OUR KING IN ITALY (background) watched with keen interest, from a forward observation post, shells bursting during an artillery duel in a tense area some three miles beyond the 8th Army front line, north of Arzanè, which was captured on July 12, 1944. The Majesty went to Italy on July 12, and spent twelve days visiting units of the Navy, Army and R.A.F. as well as the O.R.T.U.M. and Allied forces. He returned to Britain on August 5.

Photo, British Official
Our Roving Camera sees Women at War Overseas

WEATHER CLERK W.A.A.F. (above) is attached to a Middle East Meteorological Unit. With a thermometer she checks the air temperature by a window in the building, with the entrance approach in background, before a plane may take off. During his visit to Egypt, from July 15 to Aug. 5, 1944, H.R.H. the King inspected W.A.A.F. officers of a base here in the Suez area (right).

CANADIAN NURSELING SISTERS (above) make themselves com-
fortable under tarp to a field in Tunisia. Always their ideal is a
grandfatherly-furred old-croix as protection against any shrapnel
which might come their way. Personal belongings give a touch of home to
rough-and-ready military surroundings.

BEACH-HEAD W.A.A.F. (above) made herself at home in field dressing pit
and villagers lying near their stables in Normandy. Background to the
meeting of a barn-owl German orille
and self-friendly orrel of the A.T.
who has already made friends with
her. Service women overseas, W.A.A.
improvised orrel with

FIRST A.T.G. to arrive in Normandy
leave their landing craft at one of
the beaches (left) to move to rear
headquarters and join 2nd Corps
22nd Army Group. Many of the girls
have been in the special rear of
mechanical women who have
had worked with in England, and
a specially prepared “livery cap”
swathed their arrival. A.T.G. of
and over may

Piers, British and Canadian Official
THE BATTLE FRONTS


The great Western offensive has at last begun, and up to the time of writing has made amazing progress. We are told that the whole operation has so far followed broadly the course planned many months ago, but we detect its development must have depended on the skillful leadership of General Eisenhower and Montgomery among others, and the high standard of the American and British commanders and troops. The campaign has been characterized by great daring and a highly mobile phase in which it is impossible to predict developments, particularly when the course the enemy will attempt to take.

It seems certain that if Hitler remains in supreme control he will at all costs attempt to retain possession of the bases from which his flying bombs and rockets are discharged. His military advisers, on the other hand, know that the outer perimeter defences have been breached, that the powerful counter-offensive at the Anzio bridgehead and the withdrawal to the inner defences of the Fatherland, concentrating all available forces in the desperate attempt to win a compromise peace and to save the Reich from defeat in detail. With the Russians surging forward from the east and the Luftwaffe completely outstripped, it would, however, be a forlorn hope.

Rommel, though his troops have fought with immense determination and skill, has been outmanoeuvred and has time and again been forced to face the fact that in the end he is outmanned. He was unable to shift his weight in time to check the breakthrough as it came in the west. The British threat from the centre in Caen continued still further to threaten him off his balance. The desperate attempts he put forth after Rommel was wounded, made in numerous fierce counter-attacks to restore equilibrium only served to accentuate the weakening of his strength. The Canadian attack on the Caen front deprived him of his last foothold at a time when the gambling counter-attack at Mortain, made by Gen. Hauser, commanding the Seventh Army—possibly a belated and forlorn attempt to cut the communications of the Americans at Avranches—left him with his main armoured reserve desperately weakened and its role deliberately committed.

It should now, I think, be appreciated that the weeks of preparation and stubborn fighting that followed D-Day were an essential part of the necessary and exaggerating delay or indecision. When the enemy knew that his beachhead was secure, it should prefer to say was converted, everything was already in hand and the time was delivered in no uncertain manner. It is not clear how the British offensive was opened at a prearranged moment or whether, as I am inclined to believe, it was started with a brilliant exploitation—by commanders on the spot, in an opportunity that was worked for. Its development seems to show less signs of the set-piece operating lines of admirable control exercised according to previous planning. No doubt, however, the objectives of the offensive—such as the occupation of a line and the opening of its parts—were laid down in the original plan and may, in the end, have been unachieved meaning.

Before the great achievements of D-Day and the two months that followed are obtained by perhaps greater events to come, it must be well to recall what was accomplished in that period. Criticism of what seems to have been achieved must not be remembered longer than what had to be done before the offensive could be launched. Moreover, it must not be forgotten that during the period we were opposed by picked troops of the German Army commanded by a general of undoubtedly great capacity, who had had ample time to make his plans and to carry out the defence works he considered essential in a terrain that suited itself to defence. The great feat of carrying the Army across the sea and the landing of the first parties in line of opposition was so obviously well planned that it is almost certain that it must always appeal to the imagination and cannot be forgotten.

It seems, however, that it is fully realized how critical was the four days' battle for the three muddy beaches, during which the enemy's strong points had to be captured and counter-attacks defeated. It was a soldiers' battle which only highly trained troops possessing initiative and the offensive spirit could have won, and it is astonishing that at no point did the landing fail or counter-attacks achieve any considerable success. Rommel had then already suffered a double operation conducted by the Army which not only secured more room for defence should Rommel's counter-offensive materialize, but also forced him to employ his powerful armoured force, of great offensive potentialities, in a defensive role, disfranchising it in local defensive counter-attacks. During that stage our offensive operations, except those that led to the capture of Cherbourg, were not of a sensational character, but they were directed with admirable generosity and conducted with amazing energy by the troops.

Individually, the attacks could not achieve outstanding victory, but cumulatively they inflicted the third, and strategically perhaps the decisive defeat on Rommel by preventing the materialization of his counter-offensive. Gradually he was forced into attempting, by purely defensive action, to seal up the Allied Armies in the peninsula. For that course he possessed great facilities. His defensive front was not over-long for the troops he had available to hold it, its flanks rested securely on the sea, and the terrain lent itself to defence. He had a powerful, highly mobile reserve. His great weakness lay in the inferiority of his air arm. But however strong a defensive position is, defensive action canaries with it the other disadvantage of axis of the initiative, and the commander of the attacking force can always win a measure of success by concentrating superior power at his selected points. Sooner or later Rommel's role was bound to crack and to break away from its flank anchorages. But it meant desperately hard and skillful directed fighting. Not only had the sea been broken and the enemies' arms and supplies reduced, but the armoured phase, let us not forget the prolonged series of operations that led up to the breaking now under-estimate its importance.

It must now be apparent that a premature attempt to break through would probably have led to costly failure, and even if it had created a breach the opening would have little value if everything had not been in readiness to exploit it. The volume of the flood which conceding through the gap and the strength of the attack during in the face of Rommel's skill to any smoothness, it was evident that the weeks of preparatory fighting and work were not wasted.

The capture of the Brittany ports and the transfer of General Eisenhower's H.Q. to Normandy suggest that the risk of another opposed landing in Western Europe need not be accepted. Moreover, the capture of stretches of the French railways intact with rolling stock is a great asset secured by the face-reaching nature of the break-through.
Troop Carriers Astride the Caen-Falaise Road

BRITISH AND CANADIAN tanks and armoured cars, preceded by 1,800 R.A.F. Halifaxes and 344 against dropping 3,000 tons of supplies on both sides of the Falaise road in Normandy, drew deep on the work of mortar and machine-gun posts which in previous days had proved impassable.

