HOW ARE THE MIGHTY FALLEN! This German 88mm Tiger tank, once feared for its deadly power and now buried on its side, has become a symbol of defeat. The tank was destroyed during an Allied attack, a testament to the power of modern warfare. The driver, who was captured, stands in front of the wreckage, a somber reminder of the costs of war.
Our Roving Camera Visits Allied Air Forces

INDIAN AIRFIELDS find empty photo cells for milling grounded aircraft, which they do, with the same uncanny skill as the men who built the Air Arm once were. One pulls his weight at the end of ropes in order to get a plane into position (left).

RUSSIAN MECHANIC gets to know something about America's B-29 and B-52, by putting hand at the root of an aircraft at a field somewhere in the heart of Russia. The Russian is one of a chain of thousands of Russianers who have been trained to help the American bomber operations.

U.S. 'BLACK WIDOW' NIGHT-FIGHTER in search after a deadly spider faced in America. It is reported to be one of the largest and most powerful aircraft to stem the tide of the new Focke-Wulf type of night-fighter, which has equipped Germany with a new weapon. (Right)

IN NORMANDY the famous Spitfire can be seen only by repaired until the Allies landed in France. These French children are justifiably proud of the staff men of the R.A.F., who operate in the backcountry to advertise one of their planes, and further who the kind of R.A.F. they are, playing a big part in covering operations over the North. (Right)

CAEN CATTLE could not even approach to investigate this strange object which suddenly fell from the sky (above), but simply stood there as the wings and tail of an aircraft that landed minutes before had been circling and cutting overhead. (Left)

Photos, Joao But Rlust (Awards)
THE BATTLE FRONTS


Since I last wrote, Germany's situation has continued to deteriorate rapidly. For many months the threat of the opening of a western front and the air offensive based on Britain had exercised a very great influence on the eastern front, immobilizing Germany's reserves and steadily undermining her war industries. But the General Staff and people were confident that their western front had been made practically impregnable by the precautions taken; and, if, contrary to all expectations, the Allies did succeed in effecting a landing it was believed that they could be crushed decisively before they could become really dangerous, without diverting troops from the east in an extent which would endanger the situation there. Since it was held that a successful counter-stroke or failure to effect a landing would convince the Allies that a negotiated peace was all they could hope for, the western was held to be a temporary battlefield and any battle would be fought. Now that the Germans have seen a great army successfully landed and so firmly established that hopes of crushing it by a counter-offensive have practically disappeared, the shock to their morale can be well understood.

But what may have an even greater effect on their morale is the concrete proof that the opening of the western front has already had disastrous effects on the eastern front. Their own military authorities have been forced to conclude the catastrophe which has overthrown Vos Buech's Army and opened the gateway to East Prussia, by claiming that it had been necessary to withdraw reserves from the eastern front in order that they might be available for the defense of France. The two Panzer Corps that were withdrawn might well have observed the more disastrous consequences of the Russian break-through, and it is evident that they arrived too late in the west to enable Rommel to crush Montgomerie's centre before they were... established, or materially to improve his situation. It would seem that the German High Command has repeated the blunder which in 1914 the British High Command made in crossing Europe to support the Russian invasion of East Prussia. It is too soon to say how this will affect the situation there; while their presence alone will have raised the scales on the Minc. FRANCE In Normandy there has been much heavy fighting, but it is clear that up to the time of writing Montgomerie is still in the position to launch a powerful general offensive, and he may not have much longer to do so. Thus far his losses have been very small, while his troops have certainly had more success in inflicting casualties on the enemy than in reducing the enemy's forces to any extent. This has been largely due to the inactivity of the German High Command, which has been unable to keep Rommel's advance in check. Should Rommel be forced to abandon his offensive in Normandy, the British forces on the western front, which are operations would be bound to become much more mobile and fluid. As at present it is, of course, absurd to compare the rate of progress of Normandy with that of the present Russian offensive. In Normandy there has been little progress, but in Russia, though the Soviet offensive was only approximately completed a month after the last major German offensive, it was not until the end of May that the main German forces were committed to the offensive, and even then they were not able to make a decisive breakthrough.

RUSSIA The Russian break-through, so completely and astonishingly succeeded in overwhelming, was in itself evidence of perfect preparation and planning as well as of the quality of the troops, but the maintenance of the amazing speed of the follow-up has given it an even greater credit to the reputation of the preparations for the offensive. Critical as Rommel's position is in Normandy, the crisis there is far from having reached the stage it is in on the eastern front. The invasion of East Prussia may have even a greater effect on German morale than the penetration of the west wall; but it would have a less direct effect on the strategy as the situation than that of Lindemann's forty divisions in the Baltic States became isolated and incapable of taking any effective part in the defence of the homeland. It is not yet known what orders Lindemann has received, but it is suggested that again the German High Command has been compelled to reorganize its forces in a manner similar to that of the Baltic States.
HOPPING UP in the streets of Caen, British infantry men sketch the story of a fight they had captured (right). Originals a German heavy machine gun being moved to the rear in Caen. An anti-tank gun has been used by our forces to protect light vehicles. The two solders are using a light anti-tank weapon which fires a 2.5-lb. shell and can pit-busts up to 150 yards.

ABANDONED ENGINE in the Caen area, whose track had been punctured by a shell, provides good cover for any attacking British troops. This type of armament is no longer likely to be of much value. The soldier on the left uses his rifle, which is 10 mm. calibre, firing a smoke or incendiary shell. The soldier on the right is armed with an anti-tank weapon which fires a 2.5-lb. shell and can pit-busts up to 150 yards.

ALLIED CONVOY, carrying vital supplies and stores, moves down the main street of once-trodden Nazi Infamy. Convoy moves on June 19, 1944, facing no time in exploring every yard of ground to be invaded. Convoy is on line of push up the western front.

BATTLE AFTERMATH in Caen found the town largely destroyed. Troops of the 6th Airborne Division, landing on July 4, 1944, badly damaged, but the situation was saved from further German rule. Capture of Caen was an important factor in the push to a breakthrough from Normandy and use of the full weight of our armament.

PHOTO: British Official
Victories Garnered in Red Army’s Drive West

WITH EVER-INCREASING PRESSURE, Red Army troops of the 1st Baltic Front, on July 6, 1944, took one of their major objectives since their advance emerged in the Vinkauls region last month—the important town and railway junction of Parnawa, mile gateway for the drive on Latvia and most advanced encampment, in the south, of the powerful German forces there. (Left) General Fedor K. Yagoda, Commander of the 1st Baltic Front. (Right) Soviet infantry engaged in hand-to-hand fighting before the final capture of Parnawa.

MOHILEV, fortress in the German “Festungslinie” defense system in eastern White Russia, was captured on June 28, 1944. Troops of General Zabolotzky seized and held the town, their crews using encouragement to its inhabitants.

KARELIAN Isthmus Offensive against the Finns was launched on June 26, 1944. Eight days later the Russians had broken the Mezenstein Line and occupied Viipuri. Here Red Army men penetrate a captured trench system.

