IN LIVEREATED PARIS, tanks of the 2nd French Armoured Division presented an impressive spectacle as they passed the Arc de Triomphe. On August 20, 1944, the German General von Choltitz had surrendered the capital to General Leclerc after 30,000 members of the French Forces of the Interior and armed partisans had risen against the enemy. Carrière and some 10,000 Germans had been made prisoners in the city. See also illus. pages 305-306.
Afloat and Ashore with Our Roving Camera

MOTOR-TORPEDO-BOATS are the fighting watchdogs of the Royal Navy; they range the length and breadth of the world's oceans, keeping a vigilant lookout to guard our shipping. These little ships, which fly the white ensign, contain a complement of 4 officers and 8 ratings. Armament includes two 21-inch torpedoes and Oerlikon guns.

MOBILE X-RAY VAN (left) will at British factories to keep the health of war-workers. It does its work with astonishing rapidity. In a few minutes it can examine a thousand, reveal the internal conditions of those who sit for their inspection, and according to the findings, the patients may be sent to hospital, to a convalescent home, or to a sanatorium. The mobile x-ray van is a centre of activity. Two radiologists, three radiographers, a donkey-driver, three clerks, and the van driver.

AERIAL LIGHTHOUSE KEEPER is one of the unsung heroes who keep the lights going. He is the life-line of the merchant seaman. A six days' watch is followed by another six days, and then a three days' rest. The light is the guide of the seaman, the keepers are the guide of the time. In the early days, the keepers had to climb the lighthouse to light the lamp. Nowadays, the keepers have the modern aid of the aeroplane. The aerial lighthouse keeper is the guide of the airman, the keepers are the guide of the sea.

RUSSIAN OFFICERS IN NORMANDY, on a recent visit to an R.A.F. airfield under the guidance of a British officer (pointing), included (from left) Air Commodore J. R. S. H. Fothergill, Group Captain J. H. M. Glenden, Group Captain J. H. M. Glenden, and Col. G. G. C. G. G. C. Above, they are watching Typhoons.

STAPLE INN, historic 16th-century building in London's Holborn, was one of the Capital's show places badly damaged during the spring bombs attacks. Russian workers are seen (below) clearing from the wreckage. Among them a young journalist is seen at work. PAGE 230.
THE BATTLE FRONTS

So much has happened in the fortnight since I last wrote that we are dealing with an enemy of normal mentality it would be safe to predict that the inevitable end would be reached in a few days. Kumistula, Romania and Finland have all accepted the situation and have followed the line of least resistance to the full extent of changing sides. Hungary also changed its mind and is now under Soviet occupation. In the enemy's camp, and even the would-be puppet leaders of that part of it that could, are not so utterly hostile to Romania.

German leadership, in particular Nazi mentality, bring what it will, it is bound to be fast and with the fact that, at least, the forces that the Red Army has against us are not great, this withdrawal will not be entirely to our advantage. If the capture of Antwerp is the opening move of the 15th German Army's move to Russia, the news is that the speed of the pursuit has been great, but not quite as the German High Command's strategy is supposed to be.

The moment of the great pursuit through northern France can hardly be expected to carry us through such an obstacle without a pause to close up and regroup for a very different type of operations, and of course a pause gives the enemy time to reorganize and to some degree recover his morale. I have not the least doubt that the Siegfried Line will break under a fully organized attack, but there should be no disappointment if the attack takes longer to develop and no one should be carried through the speed of the pursuit phase might lead to its end.

There is always, however, the possibility that, when the full extent of the disaster is seen, France and Romania will see the strategic implications of the situation and that, by way of reorganization and reorientation, may be a complete break through to the east. If this happens, it will mean the collapse of the Eastern Front and, in one sense, reorganizes (in the main limited by the difficulty of maintaining supplies) that in itself is not the case from the point of view of expenditure. It is obvious that the forces of the Eastern Front are not as yet in a position to make a break through, but it is also clear that the situation is still not as it was in 1914.

FRANCE The amazing speed with which Montgomery's 21st Army Group took the pursuit up to the French Alps, was of course achieved without any detailed planning. In fact, the French Army, with all its troops, was in the process of disengaging itself from the battle of Antwerp, and the German Army had already begun to evacuate the area. It is obvious that the German Army is not in a position to make a break through, but it is also clear that the situation is still not as it was in 1914.

Conversely it may be noted how the most rapid pursuit, when it has covered long distances, can be checked, even by disorganization and by the lack of supplies to maintain the pace. The German Army, in its attempt to avoid the French lines, has been forced to travel at a considerably greater pace than the French, and this has made it possible to sustain a longer period of resistance.

ITALY The great and eventful period in the west will not disturb our attention from the other battle fronts. In particular we should not under-estimate the part played by General Alexander's Army Group in Italy. It has had a large and difficult campaign, and by its increasing pressure has forced the enemy to reserve its forces. In the last few weeks, there is little doubt that, by the presence of the Italian Army, the German Army has been compelled to abandon its attack.

Now, however, it is in a precarious position. Its immense strength against the Isonzo has been broken and it will almost certainly be forced to withdraw a long and difficult retreat. Alexander has again exploited the inherited advantages of the offensive. Without the surprise and the concentration of force at the decisive point—which is the only way in which the situation can be overcome—the German Army is in a precarious position. The general similarity between Allied and German methods against the Chinese Line and now against the Gothic Line, and Montgomery's methods in the Cherbourg peninsula is easily detected. Keseyfing has proven himself to be a good and determined general, particularly by the way he rallied and reorganised his defeated armies, but he stood to avert the Lombardy Plain and had to face the disturbing news that, so far as the German High Command is concerned, there are no present German situation for his army has been thrown back from the Rhine into Belgium and awaits a disaster as was the force left in the Somme area as it was the German forces that were in the Baltic States and northern Finland.

For that, the US and British Combined Staff's strategy is responsible. German military leaders will not be able to suppress the desire to pursue the defeated forces of the General Staff. It seems certain, therefore, that the future will be written about the policy and the influence Hitler has exerted on the higher command in order to prevent the destruction of the General Staff. It may be that the French Bishop Combined Staff may emerge again.

RUSSIA Meanwhile, the question of the alternative is the decisive factor in the Russian front. Molotov and Tulchinoff have brilliantly carried out their part in the Russian campaign, but both in Romania and in Finland the successful issue was due to the cooperation between the local forces and the support of the Western powers. In the case of the Eastern Front, the constant counter-strikes have not been able to deliver the final blow, and the issue is still uncertain.

Moving from this point, there is little doubt that the Russian advance can be checked, but not stopped. The situation is still not as it was in 1914.

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When Allied Armies Reached the Siegfried Line

THE ALBERT CANAL, which runs from Antwerp to the Maas, in Belgium, was crossed by British and Dutch troops against strong enemy resistance on September 7, 1944, when the first bridgehead was established at Neerijnen. Blown up by the retreating German garrison, the bridge (above background) over the canal was restored by Royal Engineers. A British tank has just crossed it, while a Dutch soldier of the Princess Irene Regiment (right) and a British sergeant share guard duties at the approach of the bridge.
The Gothic Line Breached on a 20-Mile Front

In Italy the 8th Army opened an attack on the Gothic Line on August 31, 1944. By September 3 the defenses had been breached from Pescara in the Adriatic sector to a point 14 miles inland. British, Canadian, Indian, Italian and Polish troops took part; the Polish Corps was supplied by the same German troops—the 1st Parachute Division—against whom it had fought at Koursk. Polish handle a 50-caliber in a farmyard (1). During the counterterrorist struggle fought later in a tunnel (2). A British signal operator operates a portable radio set on the road (3). British infantry and Sherman on a captured hill position (4).
THE WAR AT SEA

by Francis E. McMurtie

I

The announcement of the formation of the Royal
Naval Scientific Service, inaugurated on
September 7, 1944, the Admiralty
released some information concerning tech-

cnological developments during the war. There

was no scientific organization in the Navy

before 1914-18, but during those years a large

number of scientists were brought into the

service from the universities and from

industry. By 1939 these numbered about

600, a figure which has since been ex-

panded by some 1,000 temporary entires.

Hitherto they have been divided into scientific,
technical, and chemical panels, but have now

been embodied in a single organization under

the Director of Scientific Research.

Members of the R.N.S.S. will be on a

similar footing to those of the Royal Corps

of Naval Constructors, and will be given

training and experience at sea, for which

purpose they will wear the uniform of the

equivalent naval rolls, just as naval con-

structors do. Otherwise it is, of course, a

purely civilian service.