A long line of tanks waited here (1). Army engineers followed by a mile path (2). In the night, the engineers cut a gap through the line of strongpoints and shelled (3). Troops crowded the gap and went forward (4).

Allied troops on August 14. A week later, they crossed the Loire near Angers and entered the outskirts of Paris.
Anti-Tank Defences Broken by 1st Canadian Army

FOR THE FIRST TIME IN HISTORY operating as a complete Army, Canadians (until July 1) 1944 included in the British 2nd Army under the command of Lord Gort, entered in full strength across the River Oder in Pomerania, and by August 8 captured Heister-Ottow, part of a powerful German defensive line. In positions (above) they moved to the assault; victory gained, troops relaxed (below) and there was time at last to look at listen from above.

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From British Weekly Post, New York Times Books
THE WAR AT SEA

by Francis E. McMurtrie

At the time of writing, certain aspects of the war at sea bear a distinct resemblance to the situation in 1914, so far as Germany is concerned. Then as now she was deserted by her principal Allies in Europe. Her heavy ships (though she possessed far more in those days) were in no position to put to sea except as a suicidal measure; and the submarine campaigns against shipping had not as yet definitely failed. Her main reliance was on a small force in the Baltic and a fleet in the Mediterranean. It was to be expected that the United States would declare itself neutral. In view of the worst that the U-boat could do, it was expected that the United States would declare itself neutral. It would not be surprising if, in the larger version ships at all events, there were no longer any desire to continue the struggle.

Reports that the 45,000-ton battleship Tirpitz has been undergoing steam trials, the end of the Tirpitz will be similar to that of the Admiral Graf Spee, which scuttled herself in preference to continuing the fight. If the Graf Spee’s men lose heart so easily in the early months of the war, no better spirit is to be expected from the crew of the Tirpitz, which, even if it is at full strength, must be thoroughly disheartened after its ship has been disabled first by torpedoes from junk-shaped submarines (see box, p. 647) and secondly by aerial aircraft (see pp. 756, 777, Vol. 7). Moreover, in the line of their bold strategy, the Germans, after the Scharnhorst, risked a sortie against an Allied convoy, only to be caught in a trap and destroyed. The moral of this event is unlikely to have been missed by the ship’s company of the Tirpitz.

Early in November 1918 the U-boat

ROCKET-FRING BEAUTIFULS OF R.A.F. Coastal Command never lose an opportunity of striking or bombarding the Kaiser’s German shipping they encounter. This photograph was taken during a recent attack on each with three rockets are seen hurrying towards an enemy vessel off the French Bristol coast. The same shortly afterwards.

with a view to apprehending from her routes of blockade in the Atlantic to the Baltic should be received with caution. It is true that with Finland showing signs of dropping out of the war the position of the German forces in the north of Norway is becoming increasingly precarious; but it has to be remembered that the distance from the Allied front to the Kattegat is over 1,200 miles. Though it might be hoped to make the passage through the “Inner Lears,” or channels between the Norwegian mainland and the islands fringing it, this would not necessarily preclude surprise. Recent British attacks by sea and air on shipping around Kristianstad illustrate the very sure watch which is kept on these waters.

Any attempt to regain the shelter of the Baltic, for which the Tirpitz is a counter of despair, it may be hoped to retain her more or less intact as a bargaining counter when the time for surrender arrives; but, if so, it is only another proof of German misconception of Allied intentions, which are to accept nothing but unconditional submission. In all probability, therefore, the British, or even the French, in the Baltic or off the Norwegian coast are trying to intercept German ships as they attempt to reach ports of safety in the Argentine or elsewhere. It may be that the German Navy, which has been driven off her ports and bases and is now a sentimental possession, is trying to reach a neutral port, or to force the Allies to accept her submission as a neutral force. It is not impossible that the German Navy may yet be able to escape to the Baltic, but it is highly probable that she will be forced to surrender.

I O7 of French Atlantic Coast U-boat bases form shadow zones. American occupation or investment of the ports of Cherbourg, Brest, Lorient and St. Nazaire must have been a heavy blow to Germany, especially as it foreclosed the last hope of reaching the near future of La Pallice, Rochefort and Brest; of the other principal U-boat bases in the Mediterranean, the facilities afforded by these ports, selected by Germany in June 1940, that enabled heavy concentrations of U-boats to be

The Dominions and the German fleet to meet the "P" on the back of Italy, and the third, the loss of a number of destroyers and the doubling of 10 more in the evacuation of Dunkirk.

It may be assumed, therefore, that the advance of the Allied armies in Europe, German submarines at sea will have been seriously reduced and no longer able to return to French Atlantic ports but to seek other havens of refuge, such as Toulon or Brest. There is no certainty therefore that any large number of U-boats have been found in this part of the world. The problem of correcting the Scharnhorst, risked a sortie against an Allied convoy, only to be caught in a trap and destroyed. The moral of this event is unlikely to have been missed by the ship’s company of the Tirpitz.

Prior to the Allied invasion, the ships are believed to have been about 100 U-boats based on French Atlantic ports. Perhaps as many have been operating recently in the Mediterranean; those based on Toulon have no doubt been landed in the Atlantic. Only a few are thought to have been in the Black Sea, to which area they must have proceeded by way of the Danube. The site of the submarine base at Trieste, it is said, is the main reserve to be found in the Baltic, including submarine bases ready for instant use and new ones awaiting crews or underway trials.

DISAPPEARANCE in Higher Ranks Has Been Checked by Hitler.

In 1940 the U-boat personnel were the last people to be touched by the disaffection that was rife in the rest of the German Navy. Towards the end of October it was proposed to send the battleships to sea in an effort to restore the morale of their crews by action; but it was too late. A general refusal of duty was impending when one of the larger submarines, L 139, was ordered to proceed to the Schillig Roads, at the mouth of the Elbe, and attack the merchant ships. The skipper of the submarine was not interested in the operation, but the skipper of the U-boat was. The remainder of the Third Reich reach a similar frame of mind. Contributory factors are the moment Hitler and the Fascists seem to have checked the movement in the higher ranks of the services.

REMARKS on the active list of Admiral Sir J. Somerville is a measure which has somewhat to the disaffection of an other thought. Placed on the retired list less than two months before the outbreak of war without the recommendation of a medical board, Admiral Somerville took a leading part in the evacuation of British forces from Dunkirk and Boulogne: was in command of the "P" which held the Western Mediterranean and conveyed ships to Malta in 1940-41 and became Commander-in-Chief of the British Fleet after the disaster of August 1940; in which H.M.S. Prince of Wales and Repulse, with Admiral Sir Tom Phillips, was lost. In that capacity he directed recent bombardments of Japanese bases in the Netherland East Indies.
One-way Traffic to Victory in Normandy

ROADS WERE PACKED with men, tanks and supplies as British forces from the Caen area swept towards the strategic village of St. Martin-des-Bouains, in an effort to keep up with the rearming Germans. About five miles south of Caen, St. Martin fell at the start of the 3rd Army's drive on July 11, 1944. German resistance was fierce, but weight of men and the irresistible coverage of our arms caused the surrender that ended the fighting atbounding St. Martin.
AFTER BITING INTO BRETAGNE, on August 2, 1944. Gen. Patton’s armoured units through Passavant, 5 miles south of the Gulf of St. Michael, in which lies the historic island of the same name, with its 17th-century town and famous Benedictine Abbey, well known to British aviation command. In striking contrast to this picturesque site is the jeep approaching it across the half-mile causeway. The fortress left St. Michael untouched; and it was first entered by those Allied units which were already passing through it. The gable was formed in 1490 by St. Aubert, Bishop of Arras, obeying the command of the Archangel Michael, who appeared to a Vision: in his honour it was named the Abbey of St. Michael, Archangel, of the Port of the Sea—apparently returning to her of revolution.
Our Hospital Ships on the Cross-Channel Run

Mostly re-passage lines of armed boat, landing tents and frequently without escort, nearly 100 hospital ships are employed in the Channel, 90 hospital ships are being operated by the American government on a private basis. Some of these ships have been wound up by the British government, but many have been engaged by private companies. The British government has also engaged a number of hospital ships for the purpose of running the Channel. The hospital ships are used for the purpose of evacuating wounded soldiers from the front lines to the rear areas, where they can receive medical treatment.