MINSK, capital of White Russia, where retreat of the German divisions driven back from the “Festung” and Brest front had turned with the city’s powerful fortresses, fell to Soviet forces of the 1st White Russian Front, under General Ivan Chernyakhovsky (right), in cooperation with those of the 1st White Russian Front, under Marshal Antonesov, on July 1, 1944. In the capital, Red Army officers stand with liberated women citizens (left).
THE WAR AT SEA

by Francis E. McMurtrie

From their present rate of advance it appears likely that the Soviet armies will have entered Riga by the time these lines appear. Riga is not only a valuable port, with a secure harbour at the southern end of the Gulf of Riga, but its possession should effectively cut off the communications of the German armies in Estonia, unless these can be evacuated by sea. Neither side can claim control of the Baltic, but the Germans may be expected to cling as long as possible to the three large islands of Saaremaa, Hiiumaa, and Muhu which lie off the entrance to the Gulf of Riga, to facilitate the safe passage of transports from Tallinn (Reval) to Daugav or ports farther west.

The three principal islands in question are Dago, Osel and Muen, or to give them their Estonian names, Hiiumaa, Saaremaa and Muhu. They are all low-lying, with considerable areas of marsh and woods. In the channels separating them from the mainland of Estonia are many small islands and clusters of islets, and the shallow waters of the Gulf of Riga, making a dangerous barrier to the advance of our forces. Nevertheless, it is likely that the Soviet forces will attack these islands, as they are all within the range of their guns. The German forces on the islands have already been greatly reduced by their own action in leaving them exposed to the concentrated fire of the Soviet forces.

The Soviet forces are now well into the Baltic, and are likely to be in the Gulf of Riga by the end of the month. The German forces on the islands are likely to be in a state of collapse, and the islands will be taken by the Soviet forces. The Soviet forces are likely to be in the Gulf of Riga by the end of the month, and the German forces on the islands are likely to be in a state of collapse, and the islands will be taken by the Soviet forces.

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Saipan’s Capture is a Bombing Threat to Tokyo

FURIOUS BATTLE FOR SAIPAN ISLAND: Japanese stronghold in the Marianas, in the Pacific, which began with the landing of American forces, has been won with complete victory to the Allies. Length and ferocity of the struggle surpassed any other battle previously fought in the Central and SW Pacific areas.

On this island, little more than 70 square miles in extent, the Japanese had a garrison of nearly 30,000, of whom 20,000 were in the hills and caves. The Americans have not announced any size of casualties since the opening of the Allied counter-offensive against the Japanese in August 1944. Of that portion 95 per cent passed. American casualties were 2,379 killed, 2,831 wounded, and 4,113 missing. The island was taken in six days—November 22-28, 1945—after the first two days of air support which, less than 1,500 miles from Tokyo (see map), brings the mainland of Japan within bombing range—hence Saipan’s new significance—“Base Tokyo Island.” The capture of Saipan, which will be the base for future Allied attacks throughout the Central Pacific. On June 15 and on July 2, 1944, U.S. Super-Fortresses attacked Japan (see p. 27) from bases in the India-China-Burma theatre.

AMMUNITION CASES LINE THE WAYBE; part of the great mass of Allied war material poured into Saipan Island, as troops and vehicles move up (1). Primary, later; as the Army was unpressed from position after position, were enriched by a swiftly-advanced supply (2). Fruits are much of a. Airsupport or anything similar in bringing U.S. supplies forward from the rearlines of Saipan Island (3). Japanese defenders fight at the beach (1), while soldiers line stranded off shore, in occupation waiting the last few yards. PAGE 581
In Praise of the Heroes of the Stokelave

The STOKER'S JOB in the Royal Navy has been "cleaned up" very considerably, as told in this page, but there is still work to be done. The members of the Black Squad (left) in pushing the taker of a ship. The engine-room is a place for high type work with a ribbon brush: men is collected and supplied into special container: (right). Places: place (used)

are highly-trained specialists: trained the Navy way, which makes allowances for practically every contingency. When first recruited into the Service they may be men without the faintest idea of mechanics. The Navy teaches them with a bit of drill, fits them out in easy uniforms to give them self-esteem, consigns them to the most arduous, dangerous job existing aboard a ship of war.

DANGEROUS indeed the work. For in ninety-nine out of a hundred, when an enemy attacks or defends itself it concentrates its fire on the machinery of a hostile ship, in the hope of crippling its opponent's furnish speed and leaving it a hulk on the surface, to be wounded in action and carry on. Similarly, U-boats and their submarines near the destroyer's engine-room as they can do hit them to the point it the armor plating will have its skin, and the ship is not as well as a single gun. It is hit in the vibrating shell that is a destructor's engine-room. Men work stripped to the waist, even though ice clings everywhere on the deck. There is a constant shattering noise, for only by applying the blowers can the draught necessary to achieve speed be obtained, and blowers are noisy. The

are liable to turn into scaling iron. A burst main steam-pipe is enough to level the entire complement to death. Foul-moving machinery—there are dynamo and pumps constantly at work in addition to the turbines—when hit by shell-fragments in is up to throw off clusters of splinters which rage through the confined space like stretched, flying and whirling, cutting and striking, and, though chills of wind the highest point, such metal is not adequate protection against high velocity projectiles.

Then, too, the fact that in all probability the ships are hit is a threat below, in stun, to create a sort of claustrophobia in the minds of men whose lives are not of the strongest. Nothing can be seen of whatever light in progress: the engine-room must simply obey orders and put its imagination into effect. Still, the emergency is just one more another.

Damage must be made good if mechanical integrity permits. For running repairs it would be difficult to find the superior of a destructor's engine-room stuff. They can perform miracles. The mechanic is responsible for all electric circuits, from those the Permanente�d. The entirePRESS PAGE 168
The Bailey Bridge that Triumphs over Demolitions

Mr. D. C. BAILEY, O.B.E. (1) who has designed every bridge but one in current Army use.

OVER THE ENORMOUS GAP which German demolition squads had blown in the bridge in Italy, our men and heavy armour were once speeding in pursuit of the enemy—across a Bailey Bridge, the ease of which is here seen (1) about to be launched.

FROM A SKETCH in the back of an envelope was evolved a piece of equipment which has revolutionised bridge-building for our army in the field, speeding their advance in North Africa, Italy, and Russia. This Bailey Bridge—praised by General Montgomery as "Quite the best thing in that line we have ever had. It does everything we want. It will be needed everywhere we operate in Europe"—was invented by Mr. D. C. Bailey, at the Ministry of Supply.

Designed to cross gaps up to 80 ft. without the help of postmen, in conjunction with these the span is lengthened considerably. In its equipment, the bridge can be easily constructed from small items, or blocked to take our heaviest tanks. Fitting together like a jig-saw puzzle, each section is 6 ft. long and has seventeen parts. Nine other parts are used for the bridge foundation.

TRIPLE TIER sections (1) in the free-way in bridging columns on the basis, each upon an assembly being dropped into position and the other end joined on as required for each link.