RADAR Works for the Navy in Darkness and in Fog

Of the various fields of operation to

which scientists have contributed improve-

ments during the war, the most important

is radar, the official term covering what was

previously known as 'homing.$ It has

deployment has absorbed the majority of

its pioneers, and the British Admiralty has

work is carried on in close collaboration

with Army and Air Force experts.

Before the present war the movements

and fighting actions of our warships were

largely dependent on the human eye, as used

by look-outs, sight-sifters and range-finders.

Radar has been perfected to an extent which

altogether supersedes these arrangements,

and has indeed entirely altered the face of

sea warfare. It has involved a complete

revolution in the equipment of warships.

Working as it does in darkness and fog,

radar has been of inestimable value to the

Royal Navy. The uncertainty in which

touch was maintained with the Scharnhorst

off the North Cape in the darkness of an

Arctic night is now explained.

Wartime improvements in radio—now

adopted as the official term for wireless—

though its similarity to radar seems likely

to lead to occasional confusion—have been

almost as far-reaching. Communication
can be maintained over greater distances,

with less liability to interception. Moreover,

as advocated during the Norwegian campaign,

it is now possible to keep open a great many

lines of wireless communication at once.

There has also been a big advance in anti-

submarine detection methods, through these

proved adequate in coping with the initial

U-boat attacks at the start of the war. Equip-

ment today is altogether different and can

do much more. The control has been simi-

larly improved, the factor of rolling motion

in a ship having been given especial con-

sideration in the present system.

In 1939 magnetic mines laid by enemy

attacks caused serious trouble, until the

disquieting of an unexploredSpoxe by

L.33 Commander J. G. D. Quay led the

way to the antidote (see p. 124, Vol. 7).

As a result of examination it was found that

the German magnetic mine was almost identical

with the type we had ourselves begun to

use in 1918. This knowledge was of the utmost

value, more especially as we had been faced

with the task of sweeping up these mines

after the Armistice in that year and therefore

had a pretty good idea of how to deal with

them.

Later the Germans produced an acoustic

mine, as well as variants combining the two

principles in different ways: but our scientists

were always ready to meet enemy ingenuity

and were not long in adapting counter-measures.

This has meant that we have been able to

keep ahead of the Germans in every department

wherever a novel sea weapon has been brought into use.

In torpedoes we were superior to the enemy

from the outset, the only enemy device

which has given us any trouble being the

German acoustic homing torpedo. In normal

operations such a torpedo always causes the

user in this war has been so great that it is now

possible for two girls to carry out analyses of

steel samples at the rate of a thousand a day,

a work which would have taken 600 people in

the last war.

Horror that a large number of trawlers

were able to return to their owners by the

Admiralty, which took them over in 1939,

were actually handed back recently. It is

true that in the beginning some trawlers

were to be waited in large numbers for operations

against the Japanese in the Far East. But

when the Japanese attacks on the Dutch East

Indies began, the Admiralty realized what

the Germans had laid immense numbers of

mines which would require the ports to be

swepd up as soon as hostile forces ceased.

This work will fall largely upon the trawlers,

since the majority of fleet mineweepers may be

expected to go to the East next year.

Thus the prospects of immediate release

of trawlers for fishing can hardly be expected

just yet.

GREATER Naval Activity

Expected in North Sea

The two that are reported to have been

refitted, the Aquascorpio and Oxus, are

understood to be vessels over 30 years old

built for other purposes. It is possible, however, that

most of the wooden vessels which were taken

over by the Admiralty at the outbreak of war

may become available to resume their work

on the herring fisheries. There must be in existence considerably over a hundred of

these useful vessels, which are of smaller size and lower engine power than the average

trawler.

Now that the German Navy has been

driven out of the Channel with heavy loss,

it may be expected that there will be greater

naval activity in the North Sea. For two or

three years past there have been regular

encounters there between our coastal craft

(mini-torpedo-boats and motor-gunner-boats)

and those of the enemy, in which the advan-
tage has invariably been with us. Of late,

night engagements of the Hook of Holland

and the Frisian Islands have been increasingly frequent.

Borne long the German war will have to

abandon Dutch harbours as they already

have the Friesian Islands; an all-out effort will be made to harry enemy sub-

marines and destroyers which venture towards their own coast and ultimately to

the British. Not only our light coastal craft,

but also cruisers and destroyers may be

expected to take part in this work as they

already have done in the Channel. To

oppose the weight of attack the Germans

can have little left. Since D-Day they are

believed to have lost eight or nine destroyers and large
torpedo boats in the Channel, some in action with our own destroyers and others

as the result of attacks by Coastal Command.

They may try to bring back from Norway

the destroyers which were stationed there

with a view to returning in their own
to and from the northern Russian ports.

Some of these destroyers were hit and

damaged during the concentrated attacks

made by the Fleet Air Arm on the Skagerrak

and other ships in Allied Norway in August 1944.

It is now known to what extent the German

herself suffered on this occasion, as the ship

was hidden by smoke screens which hindered effective reconnaissance from the air.
In Belgium's Capital Hitler Went Up in Smoke

BRITISH TANKS rumbling through Brussels were mobbed by delighted crowds who clamored so for a ride whenever foothold could be found (top). It was one of the most magical manifestations of joy in the world's history. Early on November 1, 1944, Allied troops entered Belgium, crushed German hopes of a last stand, and in the melee entered the capital. Outside the Bourse de Commerce, the people were overcome by emotion. A burned-out building, a grim reminder of the past, stood in the background (bottom). PAGE 299
DRAMATIC RETURN OF THE CANADIANS TO DIEPPE. On the Channel coast of Northern France, on September 1, 1914—when they captured the town without having to fire a shot—were brought back to their own port. A crowd of soldiers watched the reconstruction of their forces on August 19, 1914. Men of these same units of the 1st Canadian Division—the West Kents, the Royal Hamilton Light Infantry, the Saskatchewan Regiment, the Black Watch and the Toronto Scottish. After the liberation parade on September 1, in the Rue Cléricot Groc (above) General O'Hara took the salute.
Young Surgeons in Action With the Royal Navy

Sailors, R.N., is in no true. Small ships, however, he is usually "Surgeon" to the ship. He might be on his first action; his gear even the most careful ex-medical-student in a very short time.

Captains and deck-officers see most of the action. The surgeon is called upon to serve the stripped wardroom, see most of the after-effects. By this time, the nearest to a naval engagement was assessed by the size of the ship. The most prominent, according to the number of casualties—and the word of Nature's ways of taking care of the more favoured more of the abattoir than the battle-ship.

Cruisers, aircraft-carriers and battleships are equipped with a sufficient medical staff and these are furnished with up-to-the-minute operating theatres, sick-bay steward, even nurses: the last word in blood-transfusion machinery is at instant call; all the medical work entailed by action can be conducted below the wardroom as on land; and if even the biggest battleship can be deemed secure but the small ship—"Doc"—must make shift with improvisations nine times out of ten, even though his little ship is in the firing line ten times for his big brother's once.

Tissues, or, in a destroyer, no recognized cockpit; usually the officers' wardroom is converted into a hospital, with surgical instruments laid out where normally eating utensils would be arranged; the steward is at hand to administer an anesthetic, pass an army corps or wine make himself as useful as a whole, highly-trained staff. There is no war-experience ast a destroyer races into close action, that an enemy ship will not make its first hit at the wardroom, thus wrecking havoc amongst the hotel plans. No wonder Navy surgeons claim executive rank! They haven't even the protection of sand-bagged bridges or armour-plated gun positions.

A big responsibility attaches to these young men, many of them fresh from the teaching hospitals, who have never previously been required to accept responsibility of any sort. How to handle the crowd of appeal to which when the dilemma comes, can be the sort of thing that makes an officer think twice. Experience teaches them the art of "making-do"—and their record through-out the war has been a splendid one. When no action is pending, they are usually asked to serve as "code-and-officer" officers, being brought down below by the wireless telegraph in the event of any emergency. They are keen on local practice to keep their minds occupied for during small ships action. They are keen on local practice to keep their minds occupied for minor casualties: smalls, burns and contusions, gash, and the like, are not immediate action.

In the Thick of Grin Activity

As a naval surgeon's job or work seems to attract to herself all the forecast of some critic, a prophetic orator might see clear for the future. Naturally, the small ship's surgeon has to the rescue. The first duty of the surgeon is to recognize and as the possibilities of war sometimes compels a cracked almanac or report you be able to write lengthy spells, the almanac thus arising demands for a ship's surgeon's eyesight, his judgment, his gash-wounds, or the scrunching horror of particular. Or it's the ship's nickname, adrift for days—even weeks—might be sighted,

meant by an uneccesary, despairing crew; then it is up to the ship's M.O. to provide comfort and contentment for the sufferers, to work upon them unceasingly, encouraging every flickering spark of latent life; to improvise remedies for immersion-fever, starvation, exposure and the countless evils that affect those cut away in open boats, especially in a North Atlantic winter.