The hospital ships are equipped with medical facilities, including operating rooms, wards, and laboratories. They are staffed by medical professionals and nurses, who provide medical care to the wounded. The hospital ships are also equipped with medical supplies and pharmacy facilities. The hospital ships are operated by experienced sailors and maritime professionals, who are responsible for the safe and efficient operation of the ships.

The hospital ships are an essential part of the British and American medical services during the war. They provide a critical link in the chain of medical care, allowing wounded soldiers to receive medical treatment in a timely manner. The hospital ships are an important symbol of the commitment of the British and American governments and their peoples to the cause of justice and freedom.
Purged of the Scourge: French Life Begins Anew

In the wake of our advancing armies there is liberation and renewed hope—aftermath of the operations to secure the coast.

At Montebourg, in Normandy, fixed on June 11, 1944, a Frenchwoman dragged her elderly parents back to their home (1), and with others, returns to this village that was burned by the Gestapo. Watched by a friendly U.S. soldier, returning aged parents peacefully survey their men in the streets. (2) Frenchmen capture Calvi. British forces captured Le Mans bridge on August 1, a garrison of 10,000 German troops found refuge for the first troops to enter, and citizens said their prayers in the city. (3) During the operation, 20,000 prisoners were taken, as 10,000 citizens sheltered in 200- to 300-meter gaps along the banks of the River Orne (4, in the quarters French, 5).
Bradley’s Blitzkrieg Freed Brittany’s Capital

"OPEERING THROUGH GERMAN POSITIONS" in Brittany, on August 6, 1944. General Bradley’s armored forces swept into and took the town of Rennes, capital of the province, 40 miles from St. Nazaire. Troops poured through one of the streets. U.S. soldiers mingled with the happy citizens (1). Arms of their commander playing a captured battle song (2). In the main square of St. Nazaire a vast and jubilant crowd gathered to welcome the bringers of freedom (3).
"Legion of the Lost" Fought on in New Guinea

Late one afternoon, natives ferried across the Ramu River, in New Guinea, seventeen green-clad, sun-burned men. Leaving their forward unit in the Ramu Valley, a patrol pushed forward behind the Japanese lines for information. They went as far as the Finschhafen Range, far up the Valley, but found no signs of the enemy.

Passing through a native village on their way out they left three of their party, one on guard and two men-riek. Some days later the main party returned to this small native village, having given the neighbourhood a thorough searching.

In the half-light of morning, before the men were due to stand-to, the enemy struck. A whistle sounded—the Japanese signal for attack—and the light was on. Men jumped from bed, half-dressed, to hurst galleries and meet the enemy in the pre-dawn light. For a few hectic minutes the fight was furious, then, as it was time for the patrol to precede native. They had lost all their gear, and at roll-call six men had failed to rally.

That is what fighting in New Guinea is like. You may be the best wood or jungle fighter in the world, but you can never be sure if the enemy is twenty feet or twenty miles away from you. To prove this, one officer of the party lay in a hole for five hours within ear-shot of the Japanese, waiting his chance to regain his unit. Harried by the enemy following up their success, the party travelled through heavy jungle and spent that night sheltering in a tropical rainstorm; they were without food for nearly two days. One man, who had to get out without his boots, covered fifteen miles of thorn-studded scrub track, before reaching headquarters.

To get to the Ramu Valley they covered many weary miles of country, uninvaded for roughness anywhere in the world. They climbed tooth-sharp hills, like Mount Oro and the Westa Mountains. They scaled the Bismarcks—a range of over 10,000 feet, with the 14,000 feet Mount Wilhelm towering above them. They peddled their gear across swift-rushing rivers on machine-made, home-made talls that often tumbled men and horses into the river. The men were fed by normal means the Air Force dropped their life-belts and ropes, and men loaded to the neck, swam across, clinging to those ropes.

They took the risk as part of the day's work. Acts of heroism were everywhere. One man walked along the Ramu Valley as a deary, and as a result the Japanese were successfully astonished, losing forty-five killed and fifteen wounded out of a total of a hundred. The enemy attack often with fierce determination, in one village making no less than six attempts in one day, only to be repulsed each time with great loss. In one such attack a man was wounded. For sixty hours he staggered along both tracks before coming up with the rest of his patrol. He had eight bullet wounds in his body and the sword slashes round his head. It took three weeks to get him to a bush hospital—yet he lives. Another, an officer, was wounded five times in an attack, and became lost; it was six days before he was found, only maintaining that he could still kill japs.

These men of Timor paroled far to the Japanese coastal points and brought back information which proved invaluable in laying the foundations of the subsequent Allied counter-attack. This paroled section was "sent into the blue" for twenty-nine days, and owing to wireless failure and death heard from them after the second day. But they managed and returned with the information their Commander required.

This Australian "Legion of the Lost" was a complete self-contained fighting unit, with its own medical officer and a hospital, together with a cunningly-hidden headquarters in a pocket of the jungle. In supplies and mails were dropped by a watchful Air Force, whose admission of these resourceful men is of the very highest. The headquarters was in the usual mestizo-ridden place, studded with a few native huts and paven with logs to give a footing through the mud.

Despite the rigours of their task, they found time to adopt and rear five kittens, named after the Diomede queen. Although some of the best scouts in the world were members of this force, they were never able to account for the father of the kittens. He was never seen or even heard in the district.

This mystery provided a great deal of discussion. It was a strange sight to see a tough jungle fighter, just back from a patrol where dozens stood at his shoulder, sitting in front of "headquarters," playing with a tiny kitten.

But this was a lonely life, far from the amenities of civilization, and playing with a kitten was a heaven-sent outlet. Off duty they found time to laugh and this laughter—and that wonderful sense of comradeship cemented on the jungle paths of New Guinea by the common peril of darts—made for something that even civil life never offered.

They ask no banners; they wave no flags, and expect no blare; but now and again they appreciate a thought. A man comes off patrol, to be greeted with a firm handshake and a "Glad to meet you, Jack!" this means more to him than he could express.

Although the story of their achievements, first in Timor and then in New Guinea, cannot yet be told in full, enough is known to prove that the Australian soldier is still equal to the toughest task set him, even when confronted, with the most difficult country imaginable, by the enemy in strength and tenacity, as well as his brothers fighting on other fronts.