UNDER FIRE from enemy guns our Royal Engineers construct the approach up which tanks can race across the Cape Canal in record time. UNarmoured destroyers of its type have been designed by Mr. C. Donitz, the German Navy Minister. The bridges are made to a standard pattern which the name of the bridge has given in the United States Armored Combat Engineers, and American-made bridging units interchangeable. When the bridge is destroyed, the Bailey Bridge can be used in all kinds of forms assembled including assault, bridge, pontoon, paper, camouflage, and a greenhouse manufacturer.

Photo, British Official, Dorn's Photographic

PAGE 189
2nd Army Infantry Stormed this Nazi Bastion

FIerce bombardments by artillery, aircraft, and antitank guns forced the German defenders out of Caen mainly on July 6, 1944. The Germans attempted to hold out, but they were driven from the city on July 9. The next day, ruthless German counterattacks were repelled. The British troops (below) entered Caen to commence the task they had set out to accomplish.

Main street in the captured city (below), showing extent of devastation caused by German artillery and tanks. It was estimated that, in spite of the terrific air strikes and tanks remaining, saving their base of operations.
Hunting Out the Lurking Hun in Shell-Torn Caen

Newspaper clipping showing a street in Caen with rubble and debris, indicating the aftermath of a battle. The caption reads: "HUR OF TWELVE MAJOR ROADS of great military value is the key-town of Caen, capital of the Calvados department of Normandy. Defended heroically by the Germans since our first landings, it finally fell to British and Canadian units. In the course of the battle the town suffered extensive damage and the enemy's heavy losses left the enemy heavily mauled. Here a British patrol is searching a debris-strewn thoroughfare for lurking enemy. In the background is the tower of the Thirteenth-century cathedral of St. Pierre."
New Zealand's Premier Sees His Troops in Italy

THE Right Hon. Peter Fraser, Prime Minister of New Zealand, it was announced on May 20, 1944, traveled to Italy specially to meet and repre- sertate the men of the recreated New Zealand Division which had served in Egypt, Syria, Greece, and Tunis, as well as in other places. The division, was one of the finest in the world, and the Prime Minister intended to express the appreciation of the nation for the splendid work these men had done.

In an extensive tour he saw for himself the impressive quality under field conditions of this famous Division from his home country. Later, on June 21, he visited Rome, the Eternal City, which had been almost completely destroyed by war and bombing, and had audience with the Pope, who sent his blessing to the people of New Zealand. Returning home, he paid high tribute to the people of Southern England for the way they stood up to the flying bomb attack.

GATHERING THEM IN GROUPS ABOUT HIM, Mr. Fraser dashed the men wherever he went (1), and during his tour saw a large of New Zealand's War Cemetery, Messina (2). The Prime Minister visited the men in groups, inspecting the personnel (3), to the instruction of the Division. Mr. Fraser (right) went to the fighting line, he also visited the town of Castelnuovo (4). The Somme's ground forces have already won 100,000 in this war.
Town After Town Falls on the Road to Florence

DIEINA—IMPORTANT BASTION in German defense before Florence, and a central feature of the German defenses recently utilized by the enemy. German troops, including horsemen, are seen on the road, winding along a road just before the final assault (1). Overviews for the Allied pontoon in this region was afforded for the 8th Army men. It was an Allied pontoon and a British supplies center under an arch behind which is the church dedicated to St. Francis of Assisi in 1323 (2). Another 8th Army view was the capture of Assisi on July 14. (3) The Italian town of Assisi, in 1923, with the church of the Assumption on a street stairway. Assisi, on the Adriatic coast, fell to Polish units on July 16.

PAGE 170.

Photo, British Official.
Bulldozing to Victory on All Fighting Fronts

The ingenious foreman of a road gang got the idea, a few years ago, that the powerful tractor he was working would be more useful if it had fixed in front of it a flat metal shield which would enable it to start work on hard rock earth to one side. He asked his firm's blacksmith to fit it for a trial, and that was the beginning of the bulldozer story.

Today there are thousands of bulldozers on every front in the world, and although they are generally considered as nothing more than a "behind the lines" vehicle, a machine for preparing fortifications quickly and for clearing the rubble when the army had gone through.

Now it is a front-line weapon, not following the tanks and guns but in many cases clearing the way for them. In the fighting in Italy, the bulldozers have again and again been right in the front, pushing aside rubble from houses destroyed by the retreating Germans to make roadbeds. For the landings in Normandy bulldozers were loaded so that they could go into action first and clear up the beaches for tanks, trucks and men and supplies.

Bulldozers have developed considerably from the crude pushing affair devised by Roy Camm. They have been more and more powerful, and fitted with controls that enable the pushing shield to be lifted and tilted at an angle adjusted according to the task in hand. The biggest bulldozers have diesel engines, some with over 400 horsepower. They are highly maneuverable, able to take a tremendous amount of punishment from rough work without being any the worse for it. The largest weigh over 22 tons and are able to push around several tons of earth or rubble, doing the work of a hundred or more men quickly and neatly.

To show the punishment these vehicles will stand the case of one half-a-dozen that took part in the landings on Attu in the Aleutians can be quoted. The work of these bulldozers was to push a road across a valley to get urgent supplies to the troops. The bulldozers were on top of an almost precipitous mountain. They were wanted in the valley below, immediately. Engineers decided there was only one way to get them down in time. Hence they sent a man down in front of the bulldozers to drive them over the side, six of them were sent down over the side edge, but all of them were driven right over the cliff. Not one was out of action! Those that landed right way up were driven off at once. Those that landed upside down were righted and, although somewhat twisted in appearance, were perfectly fit for the task they had to do.

In one of the Pacific landings some Japanese snipers were given a lot of trouble from their concealment in foxholes. The driver of a bulldozer saw his chance. With covering fire to keep the Japanese down he approached the group of his diggers unmarked in the zone of battle. At just the right moment the metal shield was dropped, the bulldozer pushed right over and killed all the Japanese in its path under the weight of the shield.

The bulldozer is the most fantastic assault on a pillbox by a machine. So far there have been very few of them, but a dozen or two were tested by the Royal Engineers using a bulldozer on the Normandy beaches. A deep dug-in pillbox manned by resolute Germans was held up by our troops, its machine-guns sweeping the beach.

The bulldozer was taken round to the "blind spot" of the pillbox. Then it picked up earth and began to angle it into the loopholes. One after another the loopholes were completely blocked by feet of earth. This pillbox was finished, and the bulldozer returned to more pressing but not less useful work in clearing the beaches for vehicles and troops to come ashore.

There are few parts of the world now in which bulldozers are not working for the Allies, and it would be difficult to overestimate the value of the enormous manufacturing capacity for these machines which exists in the United States. It was bulldozers, pulling out trees by their roots, pushing earth and rock into embankments and out of cuttings, that enabled the Alaskan Highway to be built in record time.

The original Burma Road was built by some ten million labourers working with baskets and the most primitive tools. The new road-link with China will be built faster with power-driven bulldozers that stand up to the tropics as well as they do to the Arctic.

