself is the only first-class naval base in the north of Russia. Novorossiysk, at the western end of the Caucasus range, is of only secondary importance, and Batum is a smaller place still. Odessa has always been a commercial port; and Nikolayev, though it possesses important shipbuilding yards, is too far up the estuary of the Bug to be of much value for naval purposes.

White buildings and plant may be destroyed, dry docks and basins are not so easily put out of action, and the Russians may be trusted to reorganize the resources of Sebastopol by clearing the harbour of wrecks and tidying the dockyard as one of the first tasks to be undertaken. It must be a couple of years since there was any opportunity of docking the larger ships of the Soviet Black Sea Fleet, Sebastopol being the only port with a dry dock capable of taking battlehips or heavy cruisers. There was formerly a large floating dock at Nikolayev, but that is believed to have been destroyed or rendered useless.

Before the war the Black Sea Fleet consisted of 23,266 tons, the Parahyaya Kommuna; the cruisers Kraini

**ON THE WAY BACK TO SEbastopol to join other units of the Soviet Black Sea Fleet engaged in the new campaign. (Photo taken aboard the Spirit of America.)**

**PAGE 774**

**Photo, Philip Few**

**JAPANESE BASES IN SUMATRA were attacked by a strong force of Allied warships on April 19, 1942.**

By courtesy of 'The Times'
Human Torpedoes Add to Royal Navy's Triumphs

LEGENDARY DARING OF THE ROYAL NAVY was typified in one of the war's most amazing sea actions when—on a mission to destroy—"Human Torpedoes," crowds by submarine Branch personnel, penetrated the strongly defended enemy harbor base at Palermo on the night of January 1, 1944, took the Italian Regia class cruiser Ulysses Troano, and severely damaged the E. Leonardi transport Vincenzo. The human torpedoes which sank the cruiser were escorted by Lord W. T. E. Wemyss, who, as announced on April 15, 1943, was awarded the D.S.O. and C.M.G. respectively. With others who took part in the audacious raid were made prisoners of war.

Human torpedoes are approximately the same size and shape as ordinary torpedoes, about 20 feet long, gas-driven by electric motors and manned by a crew of two who wear diving- suits. Each crewman, in addition to the usual oxygen cylinder and breathing apparatus, carries two 35-pound warheads, to be dropped separately from the ship if the torpedo is to be used as a seaborne mine. One crewman holds the warhead, the other controls the rail to which it is attached. In the air, the crewman throws the warhead from the main body and sends it against the enemy. The crewman, in jumping into the water in line with the target area, descends to the mine's depth and library. An officer in his diving-unit (1). Mr. A. V. Anderson, First Lord of the Admiralty, looks on a member of the crew going aboard his craft (2). A human torpedoes under way (3).
Barracudas Caught Germany's Largest Warship—

PLATE AIR ARM BARRACUDAS—named after a vicious, predatory fish found in the southern seas—is a brilliant surprise attack on April 3, 1942, severly damaged the German's 40,000-ton Tirpitz, in Alesund. One of the striking torpedoes-struck (51) was at a steep angle, plant 30 feet into the Tirpitz, sinking it. The striking torpedoes-struck (51) was at a steep angle, plant 30 feet into the Tirpitz, sinking it. See also pp. 716, 777 and story in p. 794.

PAGE 778 | Photo: British Official; Charles A. Brown
And Ravager's Fighters Helped to Smash Her

From H.M.S. Ravager, escort carrier, lease-lent by the U.S. to the Royal Navy, few scenes of the fighter escort of the battleships (see facing page) which caught the Tripoli. A fighter takes off (t) from the carrier; returning, its mission completed, it receives the "come in" signal (2) from the flight-deck; nearing the end of the run-on (4) its speed is checked by the transverse arrestor wire.

Armed Captain A. A. Murray (1), commander of the Ravager, is himself an able flyer and was at one time technical adviser to the Ministry of Aircraft Production; he has flown over 100 missions in various types of aircraft and has served in many famous ships, including H.M.S. Valetta, Duke of York, and the Hood. The crest (5) is a symbol of this carrier's stern purpose: the central figure is a red falcon mounted on a seahorse and carrying a torch beneath --the conventional sign of a ravager.

Photo. Flight Inc.
The Last Crimean Battle Draws to its Close

THRUSTS OF THE RED ARMIES in the Crimea are shown in the above map, which records the path of the 6th Ukrainian Army, commanded by General Tolkachev, up from the Donets in June and the coordinated drive by General Konev's independent Mechanized Army along the Kerch peninsula, which begins on April 10, 1944, round the Black Sea coast to the same goal. By April 19, named Russian artillery and aircraft were bombarding Sevastopol, the only city on the peninsula left in German hands.

ODESSA, on the Black Sea coast, wrecked and ruined by the Nazis, witnessed the enterprising of 6th Ukrainian Army through Odessa on April 19. In Odessa's old market was a huge flour mill, sugar refinery and tobacco factories, as well as a secret factory, producing hundreds of thousands of patience顺利地. The Germans surrendered.

The Germans destroyed the prosperity of Odessa, but saw the spirit of the people; these enforces of the people's government, after the Red Army had arrived, The army saved everything of value, including these plants, to prevent them from the Crown of the Red Army. They were sums reward for valor.

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Odessa in the Hands of Russia Once Again

GREAT BLACK SEA PORT and naval base of Odessa fell to the Russian 3rd Ukrainian Army on April 18, 1944. For three and a half years it had been an important Axis supply base. But during the long occupation, the sea conditions along Black Sea coast were so bad that supplies could not be delivered. In the picture, taken from a vantage point above the Prigoevaya Railway Blank Station, King Tower, and Prigoevaya Station, the view goes from the waterfront to the spacious boulevard 100 feet above. (See also facing page.)
What Happens When the Enemy is ‘In the Bag’

There is a reason why British officers are referred to as being ‘in the bag.’

British guards are often marked ‘P.W.O.’ on their uniforms, which stands for ‘Prisoner of War.’ This is a symbol of the difficulties involved in handling prisoners of war.

A prisoner of war is someone who has been captured during a military conflict and is held by the opposing forces. They are typically kept in prison camps or barracks, where they are subject to various rules and regulations.