In the final story of this "Aussie" fighting legion, the forces of this war the "Lost Legion" will have a high place.
ANOTHER STEP NEARER the Philippines and Japan was the American capture of the island of Saipan in the Pacific, which was seized by U.S. hands on July 19, 1944. Saipan, a strongly fortified island from the air and sea, fell to the U.S. forces who pushed the enemy across Saipan to the northern tip of a narrow isthmus. The photograph above is a dramatic picture of a marine ski being used to land on an invasion beach. Another U.S. soldier is seen here using a sledgehammer to break open a concrete block in the enemy's airfield. This is the same sledgehammer which was used by a Japanese soldier to blast open the airfield. See also p. 397.

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The telephone rings. The voice from the other end sounds familiar. For years I had not heard my old friend, and now, half-frightened, half-delighted, I burst out "Good heavens! Where are you speaking from?"
"Silent question" I contrived the Japanese "From the City, of course!"
"But where?"
"Near the Japs in Shanghai," I exclaim. "That's right, but I am back.

We are in the same room, we met for the first time in a year and a full account of Japanese occupation was exchanged. Nobody reports about life and conditions there, they may interest many of our American friends. Not without good reason was Shanghai termed the "New York of the Far East." As in the U.S. metropolises, in this Chinese city of more than four million inhabitants, the countless American and European stores are scattered among the residential quarters, and under its own government, the Municipal Council, in which, together with Chinese, all European nations are represented.

After the outbreak of war, on the night of September 3, 1937, the occupation of the Japanese forces in Shanghai was cut short in true Pearl Harbour style. At 4 a.m. the Japanese dropped bombs on the Western port, our harbor and bombed a British gunboat, which sank, fusing the last. Next morning against all international law and treaties, Japanese forces marched into the extra-territorial district. From that very moment these Prussian of the East started a terror regime over the whole area. Chinese, Indians, and Japanese, resided in the area, and soon, and unspeakable hooligans and bomb explosion made people fear to go out, to work, or even rest. In Shanghai, 

All Allied nations—British, American, Dutch, but not French—were compelled to close their doors, whereupon the occupation forces occupied by the famous Sano Hostel, Cathay and Metroe, and the British Station, and the hard-bound books and provisions were, of course, seized in once. All Allied men, women and children had to wear armband with a star for British, "N" (Netherlands) for Dutch, Restrepo de Lima for Lima, and so followed. The Hungarian, Chinese, and cinema, and other places of entertainment was forbidden to go to a cinema varying according to the season was imposed. Notwithstanding the state of war declared by the Japanese, the United States military forces started to protect their persons under all kinds of pretenses, and later on turned to general internment. The long list of persons is in a list of "gagmen" in order to elicit political secrets.

Under the Japanese Heel in Shanghai today

Today about 3,000,000 British, 1,000 Americans and 1,000 Dutch are living in internment camps, the largest of which is Chupol. Families are dwelling in barracks which they have fitted up themselves, and they have organized, as well as circumstances permit, schools, hospitals and other institutions. The food is adequate and the health and comfort of the inmates of the camps as far as possible and has repeatedly been asked to intervene in improving sanitary conditions. None of the inmates of the camps is allowed outside the barred wire, which is strongly guarded by Japanese soldiers.

A special class is formed by about 18,000 European refugees, for the greater part Jews, who from 1933 onwards best the liberal attitude of the Chinese government, conditions. Although the quarter is not fenced with barbed wire, it is closely guarded by Japanese gentlemen and later by a police corps which the refugees organized and recruited amongst themselves. To leave the district the inhabitants need a permit.

After a time workshops and factories were opened, and equipment for food products was imported from Europe. All kinds of crafts are presented, from tailoring to cooking and watchmaking. The people have, of course, produced all their house-furnishing, furniture, beds and kitchen utensils. In the past week, which organized co-operative administration, there live today approximately 10,000 men, 5,000 women and 1,000 children. Diseases which the wretched sanitary conditions might have produced were prevented by careful cleanliness and stringent precautions. Consequently, mortality is much less than amongst the Chinese population under the Japanese yoke. Many well-known doctors, technicians and scientists have put their services at the disposal of the community, and their work may become an important factor in the rebuilding of China after the war.

Self-Help at Honkow

About 5,000 persons who cannot support themselves are housed in an institution, maintained for the greater part by earlier immigrants not affected by the Japanese occupation. In addition, the Red Cross Organizations as far as it is possible under war conditions. The whole Honkow Community has voluntarily submitted to a tax, and out of its resources the most urgent needs are met by hospitals and schools. One of these groups has some hundred children, boys and girls, is assisted by schools and sports grounds. From the beginning, the children of boys and girls who have been illegitimate. These refugees have created tolerable conditions of life.

A new law on building in camps or houses are forbidden for all Shanghai Europeans. So that the nearest radiation for short waves had to be removed from sets, and nobody was allowed to listen to foreign news. Only one official Russian radio transmitter on various languages can be heard, and it reports only from the European theatre: the Pacific may not even be mentioned. All public utilities, gas, water and electricity, previously in British and American hands, have been taken over by the Japanese and are managed by them. All the important British, American and Dutch banks, shipping firms and insurance companies are closed.

The Chinese are putting up against the Japanese a very successful passive resistance. Shanghai used to be the only harbor in the Far East which had huge stocks of provisions, and now, and the famous Garden Bridge was perfectly completed during the Japanese-Japanese war in 1937, become the reservation. Since then, 10,000 of these Europeans have been living in Honkow. They have rebuilt the district to some extent. They have shown the best of their ability, often under most primitive conditions.
"On every battlefield all over the world the Armies of Germany and Japan are retreating," declared Mr. Churchill on August 2, 1944. On the Western Front, advancing north of Caen, a column of British infantry and anti-tank guns (top) headed for the heavily-contested Bocage de l'Herrou on August 1. Through the remains of Verriers (bottom), important communications center north of Caen, U.S. armor passed after the town's capture by the American 1st Army on July 31.
Rokossovsky Leads the 1st White Russian Front

Flying aces of the Red Army have earned the admiration of even the R.A.F. Among them is Fighter Pilot, Hero of the Soviet Union, Capt. Mayrovsky (3) in a plane presented by workers of the Mongolia People's Republic. Captive of Latvia, covering the approach to Warsaw on July 23, 1944, was released by forces under Marshal Rokossovsky. Soviet soldiers (2) helped to flush out the defenders. Rokossovsky, C-in-C. of the 1st White Russian Front (1), plans fresh conquests.

All-Conquering Red Forces at Germany's 'Gates'

"It is the Russian Army," said Mr. Churchill, "who have done the main work in tearing the guts out of the German Army." That operation was in full blast when, on July 22, 1944, Marshal Rokossovsky's warions captured Liegnitz over the Sprem. The Soviet Tank was halted at a bridge in Warsaw on July 30, in the drive to Liegnitz and Warsaw. By August 1, Soviet forces had smashed through to the frontier of East Prussia.
Last Stages in the Fight for Florence

Overcoming fierce resistance in the central sector of the Italian front, General Alexander's forces reached the outskirts of the city of Florence by August 4, 1944; tankmen of the Canadian Armoured Force moved up in Shermans (top left). East of Arezzo the enemy began to withdraw on July 22, and our artillery in the valley between Monte Guilleri and Arno halted the retreat; a British crew in action (top right). An Indian patrol cautiously approaches a hide-out of snipers (bottom).
I consider both Mr. Niezer’s attitude towards the German people and his suggested method of dealing with them foolish and dangerous. It seems to me that we must be more imaginative in the way we deal with Germany, in order to avoid making the same mistake again.