It is seldom that skilled assistance is available to the Doctor, for in small ships every member of the limited crew is a specialist, with his own appointed niche to fill in the general scheme. There are, of course, volunteers: an officer-watch officer, a rare passenger; but few of these have any knowledge of the trade of medicine, and are up to operate transplants; the Doc must supervise everything they do with the closest eye.

Hurled into Littered Scuppers

With chinking walls of cordite smoke edging over the bottom-inconvenience; with the snip of the protective screen that bleeds like something solid from the pouching funnels to be drawn down below through the ventilating fans, until the wardroom is, as murky as a London street in its worst fog; with the ship rolling and pitching to an extent that hurts the suffering patients from operating table into littered scuppers, where tiny miracles of prompt assistance are given, being a destroyer surgeon in action is anything but child's play, indeed.

The only thing to do is to keep one's nerve, to do as much as—and a little more than—one pair of hands is capable of performing. It might mean a conscious stretch of uncounted hours daily; it might mean an even more conscious stretch of an hour or an hour and a half, but the attention to detail, to the point of scaling one's face with the highest degree of medical skill; and if for any reason the surgeon is unable to do the work, he must be content to transport the patient to his own ship on the deck and in the wardroom.

No wonder the London Gazette pub-lishes it so many instances of "devotion of duty under enemy fire," on the part of naval surgeons. They have earned many gaudy orders and decorations, and they have earned them well. Not for them the comparative ease and security of a peaceful country general prac-tice, or a gynaecologist's house; indeed, their opera-tions on shipboard in the worst conditions of action, with no anaesthetics, with no surgical instruments, with no sterilized instruments, with no medical supplies, and with no medical personnel, are performed in an hour and a half, a dozen times or more.

It is, however, when the small ship joins action that the surgeon finds himself in the thick of grim activity. Modern war-wounds are horrible: burning H.E. shells shreds through human flesh and bone invariably; amputations are infrequent; abdomen wounds demand far better care than the usual cockpit of action can offer. The surgeon has to do his best, as the manned position is drawn down the awkward embankment by the stretcher-parties. A whole group might be brought below in quick succession, every man savagely wounded. Operations must be administered in sharp order to ease the agonized suffering of 우선ed wound: a shuff of eithers, a morphia tablet or injection there. With the whole crowded sick-bay a veritable shambles, a young, untrained man might be faced with losing his head; but the small ship doctor seldom does this; he tackles the different problems with the stoic resolu-
Over the Seine in Hot Pursuit to Brussels

A little child was among the British troops lying down a hospital bed on the riverbank of the Seine. The medical station was set up behind a barrage, and the soldiers were determining the exact location of the German troops. A small boat carrying medical supplies was seen floating on the river.

After crossing the Seine, the British troops advanced towards Brussels, supported by tanks and artillery. The Belgian Army was also in pursuit of the German forces. The British troops encountered some resistance but managed to push forward. The advance was made difficult by the presence of minefields and obstacles set up by the German forces.

The British and Canadian forces continued their advance, supported by heavy artillery fire. The German forces were pinned down, and the British troops were able to capture several key positions.

In the final push to Brussels, the British forces encountered heavy resistance. The fighting was intense, and the battle lasted for several hours. The British troops were able to reach Brussels on schedule, and the German forces were forced to retreat.

The battle for Brussels was a major victory for the British and Canadian forces. The German forces were forced to retreat, and the advance towards the Dutch border continued.
Memories were Stirred on Battlefields Regained

FROM THE PAS DE CALAIS to the Argonne the Allied sweep across France reached its grand finale. The people of St. Omer, one of the first towns to fall to the Germans, wave in exultation as the British units liberate them. Another scene: overlooking the Somme Valley in 1916, the picture of the battle is characteristic of the tragic beauty that has marked the history of the region. Our troops approaching the railway station of Arras, on their way to the battlefront, are cheered on by the people of the town. The ruins of Arras, which was destroyed in World War I, are a reminder of the destruction wrought by war. The picture of a group of Canadian soldiers marching through Arras in August, 1918, shows the heroism of the soldiers who fought in the great battle. The photograph was taken by the official war photographer and is reproduced by courtesy of the Canadian government.

FRANKFURT: High water at the banks of the River Main, flooding the city, and the loss of life and property caused by the flood. The picture shows the damage caused by the flood, which began on June 27, 1914, and continued until July 2, 1914. The flood caused much damage to the city, including the destruction of many buildings and the flooding of the streets. The picture shows the effects of the flood, which caused much damage to the city.

FRANCE: Negotiations between the Allied and German forces during World War I. The picture shows the negotiations between the Allied and German forces, which took place in 1918. The negotiations were successful, and an armistice was signed on November 11, 1918, bringing an end to the war.

GERMANY: The Rhine River, which flows through Germany, is shown in a picture taken during World War I. The river is flanked by barbed wire, and the picture shows the border between Germany and Allied forces. The river was a key element in the war, as it was used by the Allies to transport troops and supplies. The picture shows the river as it appears today, with a modern bridge spanning the width of the river.

ITALY: The Battle of Caporetto, which took place in 1917, was a major victory for the Allies. The picture shows the battle, which involved heavy fighting and casualties on both sides. The battle was a turning point in the war, as it marked the end of the Italian Front and the beginning of a new phase in the war.

MEXICO: The Battle of Puebla, which took place in 1862, was a significant event in Mexican history. The battle was fought between Mexican forces and French troops, who had invaded the country. The French were defeated, and the battle is commemorated by a monument in Mexico City.

NORTH AFRICA: The Battle of El Alamein, which took place in 1942, was one of the turning points of the Second World War. The battle was fought between British and German forces, and the British were victorious. The battle is remembered by a memorial in Egypt.

SYRIA: The Battle of Minet El-Beidah, which took place in 1918, was a significant event in the history of Syria. The battle was fought between French and Turkish forces, and the French were victorious. The battle is remembered by a monument in Syria.

World War II: The Battle of Midway, which took place in 1942, was a significant event in the history of World War II. The battle was fought between American and Japanese forces, and the Americans were victorious. The battle is remembered by a memorial in Hawaii.
How We Blest the Huns with Flame in France

When Britain's fortunes were at lowest ebb in 1918 when the Army had returned almost weaponless from France, the French and the British armies were able to force the enemy back. The French, with their famous flamethrowers, were able to destroy large numbers of German troops and cause great loss of life. The British, with their own flamethrowers, were also able to destroy German troops and cause great loss of life.

By L. REYNOLDS, Staff Correspondent of the Star-Telegram in Paris.

Flamethrowers were used in both the French and British armies during World War II. They were used to destroy enemy troops and cause great loss of life. The French, with their famous flamethrowers, were able to destroy large numbers of German troops and cause great loss of life. The British, with their own flamethrowers, were also able to destroy German troops and cause great loss of life.

The flamethrowers were used to set fire to the enemy's position and cause great loss of life. The French, with their famous flamethrowers, were able to destroy large numbers of German troops and cause great loss of life. The British, with their own flamethrowers, were also able to destroy German troops and cause great loss of life.

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Terrifying British Weapons throw Liquid Fire

THE LIFESAVING FLAME-THROWER
In the stinging gasoline (above), and in action (right). The ring-shaped tube or "lifebuoy" carries the special fuel! The spherical container in the centre is charged with compressed gas. Ignition mechanism is incorporated in the gun.

THE CROCODILE
Flame-thrower is fitted to the heavily armoured Churchill tank and also devastating and demoralising flame is thrown forward 30 yards or more (above). What is perhaps even more terrifying to the enemy, the flame will find and seek out in trench and pillbox enemy. See facing page.

THE WASP
In speed as a Universal Carrier, the Wasp gun (above) firing a range of flames. Note the pedestal mounting of the Crocodile. liable to conform to the weight and pressure of the weapon mounted on it. Similarly if it is desirable that the Crocodile should remain immobile when required to do so if Wasp-flame-throwing operations against the enemy are to be continued.

Wasp in action (left), can go forward in the face of fire from a flamer with complete immunity. Its fuel tank is proof. Their larger fuel range, and greater mobility make them ideal for direct support operations than the standard Wasp.

The story of the development and use of these new weapons is told in the facing page.
An End to this World-Curse of German Minorities!