Correspondents report that the sensational advance of the Russians in Finland was largely due to the bulldozers which, accompanied by tank-guns, have broad tracks through forests along which more men and machines could be brought up at unexpected speed. The bulldozer, which cannot cut across the tracks of men and machines, is the machine of the future, as horse-drawn machines and roadblocks have been in the past in Italy and France. The powerful thrust of bulldozers at work was heard immediately Cheboksary surrendered.

In Britain we see these machines levelling aerodromes and making new railway sidings at almost incredible speed. Some have put in "overnight" clearing sites for post-war building estates. The machines are familiarly known as "dozers" or "cradles." The latter name comes from the caterpillar tracks which are an essential feature of the "dozer," in contrast to the throwing canteen for branding on ranches in America which has been long been called "cradle." It is hard, sweating work, and apparently between it and pushing or earth around struck the first users of these mechanical services. They christened these machines "bulldozers" and the name has stuck.
Conquests of 2nd Army in Normandy

Organized by Field-Marshal von Rundstedt, German "West Wall" defences were battered under the first assault of the Allies against the Normandy beaches. For a time, a Hindenburg Bastion, enormous concrete emplacement with elaborate system of trench communications, stood. But this was soon under new management, as emphasized by chucked remnants of the British Stuarts just in view. The British also used the German soldiers in the fighting in the town next to the battered fort. A British patrol passes by a British patrol plane for observation in St. Naevien (right).

Photos: Arrow 10/42
British Infantry and Armour Pressed on to Caen

Churchill tanks co-operated magnificently with British and Canadian infantry of the 2nd Army in the great break-through towards Caen—the site of Rommel's right flank (until captured on July 9) and strategic gateway to Paris: waist-deep in undergrowth troops follow in the wake of a Churchill crossing through a hedge (1). Our armour passes a knocked-out enemy Tiger tank near Rauray (2). Churchills leading, infantry advance to the attack through a cornfield (3).

In the Wake of Battle Refugees Return Home

British guns in action (4) during the heavy artillery preparation for our attack in the Tilly-Caen area. The tide of battle has finally receded when refugees return to their homes—or what is left of them. Troops in occupation add to their sympathy ready aid: a cartload of family possessions is helped along the churned-up road of Chaux village (5), between Tilly and Caen, shortly after the British-Canadian fighting line had passed beyond in June 44.
8th Army Leaves Rome Fur Behind

Within 24 hours of the Allied entry into Rome, columns of the 6th South African Armoured Division swept through the city to become the spearhead of the advance towards Florence. Their tanks ran past through the gateway of Civitella (1), 20 miles beyond Rome, on June 16, pursuing the enemy through Albano (2), 90 miles north of Rome, captured on June 17.

A day later, 6th Army troops entered Perugia (3), 200 miles to the north; the 80/90 Lancers led the column, and attacking infantry included men of the Rifle Brigade. Churchill tanks (4) were used for the first time in Italy on May 17: to excellent effect. The work was in support of the Canadian Corps when the latter broke through the Adige. Hitler, who was not accorded the privileges, requested the brigade to wear the Maple Leaf on their tanks.
Wingate of the Chindits

Sweating hard—one of Wingate's hunches: 'He made us sweat all right!' they said. Tacks and lace, and not even up to three-quarters of an inch long and 'with a needle-sharp bite', made sleep untenable, if not impossible. A king cobra might suddenly rear up from the ground to one-third of his fifteen-foot length, swaying from side to side, poised to strike. Scorpions hiding under stones which men moved to clear deep-pooling inflicted nasty bites. They always had to be on the alert for herds of wild elephants.

Wingate got out after their expedition had taken them within a hundred miles of the Burnus Road, which was so badly needed as a highway for supplies to China, and after exploring more cutting and more perilous than any that were ever invented by boys' scouts book writers, they were a pitiful sight. Now muscles had become stringy tendons, arms and legs were emaciated, stomachs caved inwards, ribs stick out. Some were partially dead, others scarcely able to speak, effects of starvation. They had eaten roots, which ridiculed dead had no staying power. They had cut up and grilled snakes of the python variety, which tasted rather like fish. 'We were 'bare-footed, bearded, wearing dog's-skin leggings.' When five of them staggered into a group of service- looking British officers having tea. 'They had gone out, an operation far more difficult then getting off, and they had done it only just in time.'

What had they accomplished? Most important of all, they had proved the Japanese that had given the enemy something to think about: it had also helped to bring many Burman road to a belief in Allied victory, which made them more ready to assist us. On the whole, the Burman were friendly. I know there are those who think that the Burman government—if we had then met in a more accommodating spirit, and if at the same time we had decided to take no chances with the French in Indo-China, the Japanese might have never entered Burma at all—and we might not have lost Singapore. On the other hand, that quieting U. S. is known to have had a very bad impression on us. We had no contact with him during his London visit. These may be no more than the 'ifs' of History which make it so interesting a study.

With a man like Wingate, however, forming our strategy, such results cannot be ruled out. That is why his accidental death was such a hard blow to us. He was everything the usual kind of British officer in his past has not been. He had very wide interests. He would talk on almost any subject. He was, like a good many men who have excelled in war, firmly religious, though not sectarian. He quoted the Bible a lot, because he had been brought up on it, and because it, the Shakespeare, seems something suitable for every occasion. But he thought there was good in all forms of faith in the unseen—and would, no doubt, have admitted something had as well. He was very strong physically, tough in constitution, as well as muscular and hard. He had endless rows, of course, but he could throw off their effect with a grin and a cheery 'I'm not really as crazy as people think.' He did not smoke, because once he gave it up for a year in order to save money for his wife, and he had never found himself fitted without cigarette; but he had given it up. He had never been a drinker, though he believed one could not really enjoy them unless they had been earned by periods of hardship.

He made an immediate impression on Mr. Churchill and on Field-Marshal Wavell, whereas the reaction of Hsing to him would have been 'impossible bounder!' and that of Mr. Neville Chamberlain. 'Yes, a man!' Not a great leader, for the remainder that he did not get the most out of it as the opportunity to cope with a great task; but every one who saw him, or would one who had seen him, has shown greatness given the chance.
How Our Dogs Detect Land-Mines in France

Once household pets, more of Britain's dogs, already carrying out important work in France and the Middle East, are learning the exacting task of locating land mines, particularly a new and deadly variety made of the wooden-cased 'plug mine' which was designed in Germany.

At a training school the dogs learn to move about peaceably from the scent of real landmines, and to detect the presence of the metal and rubber "plug" over which the wooden cover is placed.

The dogs at work on land laid by soldiers, each mine found is marked by a white cross (1) for later identification. A bag containing the mine is removed from the ground (2), and the dogs continue (3). During morning medical inspection (4) any injury received in the course of the duties is reported. Regular training makes it possible to train many dogs in a short time.

Under good conditions 10 dogs can cover 1,000 yards a day or a speed of 180 yards in half an hour.