Punishment to Fit the Nazi Crimes?

I believe that the only way to teach Germany that they are not as a nation to be taken lightly is to show them the consequences of their past actions. The Allies should make sure that Germany understands the enormity of their crimes and the consequences of those crimes.

The German people, Mr. Niezer declares, "have been in every way the initiators of the war, the creators of the war, the instigators of war, the criminals of the war..." This is an absolute travesty of the facts. The German people cannot be held responsible for the actions of their leaders.

The German people should be given a chance to make amends for their past actions. Instead of punishing them, we should help them to understand the wrongs they have committed and to work towards making amends.

The Allies should also work towards ensuring that Germany does not have the means to commit such crimes again. This can be done through economic sanctions and other means.

I believe that it is the responsibility of the Allies to ensure that Germany does not have the means to commit such crimes again. This is the only way to prevent such crimes from happening in the future.
R.A.F. Smash Flying Bomb and Rocket Sites—

Flying bombs don't always fly. The top photograph of a Pas de Calais launching site shows A, B, C, D, and E mark where four of the missile craters are still visible along the broadness. The launching tower itself (A) was obliterated by air bombing. Below is a large structure, also in the Pas de Calais, believed to be associated with the use of temporary rocket sites. Blocks of concrete shown cover underground workshops (1), near which a large crater was exposed (2).
---While Ack-Ack Gunners Take Increasing Toll

IN CONSTANT ACTION against the flying bomb, some of which started indiscriminately, our heavy and light AA batteries and co-ordinated small arms are kept on the alert 24 hours a day. The small arms are generally re-deployed specially to cope with this form of air attack, which is more dangerous per single individual than any other type of bomb. Each shell fired is aimed directly at the flying bomb. In this particular circumstance a mass offensive method than the above was deemed to be more effective against aircraft.

The A.T.S., who played such a fine part in our anti-aircraft defence, were proved themselves to be of the same calibre in this system of operation. The main control centre, the nerve centre of the AA batteries, they also play the course of flying bomb from the moment it is detected. Early and accurate warning is sent to the batteries while others operate a range-finder and radar equipment to check the course of the bomb. Both keep a constant watch for any signs of danger.

When the warning is given, a signal is made to start a massed fire with a special barrage of anti-aircraft guns. When it is seen that the bomb is in the range of the guns, the barrage is fired rapidly to make sure that the bomb is hit. If the bomb is sighted in the sky as a flying bomb approaches, the barrage is fired rapidly to hit it. If the bomb is sighted in the sky as a flying bomb approaches, the barrage is fired rapidly to hit it.
Will The Nazi War Machine Run Dry and Crash?

A yearly average of 13,000,000 tons of liquid fuel has been needed by Germany to support her mechanized forces alone. The supply now is running dangerously short. For the Nazi forces front, the front of motorized fuel is almost dry. Dr. Edgar Sterne, Harbrace, with whom supplies have been forthcoming — and how the red light at danger now glows for the Reich.

German technicians have compiled whenever possible, a complete inventory of all the oil refineries in Germany, that month that crisis the Nazis managed to increase the output to nearly 50 per cent, on the second front, their motor oil, with its machine. But the latest information indicates that the position is critical and that all the armament plants, even though they are being brought into operation, will not be able to meet the demands for oil and machine lubricants.

The oil refineries in Germany are being supplied with raw materials from the Soviet Union and the Balkans, but the supplies are not sufficient to meet the demands of the war. The oil refineries in Germany are not able to meet the demands for oil and machine lubricants.

The situation is critical and the position is critical. The position is critical.
From China Our Allies Press On to Burma

Drifting west in the Tunhnan Province of China towards a junction with the Allied forces in Burma, our Far Eastern comrades-in-arms cross the Salween River in rubber boats and makeshift bamboo rafts in their determined forward push. By August 4, 1944, they had reached a point some 50 miles southwest of the North Burma town of Myleikto, Japanese base held by them for two years and captured by the Allies on August 9th.

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How Russia Cares for Her Wounded Warriors

IN THE QUIET of a Red Army hospital, after the front, clusters of the wounded. Here the nurses, replete with kindness and high moral tone, are not engaged in saving lives so much as in comforting. Here the wounded are treated with the utmost care and consideration. The nurses, with their gentle hands, soothe the suffering and give comfort to the sick.

The hospital is well-equipped with the latest medical facilities. The operating rooms are sterile and clean, and the surgical instruments are kept in perfect order. The nurses, trained in the highest standards of medical care, are always available to attend to the needs of the wounded.

The patient's family is kept informed of their progress, and the hospital provides a comfortable place to stay while the patient is being treated. The hospital is a symbol of the compassion and care that Russia has for its wounded soldiers.

[Additional content in the image which is not transcribed here.]
I WAS THERE!

Erie Witness
Stories of the War

We Pounded the Japanese Stronghold of Sabang

The gripping 30-minute surprise attack by Admiral Spruance's Eastern Fleet on July 22, 1944, against the enemy Japanese bastion in northern Luzon, was a major factor in the Allied victory over the Japanese in the Philippines. At the conclusion of the battle, the Japanese stronghold at Sabang, was reduced by the United States Marine Corps and the 2nd Infantry Division of the American Army.

A

The rate of ten tons a minute, 350 tons of steel, high explosive struck Sabang in the 33 minutes the bombarding force poured shells raining from 4,000 to 15,000 feet into the hole. The last rate was recorded at 17,000 yards. When the flagship turned away after completing their mission; it was the first time that all Allied naval forces had ever joined in the early stages of an invasion. The attack was planned months in advance and the Japanese knew about the attack in advance. The Japanese troops in the vicinity were in a state of panic, as the Allied forces were not far away.

The fleet reached its objective unobserved and the first thing the Japanese knew was the explosion by carrier-borne bombers. The Japanese reacted to the attack by sending in reinforcements, but it was too late. They were already dead or dying.

I Visited a Bombed-Out Flying-Bomb Site

Five years ago, in the summer of 1939, Count and Countess Hubert Peitremont lived in one of Normandy's truly idyllic chateaux. They found it to be the most beautiful place they had ever seen. They invited their guests to come and stay with them. They were eager to share their joy and happiness with others.

Last November they began to build the most beautiful flying-bomb site in Italy. It was on the coast near Naples. It was one of the most beautiful places they had ever seen. They invited their guests to come and stay with them. They were eager to share their joy and happiness with others.

The first bomb dropped by the chateau almost beyond recognition. It was a great shock to the residents. They were unprepared. They did not know what to do. They had to leave their homes and go to the nearest shelter. They were not even able to pack their clothes.

The second bomb dropped by the chateau almost beyond recognition. It was a great shock to the residents. They were unprepared. They did not know what to do. They had to leave their homes and go to the nearest shelter. They were not even able to pack their clothes.

The third bomb dropped by the chateau almost beyond recognition. It was a great shock to the residents. They were unprepared. They did not know what to do. They had to leave their homes and go to the nearest shelter. They were not even able to pack their clothes.