A complicated problem which the post-war world will have to unravel is that of German minorities. This is a problem which has become more acute than ever. The policy of allowing a village with 20 per cent of Germans to have a German school at State expense is likely to be abandoned; all citizens enjoying full rights will have to know the State language. Others may remain as aliens without vote, and in the event of unemployment preferential treatment would be given to full citizens. By bitter experience the Czechs have learned that their legislation between the two wars was far too liberal for the mentality of those who were persuaded that the republic would never endure. Of course, the old and strong mountain frontier of Bohemia should be restored to what Mr. Chamberlain called "an unknown". The Boche should be removed to Slovak and Ruthenian territory from the more vital parts of Bohemia and the Austrian Alps to come in from Saxony, where even Hohenzollern methods have not succeeded in obliterating the Slav spirit of these sturdy folk.

Land-Grabbing Policy in Poland

In the 1868-1918 period, during the activity of the Colloquium Commission, the Reich spent over 300 million gold marks on colonies designed to increase the number of Germans in the Polish provinces. After years of exploitation of Poles in favour of Germans, and of subordinating German landowners, 26 per cent of the arable land in the province of Posen (western Poland) was in German hands, although the Germans formed only 91 per cent of the population.

The colonisation of East Prussia, much earlier, had a hostile and Germanising outcome. And when Poland was restored, after the last war, the Germans everywhere in the country were regarded, if that was needed, by their Pruss in Poland to prevent normal and peaceful relations between Poles and Germans. Any German who refused to obey the leader of the Deutschordnungsverein, the principal German minority organisation, was boycotted by all the members in social and business life.

The German minority in Poland in 1939—when Hitler was hysterically screaming for the Nation and was Hitler, in 1940, said—had no less than 394 elementary schools, 15 high schools and 13 for girls, using the German language, maintained at the expense of the Polish Government. When the western parts of Poland were parts of the Reich, the Poles, although admired by official German statistics or be it in the majority, were treated as second-class citizens with no schools in their own language. After this war the Poles will have to see to it that the Trojan horse is well muffled!

In 1939 when the population of Rumania reached the 20 million mark, the number of Germans there amounted to some 800,000, many of them descended from the men brought in by the old Austrian Empire in the eighteenth century as "Frontier Regiments" against the Turks. They enjoyed special rights, which have been preserved, so that in February 1942 Iuliu Maniu, the revival Liberal leader, wrote to Marshal Antonescu pointing out that the Germans were becoming a State within the State, viewing with equanimity the disappearance of Rumania and the making for the "Dante State" which was to be the guardian of that most important Austrian traffic artery, the Danube, and of the shortest way to India.

Curious Position of Hungarians

In the first Yugoslav census of 1931 it was seen that about 500,000 Germans (i.e. 3.5% of the population) lived there, enjoying the fullest freedom. In Slovenia the heavy industry war in their hands, while their banking position became ever more potent.

If it is to note that the German minority sent no complaints to the League of Nations, all the more, enjoying the fullest freedom, in Slovenia the heavy industry war in their hands, while their banking position became ever more potent. The Hungarians find themselves in a curious position, for the German doctrine of the Hurren says that the Hungarians have themselves carried off for centuries against the Slavs and Romanians in their country. Now Bauch, the leader of the half-million Germans, in his hands, while they had never been allowed to develop.

West Transylvania was artificially divided by the Axis between Hungary and Rumania, most German settlers found themselves in the former country. With Rumania now very resolutely throwing in her lot with the Allied Nations, who, of course, did not recognise the Axis-award, the writer of the German will return to their economic activities if not participating in the conflict of words—possibly of deeds—between the two countries.
Cheers and Homage in Paris Freed

Entering Paris with French and U.S. troops on Aug. 26, 1944, British soldiers received a specially tumultuous wel-
come (above) as soon as their battle dress was recognised by the wildly delighted Parisians—free to live their
own lives again after four years of German oppression.

At the tomb of the Unknown Soldier beneath the Arc de
Triomphe (right) three of our wariers paid solemn tribute
to the past glories of France and greater glories yet to come. General de Gaulle,
who reached France just before the evening of August 24, placed
on the tomb a wreath in honour of France's sons who fought and fell by the side
of the British in the war of 1914-18.

Photo: British Official
British Newspaper Pool
De Gaulle Symbolizes France's Liberation —

From the Arc de Triomphe down the Champs Élysées, across the Place de la Concorde and so along the Rue de Rivoli, General Charles de Gaulle passed between cheering multitudes. Not yet, however, had the last acts of Nazi terror been recorded in the annals of the capital; as units of the 2nd French Armoured Division passed in procession through the world-famous archway (1) shots rang out to mar one of the greatest celebrations ever held in Paris.

— Whilst Snipers' Bullets Whine Overhead

From cheers to threat of death by snipers' shots aimed from a building in the Place de la Concorde: the startling interruption turned celebrations into a scary cover. Lamp-posts and even beathed wire "knife-riders" gave to crouching figures some fancied sanctuary from the hail of lead (2). But the jubilation of a city fired at last could not be stifled, as this sea of happy faces photographed in the Place de l'Opéra (3) vividly testifies.
The Last Round-up of Frenzied Hans

Patrols of General Leclerc's 2nd French Armoured Division reached Paris on the evening of August 26, 1944, and made contact with the F.E.I. Twenty-four hours later organized German resistance had ceased, but fanatical snipers had yet to be silenced. French troops proceeded with the mopping-up (top), whilst a lone grenade in a street killed an execution with a light machine-gun. In the battle for liberation 3,496 French people were killed, 552 wounded.
VIEWS & REVIEWS
Of Vital War Books
by Hamilton Fyle

We at home felt badly when we heard day after day two years ago of the evacuation of Dunkirk, and wondered what you suppose were the feelings of the men on the spot as they had to retreat before the hordes of oncoming Japanese? The airmen especially, who were outnumbered so heavily by the enemy, but who believed they might hold on if only the Army could stay put. They were doing magnificent work. To be pulled back made them both sad and furious.

How they took it, Kenneth Hemsingway lets us see in Wings Over Burma (Quality Press, 15s), without indulging in any complaints or lamentations, but allowing their thoughts and feelings to appear through the slinger talk of himself and his fellow-airmen as they go to war, hurry to their airfields when the telephone calls them, go up on bombing raids or escort flights, get back and talk their day’s or night’s work over.

They seem to have been, even for airmen, an unusually cheerful lot. The author himself is a man with an infinite capacity for enjoyment. He could find delight in being out before dawn on a February morning when "a battledress top" was needed to keep in the warmth of a body going out into cold air, with the task of taking a Jap airfield awaiting him.

I once met a war correspondent who is an optimist, and he once wrote an article about the fun he had in making the rounds of a Japanese unit. He wrote of the uniforms and the gadgetry it possessed, and he mused on the fun one would have in making the rounds of such a place, as if he had been catapulted out of a book. The Japanese, he wrote, were the "boy" of the war, and they were also the "boy" of the war.

Whatever the time, at dawn creates an expectancy, the optimism with which one makes New Year resolutions. The banquet, the jack-in-the-box, the kick-up, the flower show, the graduation exercises, the annual general meeting of the SPIKE, and all the rest of the fluff that goes with it, are all there that we should have had when we were boys.

Mr. Hemsingway, you can see, is something else.

It is not cold in Burma in the daytime. The climate is almost unbearable. The clothing worn is the lightest of the lightest, which is not doing very quickly. Yet at a great height in the air the temperature is low again, so warm clothes must be worn, whatever the thermometer on the ground says. It was a harassing life the airmen led. How harassing they fortunately scarcely realized until they had a holiday. Only a couple of days, but that, in the midst of a campaign, was enough. Two weeks would have been too much. After a fortnight ease permeates a man’s being; his resolves and reactions, like a jug of many poisons, cannot be repressed into the men of a compact fighter in a day or two.

They were clean, clean, clean, civilization, subconsciously maybe, too much.

But for two days they were thoroughly contended with no telephone to tell them day and eve.

It was raining and we were back in action, and the three men who had been up in the dust and heat, and then parachuting, parachuting again, and still sitting, and among the golden skimshing dog-flight and the whirring from sweepy beat to sweepy beat in the dusk above.

They spent their holiday at a military hill station, Myano. On the road to it they passed through Mandalay. They had expected picturesque scenes, but from a distance it was all villages, houses, fields of them, supplied it; but inside . . .

there was garbage strewn on the pavements; its inhabitants looked as if they were a parcel, and the stores of the buildings in the main street was more often than not peeling in a percolating diagram.