Prisoners of war are typically treated according to international law, such as the Geneva Conventions. These conventions provide guidelines for the treatment of prisoners of war, including protection against torture and other cruel treatment.

Prisoners of war are often seen as a source of information, and as such, they are often interrogated by the opposing forces. This can be a stressful experience for the prisoners, as they may be subjected to harsh interrogation techniques in an attempt to extract useful information.

Despite the challenges faced by prisoners of war, they are often seen as an important resource in military conflicts. They can provide valuable information about the opposing forces, and their capture can be a significant psychological blow to the enemy.

In conclusion, the experiences of prisoners of war can be difficult and stressful, but they are also important in the context of military conflicts. The treatment of prisoners of war is governed by international law, which aims to protect them from cruel and inhumane treatment.

END OF PAGE 270
'Mikes' Sound-Range for Our Gunners in Italy

The rumble of enemy guns is picked up by sensitive microphones, and graphic lines are made recording the firing positions. An accurate Allied plot is then prepared and reported by telephone. A 'mike' (1) is positioned between the gun and target area, where the reports are received by wireless (2) and recorded machinery is switched on to arch the microphone-transmitting receiver. Resulting graphs are then read (3), enabling exact positions of enemy guns to be plotted (5) for the guidance of our own artillery.
Watch Himmler! Wiliest of Nazi Gangsters

Sen. Himmler came into authority as Gestapo head, police chief and leader of the S.S. he has, with one eye on the Fuhrer he is supposed to serve, steadily increased his own grasp on Nazi Germany with a ruthless cunning seldom surpassed even in Germany. As a repentant officer, the rules of control is described by Dr. Heinrich Himmler's career when the powers that made him began their flight for supremacy; they were going on all through the intervening years; and the most sinister of them won the game only a few weeks ago—the flight of the Party against the traditional mores, the top man of the Army.

The first Nazi leader who undertook it, Captain Ernst Roehm, creator of Hitler's Brownshirts and the Nazi Guard forces, paid for his temerity ten years ago, with his end and thousands of his followers, during a "purge" in which nameless honours and rivalities were given vent, but by means of which the Junker generals made their fascist state from intruption by Party rabble for many years.

Himmler succeeded, as Chief of the Police, the Gestapo and the S.S., systematically converted into a fully armed and militarized body, blindly obedient and innamored against any kind of moral scruples. Originally trained as a civil war army, the S.S., for political as well as military reasons, had to be split, early in the war, into two distinct categories, the major one, the Waffen (or fight- ing) S.S., which has ever since been fully invested in the fighting forces, on or off foot with the regular army.

Yet they were not entirely equal. Himmler had first choice to select his men, and was permitted to offer them better opportunities, better food, better quarter and protected appointment in garrison and police civil life as well as in the field.

Himmler promoted strong men of the early Party days, gangsters and gauleiters enemy of them, to crucial rank. He reassigned their ranks to those of the regular army, by giving them each a second, a police rank as majors, colonels, generals of the police, and they still remained outsiders, not officially recognized by the regular army, increasingly at headquarters with the regular officers who were given promotion by hard word and long years of service. In the form he brought to Russia in 1943 many an S.S. division fell victim to the counter-raid army commanders who, consciously or unconsciously, ordered to them the most dangerous sector of the line.

Himmler, however, kept silent, utilizing his Gauleiter assassins for preparatory work. He knew of his own armament of the police over Hitler, for whose protection he had even taken the armed guard of the Aufseherpfiff, and even advised drastic measures when the Gauleiter of the Saar, with whose spys he brought details of a "genius" plot! the failure of which, due to lack of support in the Allied camp, he foresees.

But when the Junker-strategies came back into the Fuehrer's field, when their ariest-sponsored assassins, Hitler, Felix Steffens, and General Staff, was abolished, and the whole direction of the police went over to Heydrich, "Wehmacht-sty" headed by Hitler's yeoman, Joachim von Ribbentrop, was made Inspector-General of the police, and Marshal Goering, Hitler was, however, more seriously concerned about his external succession. He decreed a Directorate of Three—Goering, Marshal Keitel, and either his Deputy Martin Bormann, or Heinrich Himmler, whose power, a short while ago, he had made in which Minister of the Interior. Which of these other Himmlers wish to see eliminated, in order to inherit that third of Hitler's power which, in his crafty hands and backed by his own Army, should become a one-man rule of his own, nobody could safely predict.

Himmler has frustrated all efforts at re-establishing the Brawnshofer organization, unreliable as compared with his Black Guards. Their leader, Victor Lutze, died an "acci- dent," like so many obstructionist army leaders before and since: von Frhr. Lützow, von Reinecke, Jodl, and Karl Wiedenhoff, von Kamm, was made Inspector-General of the police, and Marshal Goering, Hitler was, however, more seriously concerned about his external succession. He decreed a Directorate of Three—Goering, Marshal Keitel, and either his Deputy Martin Bormann, or Heinrich Himmler, whose power, a short while ago, he had made in which Minister of the Interior. Which of these other Himmlers wish to see eliminated, in order to inherit that third of Hitler's power which, in his crafty hands and backed by his own Army, should become a one-man rule of his own, nobody could safely predict.

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Mobility and Fire Power in Italy

Speed of movement adds enormously to artillery value. Accompanying and guarding 8th Army supply convoys are self-propelled Bofors A.A. guns. Mounted on a Morris chassis, with a 70 h.p. engine, the sevens. Before (above, camera- righted) has a speed up to 60 m.p.h. It can throw a 27 mm. shell to a height of over 4,000 feet. The front reads: 'NP-1' and indicates 'No. 1' unit. The new Stelfox 16cwt. sight provides a simple method of indicating the difference between the point where the target is and where it will be by the time the shell has reached it. A makeshift field-kitchen provides the gunners with a meal, eaten in shifts so that the Bofors remains manned. 194-mm. railway guns recently went into action on the Cassino front; manned by Italians (right) one is lobbing shells to a distance of 10 miles.