The fourth bomb dropped by the chateau almost beyond recognition. It was a great shock to the residents. They were unprepared. They did not know what to do. They had to leave their homes and go to the nearest shelter. They were not even able to pack their clothes.

The fifth bomb dropped by the chateau almost beyond recognition. It was a great shock to the residents. They were unprepared. They did not know what to do. They had to leave their homes and go to the nearest shelter. They were not even able to pack their clothes.

The sixth bomb dropped by the chateau almost beyond recognition. It was a great shock to the residents. They were unprepared. They did not know what to do. They had to leave their homes and go to the nearest shelter. They were not even able to pack their clothes.

The seventh bomb dropped by the chateau almost beyond recognition. It was a great shock to the residents. They were unprepared. They did not know what to do. They had to leave their homes and go to the nearest shelter. They were not even able to pack their clothes.

The eighth bomb dropped by the chateau almost beyond recognition. It was a great shock to the residents. They were unprepared. They did not know what to do. They had to leave their homes and go to the nearest shelter. They were not even able to pack their clothes.

The ninth bomb dropped by the chateau almost beyond recognition. It was a great shock to the residents. They were unprepared. They did not know what to do. They had to leave their homes and go to the nearest shelter. They were not even able to pack their clothes.

The tenth bomb dropped by the chateau almost beyond recognition. It was a great shock to the residents. They were unprepared. They did not know what to do. They had to leave their homes and go to the nearest shelter. They were not even able to pack their clothes.
I Was There!

used to come to work every morning by bus. Yes, the rains did some good.

As the tall, white-haired Countess d’Hautecieville made that selfless remark to me today she was standing among the ruins of her once beautiful home. Through the empty rents of arched windows we looked out on a scene where a torrent of high explosives had fallen. There, in the home-pierced pumice sand, the Countess told us that the three hundred horses had toppled dead in the bombing.

Behind us, as we stood gingerly on some remaining rooftops, the rooms were bare of all dust and debris. Pieces of fine, carved ceiling, streaks of tapestry, sections of carved pine mantelpieces, alone were witness to bygone beauty.

"Yes," she repeated, "the rains did some good. I have never seen our bomb site. Always we were told to keep away. It was secret, very secret, they told us. Even the French workers were unable to get information.

We took the Countess on her first visit to the bomb site. She looked silently at the long, twin concrete naves, the curving bombproof storage tunnels, the concrete assembly hangar, the narrow gauge rails that were to transport the bombs in the rear of the naves, apparently non-magnetic, pillbox boxes where the gyro was to be adjusted and controlled.

We inspected one element of the employment use after another. It was watered over perhaps 30 acres of her ground, each section small and remote from the others. It was superbly camouflaged, surely invisible from the air. We saw no direct hits on concrete buildings themselves, but caucuses pitted the linking roadways and the warm, rich acres of earth between sections. There was no doubt of the delaying effectiveness of the Allied bombings!

When those Victory Salvoes Roar in Moscow

Since the guns of Moscow fired their first thunderous salvoes in August 1941 in devotion of the Saviour of Our Lord, there have been many stories of these salvoes to swell and encourage the Russophiles and the Allies in general. Paul Nickerson, News Chronicle special correspondent, sent a story on Moscow’s victory salvoes on July 31, 1944.

The salute now follows a well-set ritual. About fifteen minutes before it is due to take place the Moscow loudspeaker network announces: "In a few minutes there will be an important announcement. Listen to our broadcast." This is repeated several times. Then at the appointed time a male announcer reads in ringing tones the Order of the High Command summing the talk. About ten minutes later the guns start.

The salute itself has not changed in style: the only change was after the Kharkov salute, when it was found that, while troop bullets had to be given a pass through a technical display, they tended to fall on the heads of people afterwards. So now we have just guns and rockets. First you see the red flash of the guns in the sky, then hear the roar of explosions, and, last of all, the crack of hundreds of red, green and white rockets soaring skywards from dozens of roadways. All over Moscow when the rockets are at the top of their flight the streets become as bright as day.

After a time you can learn to judge the importance of the event being celebrated without hearing the announcement. For small places there is a salute of 12 salvos from 124 guns. For big towns 224 guns fire 20 salvos. The expert will cock his ear to the window and say: "Hum, that’s not big enough for Leningrad. It must be Moscow!" The salvos which bring everyone into the streets or to the windows are those which celebrate the liberation of the capital of a Republic, like Kiev, Minsk and Vilna. They get 24 salvos from 324 guns and on those occasions windows rattle and buildings seem to shake.

Nowadays it gets around beforehand that a big salute is expected. Little boys, who see everything, notice exceptionally large numbers of guns being brought in from the outskirts to take up their positions on appointed sites along the Moscow river. And the new goes around: A.A. battery crews which fire the salvos are men, but on the Red Army girls fire off the rockets. It is a responsible job, for they have to get them all into the air together, but it is a job they like. Incidentally, it is reliably reported that the rockets are part of the vast booty captured from the Germans. I hope it is true.

Street crowds which watch the salvos are just as large and just as eager as they were when the first salvos were fired. Round caps are still thrown into the air as the rockets go up and there is sugar discussion of the latest victory. There was never a time when the movements of the Red Army were more closely followed than now, and that is natural enough because there was never a time when their activities were so exciting.

I was in a theatre the other night when a salute was announced on the radio. In the interval between acts the director of the theatre curtain on the stage and told us Balshchik had fallen. There was loud clapping and then all stood for the national anthem. In the middle of the anthem the director called for cheers for the Red Army and for Stalin. There is no doubt that spirits are very high. Forty-one salvos in just over a month—forty-one towns captured—would make anyone cheerful.

These warmer nights, of course, the rockets lose some of their effect. Fireworks ought to be a winter sport. Generally speaking an effort is made to keep the salute until it is beginning to get dark—ten or eleven o’clock is the favourite time—but when you have a day like last Thursday (July 27), with frigid salvos to work off as an evening, you have to make an early start. What with the national anthem played five times and 100 salvos from 224 guns and then cheerful music from loudspeakers going on until one in the morning, I think that was about the noisiest night I have ever known in Moscow. Well, nobody minds noise in a good cause.
They Bake 1,000 Loaves a Day for Invasion Craft

Admiral Sir Bertram Ramsay, Allied Naval C-in-C, has sent a message to the leading ships engaged in the mighty work of building up supplies in Normandy. Here is a story of little ships—a Leading Range Kitchen—by a Naval reporter.

W e found her amid a huddle of ships on a Normandy beach when the tide was out—a queer, top-heavy-looking craft surrounded by a tyrant of galley slaves. At some time in her career she had been a Thames lighter. But now, equipped with rain rudders, twin screws and engines which will drive her through the water at twelve knots, she is the Sudore Joy. Officially this strange craft is one of ten L.B.K.—Leading Range Kitchens—which are providing hot meals for the men in hundreds of small craft which are helping to ferry supplies from the ships to the Normandy beaches.

The mud exposed hereabouts at low tide does not always smell pleasantly, but this afternoon the L.B.K. is baking bread for six hundred men. Mud or no mud, this spot smells good to one who knows hard cooko biccies. The C.O., wearing a white pullover and flannel trousers, was walking around his craft. He was critically examined by the L.B.K. crew of the baking work, in the baking of the bulbs now cost of white flour. The C.O. is W. D. Talbot, R.N. V.R. of Berwick-upon-Tweed. He is nineteen and very proud of his fine command.