The contemptment, when they came to it, surprised them by its size, buildings, trees and gardens, golf and sports grounds, spacious houses, brick and half-brick as in a London suburb, with well-kept lawns up to them and a setting of smooth browns. The true British Burma in the found quarters of the most comfortable

Battle by Air: the Burma Background

order, with excellent food and hosts of servants. It was like an English hotel, and the likeness was intensified by the way the people in the dining-room "avoided each other’s glance," and took no notice of anyone not in their own party.

One cannot help wondering whether all the Burma and thought that went to the planning of this attack on the northeast of India and in India too, might not have prevented some of the air-battles that befell us, if they had been devoted to the business instead of the pleasures of life. And whether, perhaps, it would not have been better if, instead of separating ourselves so ostentatiously from the life of the Burman, the British had entered more into that life and won liking and respect, which would have made the people our friends in time of trouble. As it was, Mr. Hemsingway says, "like most white men, they tended to favour the winner."

An Anglo-Burman girl (which means British father, native mother) told him what she thought, quite frankly. She was intelligent, quick to laugh, composed in manner. "One great fault," she said, "has been that you British have kept to yourselves. Our families are educated, and our people are happy, they like entertaining . . . . that attitude of yours naturally creates resentment." So it came about that men of the British forces had to be always "on the go" for some hostile Burman popping up knife hand in hand." It is only fair to add that in other parts with which this author was evidently not acquainted the Burmese gave us a good deal of help. "We should have received more from them if we had taken more trouble to make them like us.

We suffered in the Far East from short-coming in the post and from muddling at the moment of danger. We ought not to have lost Burma. Mr. Hemsingway does not deal with the reasons for our losing it, though he lets us see how they caused a good deal of heart-searching at the Front. We need not have lost it if quick decisions had been taken. In the House of Lords some two years back Lord Addison read out a letter written by the colonel commanding a Scottish regiment, who was posted as "missing, believed killed." This told how a plan was framed to forestall the Japanese landing in Sum. Put into operation at once, it would have stopped them before the city was taken. Mr. Hemsingway went into it, and whether it makes them gloomily reflect, "It may be our turn tomorrow." Mr. Hemsingway deals with this.

Our book, besides giving hope and courage, also shows how, in the future, when peace comes, we shall understand the war more thoroughly. We must imagine that pilots rose moon after aftermoon, long hours, to find themselves in the air, steadily pursing the gun-buttions with his own gun, or George’s, or the others, as it were, or keep him away in the air as the I Koreans, and get on with the job of war. It would be the same with the eagles over the Philippines. We are growing "operational" tired or when the men killed has been such a low percentage in the squander that his is estimations is comparable to seeing a snake in a glass or being able to touch a toad's tail, or the case may be.

The book is a good one, and I hope you will enjoy it too.
Russians at Bucharest and East Prussian Border

SOVIET ARTILLERY BRED ON GERMAN TERRITORY in East Prussia when, on August 31, 1944, Red Army forces reached the enemy frontier northwest of Marienwerder; for the first time in the war the Germans were given a taste of their own land-war medicine. The shelling of German soil was a milestone in the great summer offensive, waged all along the eastern front. Behind the shelling, which carried the Russian forces 30 miles forward, and brought about the defections from the Axis of Romania, Finland and Bulgaria.

STALIN'S TANKS ROLLED INTO BUCHAREST on August 31, 1944, after troops of the 3rd Ukrainian Army had advanced 30 miles from Ploesti. In a day, this victory, in which the tanks figured largely, followed the rout of the Germans who had made a half-hearted stand north of the city. As the Russian armour passed through Romania's capital people thronged the streets to make plans their萬元...
Armed Might that Gladdened the Heart of France

Thousands of U.S. troops, with tanks and other armoured vehicles passed through the streets of Paris on August 20, 1944 on their way to the front. In a triumphant procession, infantrymen marched down the Avenue des Champs Elysées to the Place de la Concorde where the Arc de Triomphe, decked with the Tricolor. PAGE 302
Royal Air Force Regiment in Action Overseas

On the Bureau front, in desert battles from Alamein to Tripoli, in Sicily and Italy and France, the youngest branch of the youngest British service—the R.A.F. Regiment—has been under fire. This article, specially written for "The War Illustrated" by Capt. A. J. Willson, tells of the origin and splendid achievements of this new mighty step.

Just a minute, chum? The landing craftwomen of the R.A.F. Regiment had a calm look in their eyes, for they were about to head out into the sea on a raid against Tobruk. The merchant marine would not be able to do it; it was a job for the air force. And so it was, as the women set about their work, which was to deliver supplies to the Allied troops.

The R.A.F. Regiment has a long and distinguished history. It was founded in 1939, and its first action was in the battle of France. Since then, it has taken part in many other campaigns, including the Second World War, and has earned a reputation as one of the most reliable and effective units of the British armed forces.

The R.A.F. Regiment is divided into two main branches: the Air Sea Rescue Unit and the Air Support Unit. The Air Sea Rescue Unit is responsible for rescuing personnel from the sea and delivering supplies to ships and aircraft. The Air Support Unit provides air cover and support for ground troops.

The R.A.F. Regiment is unique in that it is the only unit in the British armed forces that is exclusively composed of women. This is due to the fact that the R.A.F. Regiment was founded in 1939, and at that time, women were not allowed to serve in the armed forces. However, the R.A.F. Regiment has always been known for its dedication and professionalism, and its women members are just as capable as their male counterparts.

The R.A.F. Regiment is an important part of the British armed forces, and its contribution to the war effort has been invaluable. Its women members have always been proud to serve their country, and they have been awarded many medals and honours for their service.

Ready for the North African Campaign

The chief equipment of these first units were Vickers and Lewis guns—and pilots. The unit commanders themselves had to make their own arrangements for getting their pilots. Nearly everything had to be in preparation. The air force was divided into squadrons of pilots. Nearly everything had to be in preparation. The air force was divided into squadrons of pilots. They had to fly to get hold of some small craft which they commandeered, while one unit was provided with a couple of six-inch howitzers, which proved too heavy to move. Through the anxious days of the Battle of Britain the men stood and the individual units put under control. Eventually, after many Air Ministry

and War Office conferences, it was agreed to form a special corps; and on February 7, 1942, the R.A.F. Regiment officially came into being, with Major-General C. F. Laidler, C.B., D.S.O. (now Sir Claude Laidler), taking charge as Commandant of the Regiment and Director-General of Ground Defence.

Each R.A.F. Home Command was given a Chief Defence Officer, who was responsible for the administration of all R.A.F. Squadrons in that Command, and a comprehensive training programme was arranged. All men had to train for the anti-aircraft gun crew. They took turns in continuous exercises and very soon reached a high pitch of efficiency. At first the scheme applied only to home service, but within a few months squadrons were on their way to all parts of the world where there were R.A.F. aircraft operating.

Out in the Middle East, where Rommel’s dash across the desert had brought him to within a few miles of Alexandria and Cairo, the R.A.F. Regiment was soon on the march. The unit was called upon to provide ground support for the British Eighth Army in its advance towards Tunis. The R.A.F. Regiment’s role was to provide air support for the advancing forces, and to provide ground forces with cover from aerial attacks.

The R.A.F. Regiment was well equipped for this task. It had a large number of aircraft, including fighter-bombers and ground-attack aircraft. The unit’s pilots were well trained and experienced, and they were able to provide effective cover for the ground forces.

The R.A.F. Regiment’s role in the battle of Alamein was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

The R.A.F. Regiment’s role in the battle of El Alamein was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

The R.A.F. Regiment’s role in the battle of Tunisia was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

The R.A.F. Regiment’s role in the battle of Italy was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

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The R.A.F. Regiment’s role in the battle of Germany was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

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The R.A.F. Regiment’s role in the battle of Afghanistan was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

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The R.A.F. Regiment’s role in the battle of Sri Lanka was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

The R.A.F. Regiment’s role in the battle of Burma was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

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The R.A.F. Regiment’s role in the battle of the Philippines was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

The R.A.F. Regiment’s role in the battle of the Carolines was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

The R.A.F. Regiment’s role in the battle of the Marianas was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

The R.A.F. Regiment’s role in the battle of the Marshall Islands was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

The R.A.F. Regiment’s role in the battle of the Mariana Islands was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

The R.A.F. Regiment’s role in the battle of Saipan was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

The R.A.F. Regiment’s role in the battle of Wake Island was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

The R.A.F. Regiment’s role in the battle of Midway was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

The R.A.F. Regiment’s role in the battle of the Gilbert Islands was to provide air support for the advancing forces. The unit was able to provide effective cover for the ground forces, and to provide them with support in their advance towards Tunis.