Photo, British Official
Here Our Armour Outfought Rommel’s Panzers

AFTER THE GREN TANK CLASHES which preceded the capture of Caen on July 7, 1944, British tanks are here seen huddled in a street, while an anti-tank gun is set up as a sentry. Engaged in the Normandy fighting was a new British tank, the Cromwell tank, which has a 75-mm gun and a special high-capacity engine. Further firing power was given to Allied armour by American-built Sherman tanks recently fitted with the famous British long-barrelled 17-pounder gun.
Anti-Aircraft Command's Detectives at Work

Behind the announcement that our A.A. guns have shot down enemy planes or flying bombs lies a story of keen detectives work by Intelligence Officers who investigate nearest claims sent to them by the public. The task of the A.A. Command is to allocate credit or discredit to each claim. In this, no easy task was given to "The War Illustrated" by A.A. Command Headquarters.

Guns can shoot at planes seven miles away and may limp on, glide into the next county, or, as an example, may grow down in the sea. How are the gunners and A.A. Officers to know whether they have covered a "Cat One" (plane definitely destroyed), a "Cat Two" (plane damaged so seriously that it probably failed to return to base), or a "Cat Three" (plane damaged so seriously that they are to know that the wreckage which a farmer finds in his field is the plane they engaged, or one shot down by guns 20 miles away? By perhaps several ways.

A Night Flight

The Intelligence Officer must find out. He must link up shooting with wreckage. If all planes fall close to the gun sites which fired at them it would be easy. If targets could be followed by cameras from the first order of "Fire," the evidence would be conclusive. But there are a hundred and one snags.

The first place the I.O. makes for, naturally, the site claiming a kill. He takes statements from eye-witnesses. For a Cat One where the radar or its wreckage cannot be found, he must find two independent witnesses who say they definitely saw the plane falling in flames. Then he may call on police, Royal Observer Corps posts, A.A. wardens, fire watchers, coastguards, naval officials, and any others who may possess the evidence. Interrogation of witnesses must never be left in inexperienced questioners, or the claim may become confused, drawn, or left in a case to get the missing pieces needed to complete the evidence picture. If he does not trace the witnesses quickly they may have gone home to bed, or they may be shifted outside his area. It is no use for hours. Here are some typical cases of a Cat One claim.

Camoed, but Not Masqueraded

A farmer was on duty near the coast of France. In the deep moonlight, a plane passed him. He says he saw it dive and land in the sea. He asked the operator to write down the type of plane and name it. The pilot was a captive German. He explained that the plane was a "Camouflage Type" and that the pilot was a German on a special mission. The pilot was captured, but the claim was later changed to a "Cat Two".

Incidents of this nature are occasionally passed down to the A.A. Intelligence Officers, and to their knowledge the incident was reported to the Royal Air Force.

A Time to Think

As a cat claimed another, but the A.A. Intelligence Officer couldn't immediately find anyone who would state they saw it by sight and come down. An airman who worked in the city said he saw it by sight and the pilot on the sea said he saw it by sight and came down. An eyewitness said he saw the plane by sight and the pilot on the sea said he saw it by sight. This is the A.A. Intelligence Officer's problem, and he will continue to stare at his watch and listen to a man who claims to have seen a plane. His watches have been put up on the gun's scoreboard, with the date and A.A.

It is not enough for a captured Luftwaffe pilot merely to state that his plane was brought down by A.A. fire. This information would seem to the German to be all that was necessary to give an award to the guns. German flyers are so proud of their skill that in the air that they will send a flyer having been shot down by an A.A. fighter. Their attitude is that a hit by A.A. fire is just a matter of bad luck, to be dismissed as such. This verbal evidence from prisoners is never accepted by the I.O. He seeks out the wreckage and makes up his report only from what he sees and can find out from the shot-up splinter holes or bullet strikes.

In a raid early this year the official score sheets of enemy bombers destroyed over Britain showed that Anti-Aircraft Command and the R.A.F. were each credited with half of one particular raid. The pilot who had taken off from London, a bomber which had been engaged with 40 rounds of A.A. fire at 11,000 feet. When captured, he claimed that he had been shot down by guns. They all had a split in the marking shell which he believed to be the cause of the claim. But when his aircraft was examined, the strikers of a Monotype cannon shells were also found. So there was nothing wrong with the shell itself, but the ship did have a half a bomber each way.

Frequently the facts to be taken into account in assessing A.A. claims after a raid are not those that merely occur to the gunners on the ground, but the accurate information of the raiders and there were no R.A.F. claims. The award was granted to the London A.A. defences as a whole.

In the night of the 20th, during the two-week period in the middle of August this year, a lot of claims were sent in from people who saw German planes. The pilot dropped no bombs and committed no "naughty act" at all. In the early morning light it circled around in the mist on a series which no one could define. It was the only daytime raider that day. It was destroyed, but not until six days later was the award finally granted. The following A.A. troops were then credited with half a "Category One": An all-male heavy A.A. battery, a mixed heavy A.A. battery, a light A.A. battery (Bofors guns), a searchlight battery (machine-guns). The other share went to R.A.F. fighters.

This matter of delay in settling claims when verification is difficult had an amusing sequel shortly after the first American A.A. batteries were deployed in Britain's air defence system. They had been fighting extremely well on several nights without securing a larged-for "Category One" success. However, on April 19, just after midnight, when three planes were accounted for, both a "A.A. fire, a U.S. battery at Dover claimed to have shot down all of the raiders. Together with the British regulars at Dover they were awarded a half share in a "Category One" victory, the first American battery making history in American records as the official successful engagement with a German plane over Britain.

The day before, when, two days later, a claim from a U.S. battery in London was made, nothing was known. Not even another plane shot down on the same night. There was no comparison, no exact differences in the two engagements—and the American battery had actually scored before the Yanks at Dover, but the former took more punishment. At last, strangely enough, a third U.S. battery, at Folkestone, claimed on the same night.

Up to the time of writing, since the beginning of the war, Anti-Aircraft Command has accounted for 831 enemy planes shot down, 296 probably destroyed, and 420 damaged. Of these 70 have been definitely destroyed by the guns alone since January 1, 1944. Proof of all these successes has been established by the A.A. Command's Intelligence Officers. But to assess the value of anti-aircraft guns in a defended area even in terms of planes shot down or damaged is an understatement of their power, for it is also an attempt to prevent bombers from being able, accurately, to bomb a defended area. Their task is to make a bomber a "Cat Two" bomber. Many a German raider has been forced to turn back without ever reaching the target of the capital. Anti-Aircraft Command's work is of the utmost importance; it can be gauged by its Intelligence Officers: only the Germans would know it. But the Germans are left guessing as to how many of their bombers are shot down when they bomb England by the gunners of A.A. Command!
Our Plan of Campaign against the Flying Bomb

HITTING BACK at the Flying Bomb, with which on June 11, 1944, the Germans began to attack London and Southern England, the British forces of Great Britain had no time to lose with the menace. As early as August 15-16, 1943, the air intelligence service of the British Intelligence had been warning London and Home Counties against the German attack technique which described an area, a dummy flying bomb, with the purpose to deceive the new methods of adapting barrage balloons were adopted. As early as 27th February, 1944, an Intelligence Officer's report stated that "A.A. fire of the R.A.F. is a 'shot in the air'". Extraction of London, 1944-45, by W. H. Hasted, published by Bedfords Hill R.O.C. Air Defence of Great Britain. The British Intelligence Service's operations against the Flying Bomb. London's East End, 1944-45, published by W. H. Hasted, published by Bedfords Hill R.O.C. Air Defence of Great Britain.
China Enters 8th Year of Her Fight for Freedom

JAPAN STRUCK at unprepared China on July 7, 1937—and for more than a year, regardless of all sacrifices, China has gone on fighting tenaciously against a better-equipped foe.