"This is definitely an occasion for painting ship," he said. "We have a reputation to maintain—already we have been recommended for our accounts, for the cleanliness of the ship and the high standard of the food. The men are most particular about a week's diet including thrice-cooked, nine squadron and three sausages. Simple items to the men every day and in all weathers, meals for 500 to 400 of these little ships—a Leading Range Kitchen—by a Naval reporter.

HUNGRY LINE UP FOR A HOT MEAL at the Beach.
THE WAR IN THE AIR

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

The part played by air power in the invasion of Normandy was referred to by Air Chief Marshal Sir Trafford Leigh-Mallory, C.-in-C., Allied Expeditionary Air Force. He made these important points:

Before the invasion constant watch was maintained over the Channel by Allied aircraft. The moment German reconnaissance planes appeared they were chased back. In the six weeks prior to the invasion the Luftwaffe made but 129 reconnaissance flights, of which only 11 penetrated to the English coast.

Because our air power had attacked all enemy radio-location stations, the movement of the (cannon) fire-supporting planes from the English coast since 0100 on the morning of the previous day was not known to the enemy until one o'clock on the morning of D-Day. He had only valuable hours for troop movement.

Here is the reverse side of the picture. If air forces on both sides had been completely wiped out the invasion would not have been attempted. The Germans, with the magnificient communications of Northern Europe, would have been able to build up their forces in the battle zone at a speed which would have made it impossible for us to embark on the operation with any hope of success.

Turning again to the obvious side, in the three months before D-Day Allied aircraft from the United Kingdom destroyed over 2,600 German aircraft in combat. In 2 months since D-Day 1,600 were destroyed in the battle area. In July Allied aircraft destroyed 400 tanks. When the Americans broke through at Caen, Allied fighter-bombers destroyed 147 enemy tanks in one day. 76 light fighters and light fighters destroyed over 3,000 German motor transport vehicles.

This is nothing short of a turning point of the tables. In the first Battle of France in 1940 the Luftwaffe enjoyed air supremacy; and their armoured forces were as powerful on the ground. They swept across France with astonishing speed. Today the Germans are reeling where they stood. In the same area from which the last British troops were evacuated from France during the night of June 19-20, 1940—from the same ports of Cherbourg, St. Malo, Brest, and St. Nazaire—the present Allied counter-assault is proceeding under conditions as favourable to Allied arms as those that favoured German arms in France in 1940. Indeed the conditions are more favourable, for the Germans cannot evacuate Europe and retire, as we did, into a base where we could prepare for the return stroke.

It is now increasingly clear that the turning-point of the whole war was the August-October Battle of Britain in 1940, when about 1,000 first-line aircraft of Fighter Command and the Anti-Aircraft Command, travelling the skies for 160 hours a month, destroyed 800 German aircraft, and put them out of action at a rate of 1,500 a month. This was the first sustained continuous air warfare against the Luftwaffe, and the Allied air forces have gained complete supremacy of the air, and obtained for the Allied Expeditionary Force the conditions which the Luftwaffe failed to provide for the German expeditionary force of 1940.

During the four years which have elapsed, technical advances in aircraft have been marked—in range of flight, load carried, operational height, and speed. The Mosquito can carry to Berlin twice the bomb-load at double the speed of some of the bombers we possessed when the war began; and it does this more safely with a crew of two than the former aircraft did with crews of four. Against this a new type anti-aircraft gunner said: "The fighter-bomber is a splendid weapon for explaining a victory, and when the enemy begins to fall back all along the line it is a weapon we intend to use to the utmost."

Production of the Hurricane ceased during the first half of August, 1944. The last Hawker fighter to be used was the Tempest. It has been used against the flying bombs (some carrying about 20 incendiaries), powered with the 2,200 h.p. Napier Sabre engine, a 24-cylinder, liquid-cooled twin-cylinder H-type engine designed by the Typhonian.

The jet-propelled Messerschmitt-163 fighter has been reported in action, first on July 30 and again on August 9, 1944. This aircraft has a single jet-propulsion unit, and has shown no advantage over Allied fighter-aircraft. The jet-propelled fighter is essentially a high-altitude machine, and would not shine at the lower levels. It is therefore unlikely in its present form to make a good fighter-aircraft for the tactical movements in the Normandy fighting.

Meanwhile, all over Europe the air war against German air-power continues as the major strategic employment of air power. Attacks against communications form the principal operational task. Tactical engagement includes attacks against the launching sites and storage depots of the flying bombs, and concentrated operations within the fighting zones in France and Italy.

In Normandy, Bomber Command applied its area bombing methods with success around Caen, with the Army units ready for immediate follow up. The precision of these attacks is their most remarkable feature, despite the fact that in one such bombardment the Command could drop in 20 minutes a weight of high-explosive equivalent in 20 minutes as the artillery could fire in a week.

The weather of the air battles in the Mariana Islands has brought the air ring fighter against Japanese-occupied territory. From the Marianas air attacks have been made against the Volcano Islands, 600 miles from Japan, and against targets in Mindanao in the Philippines. The oil centres of Palen in Sumatra has been bombed from West New Guinea.

The action of the Japanese from Mokkiha (Borneo) has enabled air units, supplied to be flown to China, for the aircraft have been re-routed over a lesser section of the mountains. Even percol for U.S. aircraft operating from within China must be flown in this way, and the bombing of Japan proper by Super-Torres tends on this. Laren raid was against Nagasaki, Hengyang, one of the bases from which Japan proper is bombed, was captured by the enemy on August 8.

Allied airborne combat troops, transport aircraft and gliders that carry them, in Western Europe have been combined into one command attacking in the region of the Allied Expeditionary Force in France. Its commander is 45-year-old U.S. Lt.-Gen. L. H. Brevort, with British Lt.-Gen. F. A. M. Browning as Deputy Commander.
Typhoon Rockets Smashed Great Panzer Thrust

Answering a call for maximum air support received from the armies on Aug. 1, 1944, Typhoon heavy bombers surged in an attack directed towards the rear areas against troops of the German 11th Panzer Division. The 2nd Tactical Air Force kept no time going into action—and when the smoke had cleared, victory of the day was counted. Twenty-nine aircraft were lost and 138 vehicles were accounted for.

Rows of carnage lie gory near the site of the attack. Trenches and houses and even telephone communications were also attacked. Smoke trails mark the path of the fighters which appeared out of nowhere and then disappeared to return by a Typhoon. (2) Wing was hit by a number of rockets and damaged 13 German tanks downed 24 aircraft and downed 74,500 cases of ammunition. Rocket production was first discovered as anti-aircraft missiles and later as attacks on enemy shipping.

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The 'Factory Removers' Went to Colombelles
Britain's Colonies in the War: No. 13—Mauritius

EXPORT SUPPORT from another small but strong British Empire island, Mauritius, which became a British colony in 1814, aids the United Nations towards victory. Lying in the Indian Ocean, in the line of communications between Durban and Madagascar (see map), Mauritius, which frequently goes the plough, would destroy crops such as corn, so the cultivation of sugar cane, which usually stands up to such conditions, is the main industry, although some tea and flax have been grown. An important feature in the war effort is the raising of foods and of other crops that could be sent to other areas of the world, and the support of the Royal Army Medical Corps and the fighting men of the Mauritius Regiment is noted as a major contribution of Mauritius to the Allied war effort.