Phot., British Official / Crown Copyright
Life and Death Close Neighbours in Cassino

Constantly under shell and mortar fire the ruins of Cassino afford first-class concealment for snipers of both sides; the commander (1) of a New Zealand platoon waits for an incautious movement to provide him with a neat target. The panorama (2) of the Cassino front shows, in addition to Monastery Hill, Mount Tornillo (left) with the shattered town of Cervara in the foreground. On the Anzio beach (3) a stretcher case is lowered (4) into a Regimental Aid Post.

Hardship and Handicap Exploited by R.A.F.

Heavy rains in Italy have buried R.A.F. airfields into miniature lakes— a bomber crew seize the opportunity to carry out collapsible dinghy drill (5). Queen Alexandra’s Imperial Military Nursing Service work in close co-operation with Allied medical officers; this Red Cross farmhouse (6) at Anzio is for ambulant wounded cases. The British 25-lb. mortar (7) is manned by a crew of the Mortar Support Company—in action with the 8th and later the 5th Army—throws a 20-lb. shell.
Polish Troops Share 8th Army Honours

Fighting with the 8th Army, troops of the 2nd Polish Corps, comprising the Carpathian and Kozowa Divisions under General Anders, Polish C-in-C in Italy, have performed good work: some of their transport is seen (above) parked at a village; in the stream, the bridge over which has been largely dismantled by the enemy, Italian women have been forced to ford. A Polish checking point (left) on a road near the front, a warning notice is displayed in four languages—Polish, English, French and Italian.

Photo, British Official; Crown Copyright
O

of the changes we shall have to make after this war, if we are going to be a
it is a change in the way Army officers are trained. There must be something wrong with Sandhurst and Woolwich. At the present moment, infantry and cavalry cadets are taught to think as engineers. In battle our officers have always done so, but for an average and limited initiative can carry them. They have taken care of their men, carried out routine regi-
mental duties with precision. Indeed, as regimental officers there has been little fault to find with them. Why, then, did Lee Atlee, new Secretary of State for India, speak of "our stupid soldiers" during the South African War, when he was a corres-
dponent of The Times? Why did all writers on the First Great War agree that the man-
agement of our share in it left so much to be desired? Why does Major Oliver Stewart, M.C., in his new book, Air Power and the Expanding Community (Newnes, 15s.), de-
scribe the "failure of military thinking," which gave the Germans such a good start in this Second Great War and kept us from getting into our stride for the best part of five
years.

Army and the writers on the operations of 1914-18, and Major Stewart were all referring to the high ranking officers, the men who held the most important posts in the
Army, the men whose function it is to watch developments, to adopt new methods of war-
fare, to get hold of new weapons, and to keep the
Army in such a condition that it would not be surprised in fighting capacity by any
threat in the world. Such men ought to have
intellects sharpened to a fine edge, they ought
to have had a imagination cultivated by
boyhood, and ought to have been men of
experience trained as students of war in all its aspects. So Sandhurst and Woolwich probably than they actually did. Therefore they must be

Let me offer two examples of the "failure of military thinking" which troubles Major Stewart, the unhappy starting of this century Gen. de Gaulle, then a cadet, wrote a book about mechanization, "Les Armées de demain," in which he talked about linking up operations on land and
operations in the air. The only military thinkers who paid attention to that book were

I the "twenties an American Air Service general published a volume called Winged Defense, showing what
would be and could be done in the war if the progress that had been made in the last few years had been realized and brought into play during the past four and a half years. The only
military thinkers who digested the lessons of "Germany" were

We are acting on those lessons now. The

The Germans began the war with a campaign based on a campaign against Poland. They planned their invasion of Norway, of France, and of the Low Countries in the same way. They differed from us, because they had learned those lessons well.

"Cotte," says Major Stewart, who has a great admiration for the Poles, is a

A war tribute is paid to Sir Arthur Coningham, the "large, blunt, but thinking New Zealander," who worked out the perfec-
tion of co-operative land-air battle in the western deserts and made victory possible.

Mixed up with Major Stewart's very
able and interesting piece for better thinking about war is an odd theory of that war's character generated by the expansion of the

There is really sad stuff. The reason why transport development is that man uses opportunities for getting money by, and getting fun out of, developing it. As far as being possible for communities to remain small and harmless, look at the whole
land. The cause of expansion is no mystery; it is always to be found in the ambitions of leading men, men of great energy and ambition, and they are, who
hypnotize their followers with wild, dangerous ideas, make them take up arms and so bring misery and hardship on themselves and others. That is what cause war,
Britain's Colonies in the War: No. 7—Ceylon

Greatest Single Producer of Rubber for the United Nations at the present time, Ceylon became a British colony proper in 1815. Most of its 27,000 square miles are cultivated in the war crops. In addition to rubber (of which on 44,000 acres produced 85,000 tons annually), the island's tea production is also very large. Ceylon is also a great contributor, from thousands of acres, to the war effort in the form of rice and sugar. Coconut oil is the third great contribution, from thousands of trees. Also produced is pineapple, a mineral essential in electrical engineering. Pursuing her intensive war programme, Ceylon has, for navigational purposes, made use of her centuries-old artificial lakes, two hundred feet below to supply a great amount of water for various purposes of the island's war effort.

The fight against the Japanese was continued in the annunciation on April 19, 1942, that Admiral Lord Louis Mountbatten, Supreme Allied Commander in South-East Asia, had transferred his headquarters from Delhi to Ceylon. Where once was jungle are now several airfields (above). Some of the thousands of tons of crops critical to the war effort are being unloaded at a river jetty (below).
Native Trainees for Ranks of Fleet Air Arm

YOUNG CEYLOMNESE deck as the Naval Navy's aircraft service, established seven feet of the land in British colony, recently and go to their native training to for use in Fleet Air Arm carrier. The crew of the Fleet Air Arm training will continue to for service aboard in aircraft carriers.
Highways to Speed the Day of Allied Victory

Roads are an integral part of the war news. Roads blocked by the Germans in Italy, tangled with the ruins of hundreds of dead trees; roads laid over yesterday's battlefields by engineers of the 5th and 8th Armies; highways of invasion; roads—assets for tomorrow's motorists—that wriggle over the whole world via Alaska or Asia.