Typical of the use of fire-protection in China, in the above picture, 100 Chinese youths become part-time fire fighters. In rear, Chinese engineers build roads while tanks cross the Passu Range into the Hsiangki Valley in Burma, eventually to link up with the British forces on the Szechwan-Burma Road. Early in 1943, the Chinese took Kashi in Sinkiang. Below, an orphanage bus near Chenchung. Chinese troops, rushing out for service, ford the Tanal River in Burma.
I WAS THERE!

Over Caen I Saw the Flag of Freedom Raised

British troops, fresh from battle in the west, descended on the small town of Caen, in Normandy, to raise the flag of freedom atop the ancient St. Etienne Cathedral. The scene was witnessed by George McCarthy of the Daily Mirror.

I saw that hastily improvised flag was the most impressive I have ever seen. Outside the church gathered a crowd of French civilians—soldiers of the resistance. The flag of honor was protected by a company of British troops; not from German sharpshooters for the group of symbolic, but tough little fighting men with the dirt on their boots and their battle dress. The resistance leaders blew a whistle. We all fell silent. He gave the order and his little troop came to attention. A British command rang out. The troops presented arms.

The glorious emblem of the cross of Lorraine was hoisted. It stuck half-way. And, perhaps, that was a symbol, too, for 3,000 French civilians have died in this battle to set a people free. The resistance leader spoke again. He beat time as we all sang the Marseillaise. There was no music and we were a little flat and off the tune, but never can even Frenchmen have sung it with more relief or more tinted joy.

The song ended and the Frenchmen broke into choral of "Vive De Gaulle," and "Vive les Alliés." Just down the street the battle was raging. During the singing and the cheering the guns near by were roaring. The Germans across the river were firing anti-personnel shells, which burst overhead.

A formation of Messerschmitts, the largest I have ever seen in France, roared through the low clouds, pursued by our houndish fish. But the French just went on chanting for De Gaulle and the Allies. Then they broke up into groups and came forward to greet the British. "This is a great day, Monsieur!" they exclaimed, as they shook our hands.

The Underground Battle Was Won

I went inside the grammar school. It was crowded with people who had found shelter there from the bombs and the guns. Mothers and children chugging each other as they squeezed into the doors, men and women tending a great room full of wounded, piles of soup flowing through, nurses carrying in water and bandages; that was the grammar school of Caen.

Men came round to tell me of this chief of resistance who had led the singing in the square. "He is a great man," his lieutenant told me. "All the fighting and all the underground. When this battle began the Gestapo were on his tail. He eluded them. Two days ago he was surrounded in a house. He crawled through a garden, climbed a wall and escaped."

The chief came in. He is probably thirty-six, but looked older today. He told me how he and his little army carried on the fight. "It was dangerous, deadly work and our forces were very small. But the battle was won."

A young Frenchman came forward. He said three weeks ago a party of five Resistance leaders were killed in Paris. They had heard that the English had landed in Normandy and this was the battle for the town. For three weeks they had played a big part in the underground movement. Then, when the battle began, they had taken it in turns to fight. Two nights they left again. They explained that their mission was to fight the Germans. Their place was always in the rear of the enemy.

There is great damage in the town. Fires are still smouldering. Men and women are up to clasp our hands. Before the landing there were 60,000 people in this town. The Germans planned an evacuation, and 20,000 left. Many more old people got out when fighting approached, but others refused to leave. They knew that if they stayed they would be free. So they stayed and saw the battle through—not too high a price, they think, to pay for liberation.

One father and mother came up to speak to me. She was in tears, and he held a photograph in his hand. "It was a picture of their son Paul, a Frenchman aged 21, who went out to shoot the traitor Laval in the street. I saw him. He wounded him and was caught. The Germans took him away. His fate is still unknown."

As I drove out, skirting the shell-holes in the main road and avoiding the debris, the German guns opened up again. Shells were falling near the road, and they were bursting behind me as we drove past the shell-torn village of Coupvray and the hangars where the Germans had fought so hard.

Tornado-like a Flying Bomb Roared Down at Me

Readers who have not been exposed to the peril of flying bombs will shortly appreciate this vivid little post-picturesque of the coming of the bomb, the impact and explosion and the dead aftermath, as experienced by W. A. F. Joubert.

His story has been hushed up by authorities as the story of a rumour which spread through the town.

PLUNDERED Hunk whipped clean from the back of a taxi as the lorries passed past my head. A cold, swishing wind like a miniature tornado carries my hat away. The ground quakes. Great spots of mud splutter down. Through the choking, oily smoke I can see the tall trees bowing, cracking, falling. Then the leaves fall. They fall languidly. My car is buried under a mantle of green until it looks like a curved mound of camouflage. A woman lies near me. She is dead. One of her shoes has been ripped from her foot. Her stocking is torn open. Her little towelling shirt is there too. His country walk ended in death for him. Now the heavens are mercifully covering him. An old man—he, too—has been plundered with loud—peers from a bush says shabbily, "Where did it go?" So I point to a tangle of green metal that has dug itself into the grass a few yards from me. It is all that is left of the flying bomb that roared down on us a minute ago.

I had a ringside seat for this robot. I had a close-up of Hitler's indomitable warfare on Southern England—and I am able to
I was There!

You could hear a piano tinkling in a house that was patched up with tarpaulin and boarding. It was the house of the local music master. He was there with a pupil. The lesson was going on. Away in another street a man was carving the handle of his barrel-organs. Two little girls hopped around him. "Say, Mister," they chanted, "has your monkey been boned?" They had been boned. For all that was left of their home was being heaped on a hardwood that would soon be on its way to another house ready for them at two hours' notice.

I travelled the Red Army Road to Vitebsk. Entrenched for three years, Vitebsk was retaken by Soviet forces on June 15. Capt. Eugene Kriger, Swedish war correspondent, watched the Russian advance, and in this story (adapted by exchange from The Star) he tells what he saw in this devastated General Moscow zone.

I was driving along the roads of Belorussia to Vitebsk when I learned that Chazy, 70 miles to the south, had been taken. At once my memory went back to those grim days in the summer of 1941, when thousands of refugees were fleeing from burning Minsk. Children were crying for their mothers: Soviet artillerymen were setting up heavy howitzers with which to counter by point-blank fire the avalanche of refugees which a year or so before had flattened out the fields and vineyards of France.