£15,000 is being spent on the development of the sugar industry and, perhaps more importantly, installation of land pastures, flood-proofed, which looks up a cereal, rich in protein and will play a big part in future war rations. Mauritius has its own regiment fully trained for modern warfare. Several ships and another military detachment are on their way, and a special National Demonstration Unit is also being organized.

Mauritians are eager to learn how to make best use of their land from the demonstration experts (1). Sugar cane is brought in high-wheeled carts to factories (2), sugar is sacked (3), and the workers are at work (4). A world-wide demand for Mauritius sugar is met by the factory (5).
I have just had a letter from a Welsh M.P. who has been appealed to by some of his constituents to redress a wrong committed by one of my assistants. But "committed" is hardly the word, as it con- cerns an omission. By a process of guessing and shooting, several subordinates, apparently innocent, may be Mr. James Griffith, Labour M.P. for Limeley. For the constituency is a thin dim clue to his identity. I might state the grievance of the charge thus: that I did knowingly cause to be drawn and reproduced in No. 10 Downing Street a certain illustration, to wit a map, chart, or diagram purporting to show the strategic importance of Liège in this War, and did thereby in your name cast a slur upon the integrity of the Principality of Wales. Indeed, my correspondents in Brussels have put me in possession of a letter by point out (as I have just blushed to notice) that the word ENGLAND in the said diagram (see is it not a map) impinged upon Welsh territory to the extent of EN. Now, I used to keep a form-letter of reply to those periphrastic Scots who rush to their in- port whenever they see England or English owed the word where the word should more correctly be Britain or British; but this is the first time that I have come up against the racial and territorial pride of the Welsh! I would not tolerate the slightest affront to gallant little Wales, but the fact is that the diagram had no occasion to mention Wales, and hardly any need to include Scotland and England, as the outline of the British Isles is surely familiar to every reader, and the place names that mattered were given. The essential lines of Liège's strategic importance towards America and Europe were very clearly shown, and that was the sole purpose of the diagram. As a very imaginative man, let me add that it was not my fault that the map seemed to have an error of my own discovery, which was not corrected. I sincerely hope that it is correct now; had to start the word England over the line of the Sea. It is a mercy we called that would be inexcusable, in a strict dictionary. O the adjective may be forgotten.

What sort of a propagandist Gooch would be if he were left alone it is impossible to say. Washington would be always faulting in the Doctor's efforts to hammer the German people and mislead foreigners are ludicrously ineffective. What could be more confusing to Germans, and dishearten- ing as well, than the absurd stories concocted about the non-aggression pact? The thing about which was that the German people had been deceived, and that the non-aggression pact was about to expire. The story was that the Germans were going to attack Russia and on the brink of war. The war, they said, had been planned for a long time. The Americans were pleased enough not to see a word about their new explosive until it had actually been used against Japanese forces. Their disavowals, of which there were many, might have been more appallingly destructive than anything they had previously done. The day that they had been working for the U.S. Navy's Ordinance Bureau. That there had been atrocities committed by Germans against Jews and others has been suggested by no German professor from his former pacific attitude.

He is an American citizen now and lives in Princeton, the pleasant university town, where he carries on his research into gravitation and electromagnetic in a bare study which has little in it but a desk table and deal shelves filled with books. He does not spend much time in reading though. He says ever-increasing books wear weakens the capacity for thought, which I am sure is true. He does not over-dine in tobacco, either: he smokes only three pipes a day. He does not drink at all—alcoholically, I mean. He is often he met in a Woolworth store, beaming on his fellow-customers and picking out five ten-cent articles that may come in useful some day, he says.

The word we have been feeling enough during the interval between the wars that another world-wide conflict would destroy civilization. Hardly anyone took any notice. Almost everybody fancied that the conditions in which they happen to live are unalterable, eternal; their imaginations are not equal to retreating any other conditions. But in how many ways has that prediction been fulfilled during the past five years? Civilization has not been destroyed, perhaps; but it has been suspended in numerous directions. We have cars, but we cannot use them. We have brought artillery to a high pitch of efficiency, but they are not for any but the armed forces and a very few persons who travel on war trains. It used to take little more than six hours to get to Edinburgh by a fast train. Now it takes between ten and eleven. They consider the shortage of books. Books are not the necessary element of civilization. Yet it is hard, if not impossible, in Britain to buy these which are most worth reading, because they are not being reissued as they used to be. Cheap editions of famous works are the time being a thing of the past. An enormous quantity of paper is still wasted on foreign political pamphlets, for example; but publishers are kept very short.

How hard it is to arrive at the truth about anything has been demonstrated to any extent by a dispute in newspapers as to how Leghorn should be pronounced. Some persons have lived there contend that Leghorn is right with the accent on the first vowel; others claim that they know their Baby well, say the Italians put the accent on the "leg," insist that the accent is on the last letter. The Galleys, however, appear to say Leghorn or Leghorn still. It is hard to have been more struck by the conflicting statements about what ought to be the really unassailable facts than when controversy arose as to the expres- sion Herr Bethmann-Hollweg used at the beginning of the 1914-18 war about the Treaty which guaranteed the independence of Belgium. When he was told by the British Ambassador in Berlin that Britain considered herself bound by that instrument, the German Chancellor said something about a "scrap of paper." Sir Edward Goschen, our Ambassador, told Mr. Valentine Williams, then a correspondent in Berlin, that his words were not a scrap paper. Later, Goschen said the conversation was conducted in English! The Chancellor himself stated that his expres- sion was a "Foran paper." So what can one believe?

The French colonists whose chateau in Normandy was used as a headquarters by a German staff and almost entirely razed to the ground, and who said that all the troops arrived, "Your bombing did not make things better," the story is that 24th, had her country- men in one of the Devon farmers turned out for a time so that American troops might practice warfare over his ground. Now the country of only a few German is being restored to those who lived there. This particular farmer went back a week or two ago and looked at the shattered buildings and devastation fields. He had in his pocket a newspaper selling of the splendid way the Americans had driven the Germans before them in Normandy and Britain, and all he said was, "Well, it was worth while." The letter made good use of our land if they learned to fight like that on it!'

Not many people seem to know much about the City Companies, the lively guilds which have survived from the centuries when all members of a craft had to belong to one, and when they played a very useful part in the organization of industry—an indispensable, capital, part, indeed. The City means the City of London, the square mile over which the Corporation rules with the Lord Mayor at its head, and which is said to represent more money than any other square mile in the world. Each of the Companies had a Hall of its own. Most of them were fine old buildings. They numbered thirty-nine. Now only five stand unsullied by bombing. Others can be repaired. Twentywhere have been completely destroyed, and the question is, Do they rebuild or rebuild another one possible? Mostly they were used for purely social purposes. I used to dine, with my father, with the Cutlers, the Saddlers, the Carpenters, the Skinners, the Vintners in the years when they were attacked by Radicals for unreasonableness and corruption. Very elaborate articles they gave, and some of them presented each an annual dinner, with a be in a velvet or red leather case. It was magnificent, but they had plenty of money, and much of which was devoted to charities. Though they are not wealthy, they have many other uses for their funds.