The scope of some of the road-construction schemes now in progress is breath-taking. While the rose-mighty Berlin-Rome autobahn crumbles beneath the blows of British bombers, and the Aryan Way trembles to the thunder of battle, the Soviets open fresh links in the Stalin Highway into Turkestan, and the Royal Engineers build the new Cheka bypass in 100 days.

This latter road is among the smallest of many road-building endeavors, yet it typifies the spirit that is now forging highways the world over. The old Leningrad central road, creeping around the Cheka headland, was consistently being blocked by landslides. Exigencies of military transport made a new road imperative; speed was essential in completing it before the rains, and 3,000 men from divers countries—from South Africa and India, from Poland and the U.S.—made a great common effort. They excavated 30,000 cubic meters of rock, 100,000 cubic meters of earth, built 11,000 meters of retaining walls, leveled and Mumun-surfaced a length of nearly five miles, constructed five tunnels, and completed the work in 100 days.

SPECTACULARLY, the first track of the new road, 1,000,000 road workers and 50,000 tanks in Saudi Arabia will span 600 miles of desert and统领y place, between a main motorway highway from London. On the other side of the world it is next to the way to complete the last link of the 4,200-mile Trans-Canada Highway, where it was laid on the bedrock of 100-foot depth on the northern gales, and on the other side plans to continue the Alaska Highway itself as a Pan-American Highway from Mexico, Central and South America right on to Tierra del Fuego.

A scheme in zoot, too, to shorten the路程 by constructing a by-pass from Prince George, B.C., to the Alcan Highway. The original Alcan route was paralleled east of the Rockies and Coast Mountains when the air threat of Japanese interference with supplies travelling north was very real. Now that this peril is removed, the parkway staging and the battle against snow north of Edmonton become strong arguments for the by-pass.

A remarkable story lies behind the recent completion of the Huancayo-Maipullqui road in South America, which signifies the opening of a new and promising link between the Pacific and Atlantic Oceans. This is the final section of the tract road connecting Lima, capital of Peru, with Tacna, a port on a tributary of the Amazon. One of the most difficult problems was to be solved in its construction was the crossing of the Río Coatain in the Andes: research revealed that as long ago as 1727 a missionary, Fray Abdul, had crossed the mountains by a path. This path, named the Queencor del Pueblo, was rediscovered in 1937, and the way lay open to the road-builders.

The changes of war have out-dated a pre-war remit of the Alliance International de Tourisme, in which a highway through Africa from Cape Town to the Mediterranean was only envisaged. Today the Caso-Carao road is a concrete fact, period stations are functioning in what was stave jungle, and for 7,000 miles visit areas have been opened.

Waterless and Volcanic Desert

In the Middle East area alone there are now more than 4,000 miles of new first-class roads, built mainly by the Allied armies since the commencement of the fighting. The Expeditionary Corps of the French Poste of the Belgian Congo made the first land contact between the Congo and the Sudan across the Sahara Desert, 2,200 miles from Casablanca. Their 2,000-ton, 160-mule caravan marked the way and up vehicle bands of over 200 vehicles. Covering sometimes 90 miles a day, sometimes only yards, the Belgians blazed the initial traditional road at 34 days, and the motor road followed.

New roads have been laid across Persia to serve as supply channels in Soviet Russia. The children on this road, pick-pocketed by armies of 30,000 men, women and children who had no modern machinery. Picked by British officials, they averaged three miles a day for eight months through intense winter cold—and summer temperatures that averaged to 130 degrees. Another road, also based on native labour, wound to the Caspian across seemingly impenetrable mountain ranges and valleys so deep that every bridge is ranked as a major engineering achievement. Roads that could not be produced until they made possible have played their part in the latest triumphs of the Russian armies.

Takes the most compelling spectacle of the Lotto Road, or, as it is sometimes called, the Alcan Highway (see page 556) on the Northern Burma front, with its endless transport columns and its road-signs that proclaim, "This road is our life-line. Treat it right!"

The Laddo Road was originally the old reacrossing route from China to India, selected with such in its zig-zags and parallel and other side, and the Burma Road, and will stimulate the dispatch of much-needed supplies to China.

Sometimes troops have gone ahead to clear up the Reacrossing route that were keeping the road-builders, sometimes the same have Buccaneers and mules, and sometimes tangled through dump and malignant fever valleys. Waging constant battle against floods and torrential rains, the road, kept open despite Japanese raids, has moved thousands forward. It is a part of immortal Allied victory.

This famous "silk road" through Sinkiang to the Soviet Union another possible route for supplies to China—has been newly developed during the war. For centuries this historic route (first made known to the western world by Marco Polo) was used by slow-moving caravans and pack-trains taking three months on the journey. Now, on a modernized road, motor-buses cover 2,000 miles between Chiangkung and Tihuo, capital of Sinkiang, in three weeks. The road, which traverses the Chinese provinces of Sinkiang, Tibet and Kansu and crosses the Celestial Mountains, brings native remote and little-explored regions.

In China, too, is the 700-mile "Woman's Road," so-called because it was built by 30,000 women who dug their way across the mountains between Lanchow and Chengdu and shortened another supply route, giving the Chinese to the Chinese front.

The new road opened highways of peace-time trade and roads that snake today across the former wastes of five continents will be pleasures highways for motorists holidays of tomorrow.

REPAIRING AND MAINTAINING ARMY SUPPLY ROADS is one of the urgent tasks performed by skilled operators of the Royal Engineers of the 11th Army. The continual prising of tanks, guns and heavy transport vehicles now warp not even the best road surfaces. On the left maps are seen are heavy wheeled vehicles. Right: A new road between two foundations. Right: Unloading the road made to be moved. See also facing page.
Military Roadmakers Surmount Grim Obstacles

Without mechanical aid, Royal Engineers in Northern Ireland moved 8,000 tons of soil and rock in eight days, or make this structural road along the line of ancient native tracks, a vastly rough road, passing an undefined section of Glaucus to the Rock.

Construction of the new road from Lima to Pedro de Palacios, on the Amazon, opens up a new link between the Pacific and Atlantic into the heart of South America. This thoroughfare, which will lead to the opening of the Blue Channel, connects United States and British territories in South America, thereby offering a new route for trade and travel between the two countries.