On a road running parallel to ours I saw a column of tanks dashes towards Chazy. German aircraft flew overhead. Our only chance of escape was to cross the river, which divided the town in two. We just managed it. That was on July 15, 1941.

Now, in June 1944 I have travelled that road again. Long before we got to Vitebsk we were caught in a flood of iron and steel. Soviet motors were roaring on the ground and in the air. Endless columns of vehicles were dashing ahead at a steady 40 to 50 kilometres an hour.

We were deafened by the roar which came from every kind of fighting machine—from motor-cycles with their protruding machine-guns, weaving through the narrow gaps in the iron flood, to heavy tanks, armoured cars, troop carriers, tractors towing long-range guns, lorries loaded with pontoon, tracks piled with mines and shells, wireless cars and staff cars.

The metal of the Ural's workers is flowing like scorching lava across Belorussia. In it German divisions are perishing, German steel is melting and hope is withering in German's hearts. The Red Army had forced the Western Divs, skirted Vitebsk from the north and south, and, closing the ring far beyond the city, swept into one vast pocket the picked German troops and the muddled battalions which had been pushed to the front from deep in the rear.

German prisoners were being questioned at our staff headquarters. They declared they had been ordered to hold the left bank of the Western Divs at all costs until June 30, on which day they were promised "big reinforcements" for the relief of Vitebsk. But these "big reinforcements" found themselves caught in the same pocket, and on the morning of June 26 the Red Flag was waving over the city. On the southern side of the pocket the Germans attempted to break through across a bridge. They were allowed to mass and then mown down by a sudden and devastating squall of artillery fire. It was a holocaust. Today
All the bridges had been destroyed by the Germans, except one. This, too, was mined, and the Germans were preparing to blow it up, but Soviet sappers dashed forward and the Nazis were driven back.

We met a group of 150 captured Germans on that bridge. The officers marched in front. All had iron crosses on their breasts, and most of the soldiers were decorations. The cathedral in the centre of Vitebsk had been blown up by the Germans, and Cathedral Square was pitted with shell-holes.

Everywhere we came across similar scenes of destruction. The Germans had dynamited the railway station, the post office, hospital and clubs. Children’s homes—in fact, every

road was jammed with scowled and battered German trucks, and wagons loaded with ammunition and supplies. The actual assault of Vitebsk began at five a.m. The Germans had taken up positions on a line strengthened by an intricate system of trenches, wire entanglements and minefields.

This was pointed to pieces by the Soviet artillery, and within a few hours our troops had broken into the outskirts. The Germans launched four counter-attacks, but the Soviet artillerymen rushed their guns into the thick of the fight in the city’s streets, and by evening our troops had reached the river, which divides the town in two.

IN WRECKED BUT FRIED VITEBSK

We begin to assume some normality again, as a woman member of the Red Army, whose job is that of traffic regulator, takes her stand beside the signpost at a street crossing (left). Rebuilding in her house with her few possessions are these inhabitants of a demolished home (right). It was the Red Army that finally captured Vitebsk.

IHE DIARY OF THE WAR

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THE WAR IN THE AIR

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

As war news is good from all fronts but China, I will deal with the Chinese situation later. For a moment let us glance at the other zones.

In accordance with the pre-invasion work of the British and American air forces operating from the United Kingdom (and to a lesser extent from Italy) played a great part in making the Neapolitan landings the unexpectedly swift and light-casualty successes they were. The cost of this advance contribution was not a light one to the air forces concerned.

In the first five months of '44 the R.A.F. lost 1,483 bombers and 257 fighters; the U.S.A.F. 886 B-24s and 476 fighters, the U.S.A. 8th A.F. lost 1,407 B-17s and 476 fighters on the U.S.A. 9th A.F. lost more than 100 medium and light bombers. Flying in these lost aircraft were 24,260 men (equal to two divisions) who died or were taken prisoner; and these figures do not include those who were flown back dead or wounded in planes that returned. But the sacrifice of the army of the air was not in vain. The communication system operated by the Wehrmacht was so dislocated that reinforcements could not be rushed to Normandy when the Allied army landed, and the consolidation of the bridgehead was thus made sure with relatively small casualties. In addition it must be considered that the continued bomber and fighter attacks by the Allied air forces that the German have been unable to maintain adequate air forces over the three fronts—Normandy, Italy and Russia.

The total tonnage of bombs dropped have reached figures which are still causing all the enemy's records. U.S. bombers dropped 585,000 tons in 1942, 568,000 tons in 1943, and 560,000 tons in 1944. Bomber Command, too, broke all records by dropping 58,000 tons in that month.

In Russia air power has played an important part in the successes of the Red Army in White Russia. Over this vast battlefield, where the Germans have been of the kind commonly called "fluid, Red Air Force Stormovik battle-planes, escorted by fighters, have ranged with penetrating effect over the German forces. The Germans, with their Stormoviks, have made deadly attacks on supply columns and supply lines, and have been counted as one of the major factors in the great Russian victory leading, as far as the capture of Vitebsk. The single-bombing of the U.S. air forces has continued to affect the war adversely to the enemy on all fronts. The R.A.F. bombers have not yet entered Europe, as though it were a geographical barrier. Leaving Britain on June 21, led by Cyril I. R. Blake, DSO, and his crew, they bombed oil-plants at Rouen, 50 miles south of Paris, and several other targets in France. On June 24, they left from Italy to Britain (where they landed on July 5) they attacked the rail-centre of Bari, near Montpellier in southern France. They were escorted throughout the whole journey of 7,000 miles by long-range Mustang fighters which shot down 7 German fighters on the first leg and 12 on the second.

New applications of bombing power were witnessed. Two daylight attacks were made on June 14 by Lancasters and Halifaxes of Bomber Command against Le Havre harbour. These bombers dropped 12,000 lb. in the water to raise tidal-waves inside Esbain piers, and among a concentration of K-boats and other vessels. A similar attack was made on the following day by Bomber Command against Brest, Lorient and Laon. At least 80 vessels were sunk or damaged in the two harbours.

Bomber Command played a part in the air and artillery bombardment that preceded the fall of Caen to the infantry and tanks. At dusk on July 7 a force of 450 Lancasters and Halifaxes concentrated 2,300 tons of bombs on German troops, tanks, guns, defense posts and strongpoints in the north part of this important inland port. The British troops, waiting their turn to attack, were saved by the spectacular, in which they saw for the first time an air attack on the scale applied to industrial targets in Germany. As in the latter raids the bomb-aimers were aided by the Pathfinder Force's marksmen.

The Pathfinders were the first aircraft to be equipped with the British Mark XIV bomb-sight which permits accurate bombsite aiming even when the aircraft is banking. With earlier British bomb-sights it was necessary to fly the aircraft both straight and level to enable the aiming to be made with accuracy so that the bombs would hit the target. Among the growing artillery batteries, and with the intensifying air fighting by day and night, it was often impossible to fly the aircraft in conditions suitable to the scintillating requirements of the finest bomb-sight. Moreover, with the development of the tremendously swift must rain there was no guarantee that the bomber would reach the target which were such a feature of almost all the earlier bombing raids on British aircraft. The first run had to be the unloading run in most cases. So this new feature was brought to meet the new requirements, and the Mark XIV bomb-sight was used by the Pathfinders for the first time in August 1942. All Bomber Command aircraft now have it. It was used in the battles of the Rohr, Hamburg and Berlin. U.S. medium bombers use the same sight under the designation T.I. sight.