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Airmen-Soldiers Deeply Versed in Craft of War

IN EGYPT the R.A.F. Regiment went into action for the first time when it helped to capture Rommel's advanced air bases at Derna and Sollum on November 4, 1942 and rounded up 225 prisoners. Here, gunners (left) covering advancing Germans await the order to move up. In the Italian Valley, Burma, aircraftmen in a brown drab suit, and a Japanese position in India, R.A.F. Pathi (left from right), commanding officer of all R.A.F. regiments in the Valley. The Regiment ordinarily works in very close co-operation with the Army in the field.

CONCEALMENT PLAYS A BIG PART in attack as well as defense, and here the art of camouflage is strikingly demonstrated during an airfield exercise in Normandy by one unit of the R.A.F. Regiment. Invisible in the lower photograph—even in the foreground, still as dead itself—as the word of command, the gun crew springs to their feet silently revealing how very effective that were hidden, with no aid other than that provided by Nature. See also facing page.
They Helped to Drive the Japanese from India

FIGHTING THROUGH DENSE JUNGLE, swamps and.socket rivers and up rocky mountains, troops of the British 14th Army halted the last remnants of occupied Japanese forces for the first time in ten months after the invasion of the Manipur front. After covering 130 miles of some of the world’s roughest routes, our men had succeeded in their inordinate objectives.

1. E. G. M. Perrine, leader of "Weston’s Rifles" during the fighting in France in June 1940—fought fighters of the 32nd Brigade came up to reserve nearly needed clothing (1). Much of the work of driving the enemy out of Southern India was accomplished by men of the Devon and Dorset squadrons, and there were many who had little chance of nearly reaching their targets (2). They entered a jeep (3) in the battle tanks. Other wounded saw a temporary wire bridge constructed by Indian engineers (4), The Imphal-Tatam Road, some of rugged fighting, streched like a giant snake through the jungle (5); it is now cleared of the enemy.
I WAS THERE!  Eye Witness  Stories of the War

This Was the End of Our Serfdom in Brussels

After one of the most terrific forward drives of the war—our armored columns covered 20 miles in six days—the Belgian capital was captured by the British and Army on Sunday, September 2, 1944. A famous Belgian journalist, Louis Guerry, here describes this dramatic chapter in the city's history. His story is reprinted from the New Chronicle.

Not the past three days I have been watching, with eager interest and with a satisfied sense of revenge for four years of humiliation and persecution, the ceaseless stream of battered and exhausted German troops through the main thorough-fares of Brussels. The crumbling of the Nazi administration of Brussels began on August 29, when the news spread like lightning that the Gestafo was leaving the beautiful modern building they had occupied since 1940.

I went there and saw them at work, picking up stolen furniture in all kinds of mess and burning heaps of documents. On that same day German girls of the civil and auxiliary services—the "maids" we called them because of their gray uniforms—were freed to love within its bounds. They were led from the prison to the station in groups, machine-guns slung, wood-gas spattered horses. They were no longer the laughing, truculent girls whose bottle and roving parties had for long searched the people of a hungry capital. They now walked in groups.

About two "maids" were ordered to keep their laggards at an hour when it would be picked up by a special van. The van came, but it was a White Brigade van, and into it the "maids," smiling with relief, piled their belongings. Fifteen minutes later the seal was arrived.

At the Barriere de St. Gilles, 100 yards from the grim-looking prison where thousands of Belgian patriots have been imprisoned and tortured, I saw, on Saturday, this heart-rending scene. A Black Maria was taking away several civilian prisoners. It was followed by a crowd of women shouting out the names of their relatives in the hope that they would bear. Through holes torn in the door unknown hands were waving adieu. A youth thrust his head between two warders armed with tommy-guns, but he was thrown back.

The main square before the Gare du Nord was the place where tens of thousands of Brussels for three days watched the retreat from their city. Dust-covered, exhausted Germans, passing on tireless bicyclettes, in lorries showing traces of the recent fighting, in carts drawn by brown horses, could see the people of Brussels seated outside cafés sipping beer and lemonade. "Now," said one beaming citizen to me, "we have a genuine new-red, not a faked one such as we have had for four years."

The St. Jean Barracks, near the Gare du Nord, were so crammed that tents had been erected in the front yards. Among the weary soldiers the crowd passed smiling ironically. So strong is the feeling of anger for all the atrocities committed here that not a glass of water, not a cigarette was offered to the routed Germans. Then a long column of hand-painted ambulances came along and stopped. The crews huddled themselves on the pavements or on the mudguards and fell into a heavy sleep. Not even an air-raid alarm moved them.

During the night of Sunday the White Brigade went into action at several places. At Molenbeek several garages filled with lorries were locked up. The game of passports and of guns, and the news that our Allies had entered Tournai, kept everybody jumpy. Everywhere could be seen two, three, four men with suitcases, bottles of rum, margarines, bicycles. All the Germans were anxious to get civilian clothes.

Some days ago Belgian journalists who had not been working for the German Press and bureaucrats and officers of the Belgian Army received a threatening letter from the Resist party in which they were told that they would be shot should a Resist member in their street be shot. I disappeared for some nights!

Resists were executed, but there were few reprisals: the Resist Party had already disbanded, forsaken by its former protectors. At the Gare du Nord Resist families and legionnaires waited for three days in the hope of getting a train for Germany. Their hopes were in vain. The Germans dropped them. A German officer, who was also a teacher of English, said to me: "We do not like traitors. We just use them."

On Saturday, Sept. 2, the Brussels newspapers of the German Press appeared for the last time. In an editorial entitled "God Save Belgium," the "Reichs Journal" said that the newspapers would have to adopt an "independent" policy. "The old spirit of a long and fruitful struggle against all the machinations of Jewism and Bolshevism will live," it added, "with the new spirit of a new era of resolution and of freedom."

A crowd met with joy welcomed the first British cars on the southern outskirts of Brussels at 7 a.m. on Sunday. Flags of all the United Nations were hung from

Gestafo records were concerned in the box the when the returning army found the magnificent Palais de Justice in Brussels (above). Situated at a height in the center of the city, the huge building commanded much of Belgium's capital, and it was here that the Gestafo kept its archives. British armored forces advanced within miles in six days, and by the lightning drive prevented the Germans from removing their documents. See story above, and illus. pp. 395, 396.

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Photo British Information Pool
TOKENs OF DEFEAT. German helmets by the hundred mark the scene of ignominious defeat in the famous race of the Great Army on one of Italy's greatest highways.

I Was There!

American tanks were surrounded by a crowd of hysterical people. A Brussels fire brigade engine swept past and the bremenz announced that German cars were coming in this direction. The crew of the tanks took up battle position, but a dozen people who were sitting on top of the tanks refused to jump down. An American soldier fired a pistol in the air to make them do so. But it was a false alarm.

Before leaving Brussels the Germans destroyed the grass copper dome of the Law Courts and set fire to a winch to which had been attached. The master of Brussels, Mr. Van de Meulebroek, was standing on a wall watching the burning. He received British officers, the master of Brussels is full of British and American armoured cars and tanks. The first London soldier whom I shook hands was Driver J. Easly, of Powell Road, Hackney.

At St. Lambert I saw the End of German Might

The obliteration of the German 7th Army in France was a grim and ghastly scene. Writing from the village of St. Lambert, on August 29, 1940, Alan Brooke, of The Daily Express, describes what happened to the panzer when at last they met our troops head-on.

The best of Von Kluge's Army came here on a cause! Forty-eight hours before the attack. They converged upon the village to light their way out. Long caravans of horses and guns, carts, tanks and half-tracks, horses and workshops, artillery and infantry. It was the sort of panzer battle array that the Germans have used to terrorize Europe for four years. We knew no combination to stand against it. And now here in the apple orchards and in the village streets one turns to the question of what happened to the panzers. They met the British and the Allied troops head-on, and they were just obliterated.

Until now I had no conception of what trained artillerymen and infantrymen are capable of. Two hundred and fifty guns were in action. The Germans were fierce. They lost not a dozen, but perhaps 100 or more. They lashed down their horses and hedges the hogs with their hooves, dragging their cart through the hedges. Many galloped to the bank of the River Dives and plunged headlong with all their weight. The 12-foot bank into the stream below, which at once turned red with blood.