By British, Italian, and Australian photographers.

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How a Minesweeping Trawler Saves Our Ships

Swept away from the deadly menace of enemy mines is the constant and hazardous task carried out in all weather, not often in face of her attack, by H.M. Minesweeping Trawlers. These boats are by no means small craft. They are speedily fitted out and must be fast under the most adverse conditions. They must be able to do their work under all kinds of weather and oftentimes have to be dealt with—such as the mine, recently discovered in shallow water, which has become a dangerous hazard to the seamen. The minesweeper has to do this task so that the mines do not reach the coasts, where they can be destroyed by gunfire. To assist the ships the minesweeping trawler works not from a winch but a stretched sweep wire, to one end of which is attached the hoist to a bridge. Monterey from and the other, another, these holding the sweep are set on the sweep's counter at the correct distance and depth by the inward speed and the sweep is driven by this. The trawler's gun crew (A) fire the 16-pounder guns and locate the mines. These fires are then sunk by the sweep's bridge (C). The sweepers, when handled, the sweep's crew (F).
I WAS THERE!

Eye Witness
Stories of the War

With the ‘Diggers’ on the Muddy Jungle Trail

Australians were the first to inflict reverse on the Japs, and a
soldier of the kind of Er the Australian troops laid in New Guinea is
always a hero. This dispatch taken from one of their war correspondents,
published here by courtesy of the B.B.C.

Our plantation had come to a coconut
plantation and halted there. It was
an hour or more since the men had
their last rest, and they just flapped
on to the next station, stretched their legs, slowly lowered the
packs from their shoulders. They
filed back on them and then rolled
and lighted cigarettes. A few of them slipped
from their hats.

A boy beside you said: “We surprised a
tiger in the jungles yesterday—get a
match!” For a few minutes he sat breathing
heavily from smoke from his mouth, then he went on: “One of them was on
his back under the banana trees, and
the next at one of our forward scouts and grazed
his neck. I shot him. He was a huge
Marine—a six-footer. They’re not all little
devils.” Then the men were climbing to their feet,
wriggling their packs till they were
squelching on their backs again. The boy
beside me slung his rifle and said: “The
forward scout was pretty mad at me because
him to his kill.

It didn’t take long to pass through
the plantation, and the plantation disappeared into
the jungle again and soon were as
tired as before their rest. The track wound
island. It was a green tunnel, walled in by
bunching undergrowth, roofed with a
on all sides, and sometimes so
narrow that the leaves on either side brushed you in passing. Grey mud licked almost
to the top of your gauntlets; each step sounded
like a sigh. Was it hot? Arms were
washed in every direction. Here and there the
mud was washed over everything. Here and there
the leaves and branches were beaten

We passed dead Japanese and walked over
them or around them, whichever was easier.
It had been like that all day. You were on
your feet, but you gained the feeling
that hurried you under a wilderness
of jungle. You had crossed six rivers
or was it seven? No matter—the first
sliced you, so the rest couldn’t make you
any wetter. It probably washed some of the
sweat from your clothes; you hadn’t
changed them for a week. There was
no sound except that of feet in the mud.

The boy in front changed his rifle from
one shoulder to the other. You thought,
“Is this the war all right?” The
track ran ahead, beyond, through you.
You couldn’t think beyond it. Your whole
existence was centred on the track. Sudden
ly you could see in your mind hundreds
of tracks, and on every one of them lines
of gasped-out men, humping packs and wading
tracks twisted over mountains and ravine
tracks. They pushed through green and yellow
mass of Kowai grass, or got lost in
jungles. When you turned a corner and
tracks stopped, you couldn’t make them anymore
he was just another, unfeatured face.

And then the line halted abruptly, and you
always knew then that he had the rifle
in front of you. The track ran through
a little clearing; there was a village there.
The forward section fanned out and the men
went casually from hut to hut, edging quietly
up to doors and stepping quickly inside. It was
a village with half-dozen brown huts sagging drunkenly to the
ground. Right a recognition mark, the scorched a neat grey crater. A section returned.

“Only a few dead cows,” the corporal said.
We stumbled out again on to the other
bank, and glanced down, down along the
track, while the water sucked away from
your clothes and stopped about uncomfortably
in your boots. A long time later the platoon
reached another coconut plantation, and the
boy in front said, “Bivouac here.”

You slung your jungle bivouac between two
palms, then collected the driest wood you
could find, then it is cooking-time and hung
your battered billy—made from a jam
over the flame. Then you mixed bully beef
with biscuits and water and squatted
sitting it till it was hot. A few drops of rain spurted
on your head and, looking up, you saw
angry clouds pushed safety down from the
mountains. They were heavy with thunder. Near by somebody said, “More storm
tomorrow!” and swore softly.

Of course, the aircraft carrier was operating in
home waters on a cold, windy day with a snowstorm likely to break at
any moment. We had headed out to sea
at about 11.00 a.m. The snow had already
begun to fall, and with a hurricane blowing
we could hardly stand on the flight deck.
The aircraft were duly ranged and placed
along your flying position, with the air mechanics
standing by their respective kites.

I was responsible for “A,” for Anise,
the first plane to leave on the word “Go.”
This machine was piloted by Lieutenant A.D.
Wilkinson, son of a former Lord Mayor of
London. The planes were all being run up
as the ship headed into the wind, and a
terrible wind it was. “A” for Anise was
running at a fast tick-over and the pilot
gave the signal for two men to lie on his
tail, which he revved up to full power.

This task was undertaken by another
racing and myself. We both lay prone on
the tail plane, he on the port side, I on
the starboard side, and waited for the pilot to
open up. After a while the other rating
ran off to warn the pilot that we were all
waiting and ready.

Then the fun began. The pilot opened
his throttle to full boost, and up came the
tail. I knew this had happened; but still
thought he was just revving up. The aircraft

FOLLOWING THE RAHU VALLEY in New Guinea, Australian troops push on towards Madang on the coast, the victory débâcle on the coast some 40 miles north of Wewak, great Japanese
air base. Going to a forward post, native porters receive a broadcast broadcast (favour?
the war—40 miles north of Wewak, great Japanese
air base. Going to a forward post, native porters receive a broadcast broadcast (favour?
the war—40 miles north of Wewak, great Japanese
air base. Going to a forward post, native porters receive a broadcast broadcast (favour?