In the night of July 6 Super-Fortresses A. of the 38th Bomber Command of the U.S.A.A.F. attacked naval installations at Mabou and the steel works at Kurea, on Kyushu Island. This was their third attack against Metropolitan Japan. They are at present employed as the equivalent of a naval task force in conjunction with Pacific strategy. But in China the war situation is not satisfactory. The recent Japanese operation to drive U.S. forces from the Philippine Islands to Formosa threatens to form an armed Japanese front in the South China, endangering future raids against Japan proper. The repulse of this Japanese move is considered essential to the success of future operations in the south Pacific and Southeast Asia zone.

Meanwhile, a second interest in China are the reported famine conditions which are said to be affecting the Chinese army, and the delivery of much Allied war material into the hands of independent war-lords, who apply it to their own personal needs. Clearly the pressure of Admiral Nimitz's Pacific sea and air power towards China's mainland may have to be further increased in order to spread the actual war effort (e.g., in Formosa) damage on the Chinese mainland.

In the Pacific zone the battle for airfields continues with growing success. The seizure of Saipan in the Marianas is an event of note (see pp. 186, 187), as are the attacks against the Chichijima Islands (Borin Group). But the airlogin perimeter contrast swiftly enough for Ching Chak-shek ?

All-missile closing the Red Sea. Kongo's entry into the early summer. Moisturists have landed and frequently the Danube has been similarly closed. And British air across Europe the oil war helicopter have been busy clearing up many of Hitler's stores of the essential war agents, as well as the refineries, storage plats and synthetic producing units. All roads and bridges were hit, too.
Japan Bombed Again by America’s New ‘Heavies’

BOEING SUPERFORTRESS. U.S. Army’s new high-altitude long-distance bombers have attacked the Japanese in their own islands. On June 15, 1944, they hit Yamato at the southern extremity of Kyushu, and the army's biggest iron and steel works; on July 7 the attack was repeated.

Superfortresses (1) have a wingspan of over 171 ft., and four engines each of 1,200 horse-power. The tall No. 15 ft. in height, reaches a normal cruising altitude of 20,000 ft. Superfortress (2), radar camera) and Flying Fortress compared.
Wonder-drug Penicillin Saves Limbs and Lives

One of the most powerful weapons in mankind’s armament against disease might have remained undiscovered but for the fact that Professor Alexander Fleming, of the Medical School of St. Mary’s Hospital Medical School, was interested in what, by sheer accident, had happened to a deadly microbe culture he had under observation: this had been spelt by a green mould caused by the chance arrival of a minute airborne fungus spore. Noticing that the deadly microbes colonies in the vicinity of the green mould began to disappear, he realized that here might be the cure for a disease, the causative factor of which he had witnessed again and again but never been able to find. He began to experiment with the mould, later he was identified as Penicillium notatum, and the authentic anti-microbial substance it produced was named penicillin.

Between the original discovery by Professor Fleming and the finding of a successful means of producing penicillin in pure and more concentrated form, much had to be done. In 1935 Professor Howard Florey of Oxford University, took up the search which finally led to success and proved penicillin capable of killing many deadly disease germs. By 1943 much progress had been made in producing penicillin in laboratories in Britain, Canada, Australia and America.

Penicillin, he said, had saved the lives of millions of wounded in battlefields everywhere, when an indication that penicillin, hitherto restricted to military use, will be released for civilian treatment was given by Mr. Churchill, on July 8, 1944, referring to the flying bomb crisis in this country, he said that penicillin would be available for all casualties caused.
It is one of the oldest jokes that farmers always complain of the weather. No one who has farmed, or had an allotment, or even cultivated a small garden, will make fun of farmers for that. If you are trying to grow things, you are bound to find ever so many factors outside your control, which are simply not grumble. Unless you have a phlegmatic temperament which makes you to take everything calmly as it comes, you are pretty sure to take gloomy views about the chance of your crops, whatever they may be. A heavy drought, a frost, or even a single fungus disease, may make you think all your vegetables will be ruined. Frost and high winds can turn your fruit into stonewort. Suddenly the weather suggests that nothing will ripen properly. But Fortunately these fears almost always turn out to be unfounded. Nothing is as bad as it looks. This year there were at one time the most melancholy predictions as to what the wheat harvest would be. Now we are reassured. Spring-sown wheat will not be quite as good as last year, but the autumn-sown may be better. Sugar beet prospects are excellent. Fruit is nothing like so bad as growers found a month or two ago. We shall not have to tightened our belts after all.

Our surprise of the wartime theatre was the long run of Oscar Wilde's romantic comedy, ‘And Ideal Husband’. It was beautifully acted, and set at a small place; but even that would not seem to account fully for its popularity. One explanation is that it deals with life high. ‘When it was written, dressers were social leaders (these from Vauxhall appeared one gloriously); young men of fashion thought a lot about their clothes and their bathrooms; the drift of gaiety in the London Season from May to July made its votaries really glad when it came to an end and they could go to Covent for yachting, or to the Highlands for shooting, or to some Continental Sea for their stomach’s sake, so that they need not go to the wives of the British soldiers who have been among them are asking.

Turn is another contrast between Italian and Frenchman of the North which strikes all who have been on both fronts. The Italians welcomed our troops with excited exuberance. They threw flowers to them, gave them cigarettes, and had them sing songs. Frenchmen seemed to assume they were at war with something. But our men could not get used to the fancy that they might have given the Germans the same sort of reception. ‘The Northerners there no flowers, do not cheer, though they do hand out what they have in the way of food and drink. They do show that they are honest-to-God fighters of the German and that they are genuinely happy to see the men who are going to be the oppressors of France. This is not a demonstration of their democracy. It is a piece of sentimentality which we find even more disturbing than the fact that the French are not looking for friends among us.

Gustav Daunsher, Lafnued Gitter, allit, sall, says the writer knows of Goethe—‘against stupidity even the Gods fight in vain.’ But it is not true in the long run. Stupidity always rears its head in war. Napoleon was vastly more intelligent than most of the adventurers who have aimed at world-domination. But Napoleon did stupid things. The most stupid thing he did was to march his armies into Russia. That broke him. On this point the teaching of war is so plain that it seems impossible anyone could fail to profit by it. Among other things, it is a lesson to us all that we must be ready to adapt our plans to the change that might be necessary in the face of our naval forces. That was a colossal blunder. The most important event of the middle of 1941 had concentrated on the effort to smash the two main German armies, and when there was a chance that he would, for a time, at least, have success, instead, he repeated the mistake Napoleon had made: he marched into Russia. And now—well, now he knows it!
R.A.F. Chaplain as Newsboy in Normandy