These animals that did not drown under the dragging were thrown out, and were kept ploughing among the broken houses and buildings. They were all shot. The German tanks hid under the bank. The drivers of the horses panicked in the opposite way. As more and more vehicles turned off the banks, those that were left behind could only their vehicles against the other and with such force that some of the lighter cars were telescoped with their occupants inside. At some places there was little to go past, vehicle, horses and men became jumbled together in one strug- gle. The tanks stopped, the tanks stopped, the tanks stopped, the tanks stopped.

Those vehicles and beasts the men on the centre of the bridge were all pitched into space at once. But so many fell that soon the wreckage piled up the ridge itself and made a dome across the river. At the far entrance to the bridge, where a number of heavy guns were intermixed, a face was seen to be smashed, and one arm appeared to be. They apparently tried to struggle back. Those behind, being untarried, used to push on. And so the whole column was wedged immovably until it was in flames.

I suppose there were about 1,000 German vehicles of every sort lying in the fields beside. All these came under fire. The German made no attempt to man their guns. They either huddled beneath them or ran blindly for the furrow cover of the hedges. They ran in the direction of the fire, shouting that they had surrendered. They gave up in hundreds upon hundreds. There was no fight left them any more, and now here you can see what is left of the battle in the warm mildy sunset. It is exactly like one of those crowded battle paintings of Waterton or Boozno—except, of course, the kind of wreckage is different.

Every staff car—and I suppose I have seen a hundred—is packed with French host and German equipment. There is a profusion of machine-guns, rifles, pistols and small arms by the hundred, cases of wine, tankards of food, and medical stores, a vast mass of leather harness. Every car is full of clothing, and every officer seems to have possessed a pair of coverts to take home. If you want a car you can walk up and take your pick—anything from a baby trolley to a car as a two-ton half-track. The Tommies start them up and go off through the orchards. Two Russians in German uniform stand stupidly on the river bank, and they timidly hold out cigarettes to anyone who comes by. They stand in the middle of piled-up riches they never dreamed of before—purses crammed with notes that have fallen from dead men's bodies, radio sets and dumps of clothing looted from the French.

Too Weak to Cry Any More

I have just picked up three hundred of the wrecks to the hearse on the far side of the orchard. It is full of German—German bodies and mixed amongst ammuni-tion. As animals, they seem to have no will of their own. They are all armed with machine-pistols and rifles, but no one takes the slightest interest in them, could be so fresh, and this is the time to take their arms from them and lead them into captivity.

Over all the hospital it is far worse. The dead and the wounded lie scattered. Living or dead there is no much difference in the appearance of the two. Many hundreds lie scattered across the valley, and the hospital is far too small to look after them. We are all dead and they are all dying. They are all dead and they are all dying and the stretch makes it difficult for one to remain from being sick.

Canada, a Canadian soldier is mercifully going round shooting wounded horses with a Luger pistol. It was both medically and morally right if he did the same for some of these enemy patients who are beyond hope and too weak to cry any more. At any rate I have just directed this mercy killer down to the river where there are about 30 horses wounded and unable to get up the steep banks. Last night they stopped trying and they stand helplessly in the water waiting unconsolably to die.

German Flung Helmets Away

I do not know the limits of this battlefield, since I have been here only four hours. It stretches, I know, for about a mile up the Falisie road, because for a good part of that road you see the line of hundreds of German flung helmets away by the enemy at the moment of their surrender. I have just selected a Volkswagen to get me over the bullet. The buck seat is pitted up with the bullets and it is lying beside the front wheels. He had taken the precaution of preparing a civilian death which is always a good thing for you if you are going to desert.

Well, there could be no reason in this ghastly scene. I think I see the end of Germany here. This is their best weapon, and their strongest barrier against the Rhine. It has been bricked and shattered into bits. The beaten Wehr- macht is pillable thing.
Our Kill-or-Carried Raid on Thirida Island

The enemy occupied Greek island of Thirida was the recent objective of a raiding party, as described here by Sg t Instruer D. H. Henderson of the British radio station that was destroyed. The raiders shot up and drove away some hostages, including one of the Greek island's residents.

No Island for us to set up camp. The island was not big enough for our small force, and we had to keep moving. We settled in a small cove, where we could hide our supplies and ourselves. The water was clear and shallow, but we had to be careful not to raise too much of a commotion.

The enemy had a large force on the island, and we knew we were outnumbered. We had to be quick and silent in our movements, and we used every advantage we could find. The enemy's positions were well defended, and we had to find a way to take them down.

We waited for the right moment, and then we struck. We attacked from three sides, and the enemy was taken by surprise. We were able to take over the island without much resistance. We had to be careful not to cause any unnecessary casualties, but we had to make sure we didn't let the enemy get away.

We were successful in our mission, and we were able to take the island and drive the enemy away. We had to be careful, however, and we had to make sure we didn't cause any unnecessary casualties. We were able to take over the island without much resistance, and we were able to drive the enemy away.

Our Diary of the War

September 2, 1943. British and American forces landed in Salamis, Greece, on September 1. The landing was unopposed, and the invaders quickly occupied the island.

September 5, 1943. The Allies landed on Salamis Island, Greece, and began the liberation of the island.

September 12, 1943. The Allies began the liberation of Thira Island, Greece.

September 15, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

September 18, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

September 21, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

September 24, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

September 27, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

September 30, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

October 3, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

October 6, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

October 9, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

October 12, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

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October 30, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

November 2, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

November 5, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

November 8, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

November 11, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

November 14, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

November 17, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

November 20, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

November 23, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

November 26, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

November 29, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

December 2, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

December 5, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

December 8, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.

December 11, 1943. The Allies landed on Thirida Island, Greece, and began the liberation of the island.
THE WAR IN THE AIR

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

By September 8, 1944, the 2nd Tactical Air Force was operating from airfields in Belgium, and rocket-firing Typhoons that day attacked barges on the Rhine. The Rhine attack was the first of many, and the first of many that were to come direct from Westminster over the radio, telling at 11.30 a.m. of action on the Rhine at 11 a.m., the 8th. It was received with delight in London, which began on June 13, seven days after the first Allied troops had stormed the Normandy beaches.

It came; to an end when the Allied Armies driving through the disorganized German Armies in Northern France had thrust their armour so far forward as to draw a cordon round the Channel coast from which the flying bombs had been launched, thus cutting off the supplies, which, owing to bombing attacks, had been on an expenditure basis, with small stocks kept in the launching areas—the crescent-shaped coastal zone from Le Havre to Ostend.

On September 4 a total of 8,070 flying bombs was estimated to have been launched against targets in England. Thus was a further threat to the security of the Rhine attack during a short period before daylight on August 27, almost exactly one week after the Rhine attack began. The RAF, which had been alert over the area sought out for attack, mainly Greater London, had come from a due east direction, launched from aircraft.

During the night of September 12, two component aircraft laden with explosives landed in England. They did little damage and caused no casualties when they blew up. They were presumed to be the lower components of the composite Messerschmitt 109 and Junkers 88, in which a single pilot landed in the cockpit of the 109 controls both aircraft, and releases the Junkers to fly on towards its intended target. One such German variant of our Mosquito aircraft was kept down into the sea off Normandy.

Just as the tank came into the last war too late for fall development, so the flying bomb has come into this European war. It is still in a comparatively crude stage and is capable of much development. Should the world be unable to abolish war, the means has been devised to make air warfare still more terrible in the future. The nature of this weapon, employed, as a long-range bombardment missile, demands a new regard for geographical considerations when considering the future course of events. For example, the general use of this weapon is in the far East, and the Germans are not likely to use it, and it will probably be necessary to create a deep water area inside Germany's frontiers to ensure that no launching sites are secretly located in later years against the methods of another planned war.

FAASTEST Fighters to Catch and Kill the Flying Bombs

The forces that had to be mustered to provide defence against the flying bomb indicate the power of this type of weapon. Eventually there were 500 heavy and 2,000 light guns with 20 American batteries (note: the heavy guns concentrated along the south-east coast under Anti-Aircraft Command. Balloon Command had 2,000 balloons, flying two and three cables instead of the normal single cable, thanks to the lift obtainable from the lesser height at which balloons float. The flying bombs came out from below 100 feet up to 2,300 feet at a speed of from 350 to 400 miles an hour. Fighters maintained patrolling of between 30 and 40 aircraft during periods of sharp attack. The aircraft used by A.D.G. were the Tempest, Mustang and the Griffin Spitfire, for only the fastest fighters were fast enough to catch the prey. The Spitfire XI is a low-level, Griffin-engined aircraft. The latest Spitfire is the Mark XXIV, fitted with the Rolls-Royce Griffon engine, developing over 2,000 h.p. for an even greater turn in this. This engine has a two-speed supercharger and a five-blade Rotol constant-speed airscrew. Power is maintained up to 40,000 feet. These three types of fighters destroyed 9,000 flying bombs. The Tempests got 535, one of them, flown by Sqdt. L.t. Berry, shot down over 66. Spitfires IVs brought down over 36. Guns destroyed 530 and the last line of defence, barrage balloons, 279. Of the bombs launched, 29 per cent got through to the London area, 25 per cent were erratic or inaccurate (some diving into the sea), and 46 per cent were brought down by the triple defences. Successful defence was due to timely warning by intelligence agents, followed by air photographic reconnaissance which disclosed the nature of the threat and many of its tactics, maneuvers and movements, and accurate and early warning by British and American aircraft to the 18,000 guns of 100,000 tons of bombs, which destroyed all the original launching sites and delayed the plan for five months.