Whirled Through a Storm on a Seafarer’s Tail

For 11 minutes a Fleet Air Arm mechanic who had been seen off the deck
of an aircraft carrier clung to the tail of a Seafarer as it flew through a snow-
storm. Rain froze, he was still hanging to the aircraft when it landed
at a seaplane station. Here he tells the story of an amazing escape.

This aircraft carrier was operating in
home waters on a cold, windy day with a snowstorm likely to break at
any moment. We had headed out to sea
at about 11.00 a.m. The snow had already
begun to fall, and with a hurricane blowing
we could hardly stand on the flight deck.
The aircraft were duly ranged and placed
along your flying position, with the air mechanics
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I was responsible for “A,” for Anise,
the first plane to leave on the word “Go.”
This machine was piloted by Lieutenant A.D.
Wilkinson, son of a former Lord Mayor of
London. The planes were all being run up

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started to move, but unfortunately I had no feeling of forward motion. The terrific slip-stream, plus the hurricane, was doing its utmost to remove me from the tail. The only grip I had was where the elevator was hinged. I could just get my four fingers into this slender portion with the left hand. So with my legs swinging in mid-air I held on. As soon as a place below dropped a few feet above the seat again, I was prepared to get off at any second. Then I experienced a floating sensation. I had my eyes closed, and opening them saw to my horror that the carrier was below and astern! How the pilot ever managed to get the plane off the deck is still a mystery, but there I was—hanging on like glue. I thought my number was up, that every moment would be my last. I thought of my wife and daughter, and I prayed. I shut my eyes and just hung on. A few minutes later I again opened my eyes and saw a cruiser astern of us. I was terrified then to let go and trust that they would pick me up. Had I done so and fallen from that height they would have picked me up dead. I learned later that on leaving the carrier the pilot was informed over the R.T.: "There's a man on your tail." He replied, "Yes, I know!" After a flight of approximately 25 minutes we were over an airfield. I heard the engine slow down and prepared for a crash landing, not knowing where I should be. It was 2 a.m., the stars were out, and so I thought he was landing in a field, and I pulled my jacket in order not to have them trapped under the fuselage.

The general opinion of the crowd watching us was that the pilot made a perfect landing, as the plane came down in a straight line, without her top turret, the pre-dusk starlight and the gradual slowing up of the plane. I saw the pilot, bleeding from a cut which I had inflicted. I did not remember any more until I came to inside an ambulance. On the way to hospital I was frozen stiff, but free of any pain or any feeling save that of admiration for the pilot whose skill had saved my life.

I was told afterwards that the pilot removed me and placed me upon the snow, covered me with his overcoat and placed his Mac West under my head for a pillow. The hospital was prepared for my reception. A bed was ready, with electrically heated blankets and hot-water bottles, but these I could not appreciate having lost all feeling in my body. I was given some strange sensations of pins and needles all over the body. I was put in a soothing straight-jacket and congratulated. I kept that down below the wires were humming and that up at the face of the Maori arms belts were ringing. Far-heads Blunt were falling out of bed, rubbing their own backs, saying "You're just too--too--too big to be able to do that." I have no clothes and stood out to cold action stations.

By now the strike was passing its next landmark, a huge glacier on the top of a mountain. Soon they were crossing the final barrier and landing in mid-air, down in the air. We heard the bell ring and felt the plane hit the deck. And then, as they crossed over the final ridge, the plane was coming down, and all those who were not in their cabins were in.t the emotional summits. For ever and ever, unless the skiers are going down and the others are going up. The excitement was not over for I saw the plane land in mid-air, and feel the plane hit the deck. And then, as they crossed over the final ridge, the plane was coming down, and all those who were not in their cabins were...
than the Thames at London, lay one of the largest battleships in the world—the Tirpitz. A motor-boat alongside raced off at full speed, and I don’t blame him, the blast, p. 746.)

Up till then the strike had kept dead radio silence, but as they arrived in position everyone gave an instinctive start as a sudden ranging noise hit them in the ears. The leader had switched on. And then a shout—

"All fighters astern—bomb ahead!"—and

with that shout things really happened. Hunters and Wildcats fiercely left out of the sky. At the Barrandelles hurried down they could see the fighters streaming to the

surrounding point—the Tirpitz, and with the fighters from their fuselage crowded green and red tracer came streaming up, but the fighters had

ranged now, scattered her A.A. fire and the Barrandelles were able to take perfect aim. Dozen as they saw with their own eyes hit their

formed—6,000—5,000—4,000 feet. They went down in unison that anything force shot up to the

roof of the cockpits.

Now the leader was at the right height, and he let go. The first three bombs were whistling down, exploding bang on the bridge, the nerve-centre of the ship. The other planes—diving from either side—were close on his tail. One extra large bomb, bursting through the armour-plate, annihilates

with terrific explosion between decks. The huge ship shuddered, her stern

whipping up and down and sending waves across the fjord. It was only 60 seconds—

one minute—from the first bomb to the last. There was no sign of life from the hulmets
close to her birth. No doubt these housed many of the repair workers. Six months’

work was going west in sixty seconds.

And now, as the cameras flashed, and rubber-stamped flashes

down on the valleys with fires raging, and the entire attack, the second strike—which had

been ranged in the carriers the moment the first

had taken off—now coming in from the sea.

This second strike had, if anything, a

more difficult task than the first. Admittedly

the artificial smoke and the smoke from the

first strike’s explosions helped to guide them

to the target, but by the time they got over

the whole fjord was almost

obscured with a strong bon barrage above

the smoke. But there was one critical

moment—the smoke cleared over the Tirpitz,

and with a shout of joy they round, carrying out similar tactics. Again there

were many hits; one heavy bomb in particular

was seen to strike the ship as the deck

exploded with a sheet of flame that reached

as far as the rocks. By the time the last

pilot divined the A.A. fire had ceased. And so

the last minutes over the signal, and the brilliant dash of those Fleet Air Arm aces

had been the highlight in a naval operation that had left the Tirpitz crippled.