The value of the information and action taken before the flying bomb attack is shown by the fact that 25,000 houses were destroyed from bomb damage in Germany, and 200,000 in Russian-occupied areas (some seriously damaged) need repair.

The worst day was that three months by a spirited force of free bombers whose maximum assault rate was 200 in one day, and whose average rate was about 100 a day. Had the enemy's intention not been discovered the assault might well have had four times as heavy and lasted many months longer. To prevent that, 2,500 pilots and other members of aircrew gave their lives during the great bombardment of the flying bomb bases, many of which were outside the action limits of the fastest fighters. These men deserved to be remembered with the 375 fighter pilots killed and 358 wounded of Commander Bovin in 1940.

DEFENCE Improved from the beginning of the attack to the end. In the beginning 33 of the balloon sites were brought down and a greater number got through to the London area. In the end 70 per cent were brought down and 9 per cent reached London. On August 28 only four got to London and 97 were brought down. But aviation has demonstrated its magnificent side simultaneously with the other. Thousands of wounded have been evacuated from France by air, mostly in Dakota carrying 18 stretcher or 24 walking cases. Death rate has dropped from 16 per 1,000 by sea to one per 1,000 by air. This has been due mainly to speed and smoothness of travel to skilled hospitals; the deaths have rarely occurred after some time in the United Kingdom.

Meanwhile, Hitler Europe is getting more heavily bombed—the Opal works at Rauschheim on August 12 and 25, Konigberg on August 26 and 29, the Ruhr on August 27, Strasbourg port and canal on August 16 and 29; the port of Kiel was attacked by British and U.S. bombers on July 18, 23, August 4, 6 and 16, and Emden on September 6.
Quick Bases for Spitfires in Southern France

Emergency landing strips rapidly established by the R.A.F. in Southern France enabled overwhelming air power to be given to Allied forces pushing on into the interior. Here, Spitfire crews and bomb detailers were geared up to ensure a swift base. A fast Army truck teamwork, providing R.A.F. men, makes quick work of unloading heavy airborne supplies, which fell into a distant transport plane. See also p. 310.
How Paris was Relieved from Peril of Famine

MR. CHURCHILL’S PROMISE OF FOOD for the French capital, as seen at a Grandiose delivery, was a support to the spirit of the French people in August 21, 1944. Above, a convoy of trucks, loaded with food, enters Paris. Below, the vehicles (above, and below) display the burning words.

IN SOUTHERN FRANCE, distribution centers for supplies captured by the advancing Allies from the retreating German forces were established. Above, citizens of a town gather around a truck for their daily food rations. Men of the Maquis are seen standing by.

STAPLE HAD BEEN PLUNDERED by the Germans and shells of the Paris streets had torn. But against such enemy aggression, this vast food stock had been piled in the United Kingdom. From these storage facilities, supplies had been arriving in Normandy since D-Day to be held in the Allied stockpiles until required. Unloading sacks of flour from a cargo in a Paris square (above), are men laboring and joined within an atmosphere of appreciation for an assembly of conquerors.
Editors Postscript

WITHELY spread I find the deduction that "if we get rid of Hitler, the German people will be all right." This is the veriest nonsense. To attribute the conceit and bravado of Germans to Nazi teaching shows complete ignorance of what they are and prove Hitler has been taught for the best part of a century that they are a supreme race and that their influence will be dominant in all human history. So the落叶 Kaiser called it to be a "counterpart" and rule the world. They were especially encouraged to look forward to a day when they would establish themselves in Britain, which they believed to be decadent, anemic, and too frivolous to defend itself successfully. No English writer knew the Germans better than the late Sir Laurence Binyon, who looked with admiration on the Garden and so many more books of delicious humor who complained to. In most of these she showed nakedly concealed them, and in The Cau. When sixty years ago, she drew an unforgettable portrait of a German officer, one of the Pomeranian "vans," who let himself go on the subject of his country's future. The Germans, he firmly believed, had a "right to regard themselves as specially raised by Almighty God to occupy the first place among the nations."

JOHNSTOWN through the south of England, he noted with satisfaction that it looked rich, "as if there were money in it." His thought when he caught sight of the village churches and snug parsonages was that "...it seems to me that the English, perhaps, are better furnished with a decent Lutheran pastor in his black gown preaching in every one of those churches."

He decided that everything English was unmethodical,choppy-jelly, derby-hatted, and as English men and women, through being a greedy people with a huge appetite, they became huge, and that the English climate was "...a curse." When he went to church, he disliked the short change of the organ, standing, sitting, knuckling; and he considered this one of the keys to the decline of the British character, "...it is very important, though of course under a German government, we could not altogether respect it, since it would undoubtedly turn the British nation all the sooner."

In the Jews of Germany."

"How good it will tell!" he reflected longingly. That was not exaggerated. I knew many Germans who held similar views and did not conceal them. In the north they wore coarse clothes, as though they were ashamed of all that kind of thing. But I am sure that nothing could be more unagitated than those who now saw over many of our roads when work ends for the day—and I suppose also when it begins, though I don't see that; not even in The Hague or Copenhagen, where there always seemed to me to be more people on wheels than on foot. When first the low bicycle, the Safety, came into use it was riddled for the most part by people who took exercise exactly as if they were driving in the country. It was not, after all, the propelling force of the bicycle which was the chief difference between the two countries; it was the fact that the English have been trained all their lives to walk as if they were on horseback, and as they are fastened to the saddle, it is only by grace of the horse that the cyclist is able to keep his balance."

The solution of the problem, in my opinion, is with the English. No one can do it as they are, but I do not think that is to be applied to a practical application. I know of some cases in which there has been a breakdown. But generally speaking it holds good. How are German boys and girls into whose hands and fortunes Nazi lies and delusions have been driven from their earliest years to be converted into civilized beings?"

The more I learn about previous civilizations the more I find that they resemble our own. The Germans had domestic plumbing arrangements like ours (though we do not know whether they made their own or bought them from the plumber as we do). The Romans had central heating, and so on. It is suggested by a learned Mexican who has studied the ancient Mayan civilization, which was destroyed about one thousand years ago by invasions from the north, that we have built our own civilizations on the same lines as the Mayans. I agree (p. 194) for facts and figures concerning the destruction of the Mayan civilization, which I have not yet found, that the burials of mummies appear against disease.)"

I think all these we stories were of cures, as the English call them, on a side-table, as boxes of cigarettes, and I noticed that some of the guests are there. For children they are really a necessity, most doctors will give them a child."

but that must depend on the kind of food the little ones have. However, when they are eaten in large quantities, which I scarcely possible just now, they don't do any harm to anyone... except to the diabetes."

BICYCLING was never more in favour than it is today, in spite of the difficulty in buying machines. I have never seen larger shops with more space to buy machines, and this is due to the fact that Hitler and his fellow-citizens are responsible for the admission of the German machine to the German character."

The ride is called "...the best of the old German" and is given as a quotation from the German song which is sung as the German ambulance corps entry song. This year the Germans will conquer the whole world. The principal character is a boy of twelve who is the son of a German who won a Nobel Peace Prize."

He has been told that his father was a traitor, a coward who concerned himself with Jews in first terms. He recites what he has heard about them, and hears about the destruction of the Jews in exchange, which would be the equivalent of 64.
Our Tanks Chased the Nazis out of Lisieux

BRITISH ARMY'S CLIMBED THIS HILL over the famous basilica of St. Theresia (above) after the enemy had been routed out of Lisieux in Northern France. The Germans had strong positions dominating the eastern end of the town, but by August 26, 1944, they had been overcome. Then, beginning Le Havre and Normandy and outflanking the Normandy axis between these towns, the Allied thrust across the push and the Seine bringing in Zones and surmounting the Maginot Line between these towns, the Allied thrust across the push and the Seine bringing in Zones and surmounting the Maginot Line.