FLASHBACKS

1940

April 16. Announced that British

forces had landed at Namsos (Norway)

April 18. British landing at Andes

(Norway) announced.

1942

April 2. Germans occupied

Bergen. capital of Trarเหรียญ

April 3. Soviet forces landed.

1943

April 16. H.M. the King awarded

the George Cross to Medal, in

recognition of the Island’s Bravery.

April 17. Augustus, King of

Sweden, for which the

ship had arrived at the

Victoria Cross.

April 31. Commander visited the

French coast, near Boulogne.

1944

April 21. Soviet, part on Russian

occupation, occupied 8th Army.

April 21. Luftwaffe captured by

8th Army. Tuscani taken.

BEFORE THE TAKE-OFF AGAINST THE TIRPITZ, none of the aircraft were seen receiving a single bullet. In this respect they were a

success. The Tirpitz was able to withstand the

smoke screen until it was too late, and only

seven of the carrier force were hit. Then

the Tirpitz was in flames. The German

battle-cruiser is said to have been

useless the remainder of the war.

Our DIARY OF THE WAR

APRIL 11. Thursday. 16.000

tons of German war material and other

stores captured and landed by Operation Pauw and U.S.S.R.

Over 1,000 U.S. destroyers dropped

bombs on Sans and transferred troops to

U.S.S.R.

APRIL 12. Friday. 16.000

tons of German war material and other

stores captured and landed by Operation Pauw and U.S.S.R.

Over 1,000 U.S. destroyers dropped

bombs on Sans and transferred troops to

U.S.S.R.

APRIL 13. Saturday. 16.000

tons of German war material and other

stores captured and landed by Operation Pauw and U.S.S.R.

Over 1,000 U.S. destroyers dropped

bombs on Sans and transferred troops to

U.S.S.R.

APRIL 14. Sunday. 16.000

tons of German war material and other

stores captured and landed by Operation Pauw and U.S.S.R.

Over 1,000 U.S. destroyers dropped

bombs on Sans and transferred troops to

U.S.S.R.
The WAR IN THE AIR

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

It looks as though, having concluded the war in North Africa, it has been possible to shift all the air units of the South-East Asia Command under Admiral Lord Louis Mountbatten, and that the time has arrived when the South-East Asia Command will be undertaken by General MacArthur in the South West Pacific area. There are to be expected in the area of the Far East which lies within the British Command of the Allied Forces.

It was the awareness of this impending situation which caused the Japanese to force a way northward from Burma into the Manipur State of India. This move was designed to complete the corridor enclosing the Japanese-occupied territories lying to the east of the Indian Ocean; to form, as it were, a Japanese West Wall to divide Burma, Malay, Dutch Indo-China, Thailand, and Indochina from Australia and the rest of the country to cut off, if possible, from outside aid the Chinese forces under Chiang Kai-shek and their American allies within China.

LIED Bomb-Tonnage

is Rising Rapidly

If this war had been fought twenty years ago this Japanese plan might have succeeded. But today, air power makes the effort put forth by the yellow-vested, cow-deer of Nippon appear as that of a nation not fully comprehending the meaning of the air age into which now the world has almost fully entered. As the development of the tank swept away the kind of niceties which were the great feature of the last 1914-18 war, and made the military barrier erected to stop the forward surge of an army mainly a landside field, so development of air power in all its aspects has rendered inapplicable this type of barrier and will continue increasingly to affect it as the war goes on.

The bariers which aircraft have to face are the shell-bar and the rocket-pan, and the fighter armed with guns that can through high velocity machine-guns to 74-millimeter shell-shots, and shells to burst like flash bombs. (What I am not a barrier, but an intended deterrent through form of air attack.)

But all this evidence goes to show that the development of these barriers to the passage of aircraft towards their targets is not proceeding with the same rapidity as is the striking power of the aircraft themselves. The bomb tonnage is rising rapidly; on the night following April 20, 1944, number of bombs dropped by the Combined Bomber Com- mand, employing about 1,800 aircraft, was about 35,000. In May 1943, 1,000 bombers dropped 2,500 tons. In February 1944, three months earlier, 2,000 bombers dropped 3,000 tons. In March 1944, 2,500 bombers dropped 3,500 tons. In April 1944, 3,000 bombers dropped 4,500 tons. In May 1944, 3,500 bombers dropped 5,000 tons. 

This achievement and the general rise of air power in Europe (including a greater weight on Cologne than the 3,000 tons dropped on that city in the early winter of 1942), and the power of the individual bombs dropped has raised the barier to the war -on our side-from 500 lb. to 12,000 lb.

There was a general assumption that the Germans and Japanese have been unable to increase the power of their bombs. In addition, the defensive fire-power of the bombers has grown so that they are increasingly able to fight their way through the fighter barriers set up against the bombers. So the fighting strength of the Japanese bombers is increasing, and in daylight the employment of long-range fighter escorts has carried the defensive power developed higher. In a word, the air offensive is more powerful than the air defensive. This is not difficult to understand, because the size of the target can offer no barrier with such an armament as we have in the technical equipment, and the skill and courage of the fighting airmen, alone determines the issue in air war, after the directing minds have done their best to organize the timing and direction of attacks to offset the combined effects of our fighters.

So much for the tactical situation. What of the strategic situation. What of around China and Burma indicates that the directing minds of the Japanese Higher Command have failed to understand the full implications of Anglo-American air supremacy.

Even if all the surface roads were to be blocked by Japanese troops the air highways into China remain open, and great quantities of war material and reinforcements can be flown into that area were it to become isolated. Already the Wingate reconnaissance expedition into Northern Burma has shown what can be done in the most difficult territory in the world. That force is a threat to the enemy lines of communication. If it is reinforced with a sufficiently lively imagination it may become a striking force, compelling the Japanese to withdraw from Manipur State, because they cannot supply their forward troops as efficiently as ours there can be supplied.

Meanwhile, the headquarters of the South-East Asia Command have been switched from New Delhi to lovely Kandy in Ceylon, and from that zone a seaborne air force was dispatched to attack Japanese harbors, installations, aerodromes, and ships at the northern end of Sumatra. In Southeast Asia as a whole, a new and magnificent page in the long, familiar spectacle of a great fleet being employed for the sole purpose of advancing the take-off point of attack aircraft to a convenient striking range, so that the bomb weight can be increased to the maximum by reducing the fuel load required. Sumatran ports are no doubt part of the enemy supply line to Burma. But Sumatra itself may be to the South-East Asia Command what Papua was to General MacArthur's Command in the South-West Pacific. Scattered airports in Sumatra would advance the Allied air forces a thousand miles and give them a base for close action against the Japanese in Malaya.

It would reduce the distance between the two Allied Commands on the Equator to 3,000 geographical miles. That would open the whole equatorial zone held by the Japanese to air attack. It would place our feet on the first part of the island bridge to Australia. It is the direct route to the rubber plantations. Nowhere else in that area can we advance so far in one stage. It would be both a direct attack and, to the Japanese in Burma, a flash attack upon their lines of communication. If we are strong enough to follow up with a landing on the lines of the American landing in the Solomons we shall have moved far in the war against Japan, for we shall have advanced our airfields a thousand miles. Airfields which were the strategic centers in air war. Their possession, or the denial of the use of them, is the test pro and con of the air war. If the airfields is a barrier to the air operation, that is why we have barred them. The modified old are among several new features. Airports in two days, so that we can fly 12,000 to 15,000 tons of bomb load to Burma in a few days. That is the sum total of air power which the Japanese forces in Singapore must face now, and they have no answers to these problems.
W.A.A.Fs Specialize in Aerial Photography

Photographic Section of the A.A.F. has attracted many W.A.A.F. members since training in this all-important work commenced in August 1942. The work is carried out in complete darkness, the girls [1] wearing protective clothing and the reel wet aerial film is on large drying drums [2].

In the printing room they make enlargement of the film [3] for another girl [4], the finished prints will form a detailed picture of enemy territory, which will be cut up before the girls are allowed to touch the prints. Each must be cut short, so the tiniest scratch might mean a mis-reading.

There is no rest for them, they work in the countryside in whatever rough huts may be available. A Belgian girl [5], centre, is one of those who work in a small hut out of which her food is supplied.
The Home Guard Celebrates its Fourth Year

PROGRESSIVE DEVELOPMENT has been the keynote during the fourth year of Britain's Home Guard army, which was first formed under the title of Local Defence Volunteers on May 14, 1940. Started at a time of crisis, it was prepared to withstand the enemy attack that was expected, except for the intervention of the United States and the Soviet Union.

Among the year's achievements has been the abandoning of the last undermanned area and the steady increase in the supply of the latest arms. In this year, the Home Guard first received anti-aircraft defences, and were given priority for AA units all over the country, including 4.5-in. batteries. There were also new rail layouts for propaganda purposes, and a new travelling training wings, an increase of one in each case on the year 1942-43. We also saw Home Guard Motor Transport companies next exist, using some 13,000 Wey Department vehicles.

On June 12, 1943, it was stated that the provisions of the Army Pensions Warrant of 1941 would apply to all Home Guards and their dependents as in the case of members of the Regular Army, and on September 23, 1943, the Headquarters of the Home Guard announced the new regulations. Thus, those who had served during the Regular service would receive a disability pension, while the remainder members of the Home Guard, equivalent to that granted to a discharged private of the Regular Army—further indications that the Home Guard is fully recognized today in an equal status with the regular armed forces.

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TO THEIR ROCKET-GUNS go Home Guards at the double during a practice (1); others man a 6-in. naval gun on the South Coast (3). Learning to use an air-raid detector (2). Traditional screening of the houses (4) under the Ministry of Furniture (which system began after the Home Guard was formed (5) and was carried on until 1943). A 'Home Guard' watch was carried by those who were called out in action with the upper, or General (6).
It is hard to see. With a spirit of force revenge on one side and a desperate attitude to escape retribution on the other, fighting appears to be inevitable. There are some who think a general election would settle everything. I wish I could share their belief.

A review of mine was declining recently about the banning of restrictions on restaurant meals. He said it was in keeping with our national hypocrisy that we should pretend the charge was limited to five shillings when we knew many places charge more than twice as much. His indignation at the regulation that not more than five-shillings worth of food shall be supplied to keep down consumption of alcohol generally speaking, it does that, though I do believe that the real reason for the bill was to force two people and they get two lunches at two dinners each. This, however, must be rare. Not many women are as greedy as that, and very few men. With scarce exceptions nobody gets more than five-shillings worth of food. If they choose to pay ten or twelve shillings for it, that is between them and the hotel or restaurant keeper. The extra money passing from one to the other does the public no harm. And there will always be folks who like paying more than things are worth. There always have been.

In Evelyn's Diary I came across an amusing entry during the year 1854, when Oliver Cromwell ruled and the glories of entertainment were mostly shut. One remained open, the Mulberry Garden, on the site of what is now Buckingham Palace in London. A titled acquaintance of Evelyn's took there and he humorously noted it as "the only place of refreshment about the town for persons of the middle ground, even exceedingly caffed at." Such persons exist still.

Another grumbler I listened to (unwittingly) who 'disliked the word 'beach-head' which has come into use as a description of our hold on the last strip of the Italian coast, in which by combined operations we succeeded in landing considerable forces. It is formed on the analogy of "bridge-head," which is a "forlorned defence, covering the end of a bridge near the enemy's position on the other side." This is to say, when you get across a bridge, driving the enemy before you, you make a semi-circular defence line to keep the enemy off."

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A Jungle Victor Greets Liberated Burmese

DISTRIBUTING GIFTS TO NATIVES of a Rakhine village is one of "Merrill's Marauders"—a name acquired from Brig-General F. Merrill (see illus. p. 159), who led the first U.S. peasant group to fight in the interior of Asia. In R. Burma, these troops captured Wellawya, in the Pechauk Valley offensive, the opening of which was announced on March 4, 1944. Rakhine tribesmen, British trained and equipped, are proving themselves in battle against the Japanese invaders.