YUGOSLAV WALKING ARMOURY, this smilingly confident portion of Marshal Tito's National Army of Liberation sets out to harass a German retreat line. So successful was their offensive launched against the Germans—with the co-operation of the Royal Navy, units of Land Forces Adriatic and aircraft of the Balkan Air Forces—on June 6, 1944, that by Sept. 17 the Dalmatian islands of Korcula, Vis and Brac had been freed. Four days later Tito's forces were drawing their net around Belgrade.
At Home and Far Away with Our Roving Camera

Britain's 'dim-out' succeeded the blackout on Sept. 17, 1944, when a modified form of lighting appeared in every street, factory, office, or schoolroom. A dim-out signal is broadcast when the lights are not in operation. Other towns will follow suit as labour permits.

Repatriated prisoners of war from Germany, numbering 1,682, arrived at a cordoned-off welcome on Sept. 19, 1944, when they arrived aboard the British liner Andes Castle, at Liverpool.

Rumanian-Soviet Armistice was signed in Moscow on Sept. 13, 1944, by M. L. Plechovesko, head of the Rumanian delegation, Soviet Foreign Commissar M. M. Molotov, and General Vlasov, commanding the 3rd Ukrainian Front, signed for the Soviet Union.

"Hello, there, Frank, old boy!" was Mr. Churchill's greeting to President Roosevelt when these two great leaders met for discussions on the future conduct of the war at the second Quebec Conference, on Sept. 11, 1944. They met again in Ottawa on Sept. 17.
THE BATTLE FRONTS


Everyone admits that airborne troops have done more valuable work in Belgium, in Algeria, in Sicily and in the Normandy landing, but I think some may have doubted whether the achievements of the comparatively small forces used on those occasions warranted the formation of a large airborne army. It may be argued that as airborne troops must always be comparatively lightly armed and have little mobility after landing, their offensive po-
tentialities are limited, and though they may seize by surprise and be able to defend important localities there is always a con-
siderable risk of their being overwhelmed by the enemy’s reserves before they can be supported by more heavily armed forces.

There is no reason to suppose that the air-
borne army was constituted especially in anticipation of the situation that developed in Holland, but it is hardly possible to conceive a situation which would give better opportunities for its effective use.

Not only was the enemy short of reserves, greatly disorganized and deeply committed to his encounter with the British 2nd Army, but he still had fears of a scabrous invasion.

That was one side of the picture; on the other it could be seen what immense assistance would be given to the 2nd Army if storming stones were secured over the three great rivers, the Maas, the Waal and the Lek, which seemed likely to delay greatly, if not to stop, its advance. These rivers formed a deep triple obstacle, and given time they might be strongly defended. On the other hand, their passage meant that the line of the Rhine, which elsewhere provided a second line of defense behind the Siegfried Line, would be turned.

Furthermore, the operation gave a good prospect of cutting the lines of retreat of the large German forces still in western Holland, since the main railways leading to Germany run parallel with and close to the rivers. Whether such an opportunity for employing airborne troops in great force will ever recur is doubtful, but in any case there are certainly likely to be occasions in which smaller detachments could be usefully employed. The knowledge that large air-
borne forces exist adds to the problems which confront the German commanders. The necessity of retaining reserves available to deal with possible airborne landings will tend to cause dispersion of forces somewhat similar to that caused by fear of seaborne landings—a fear which was the primary cause of the destruction of the 15th and 19th German Armies in France.

A TONE IN Sare Hain Commander’s Order

It will be noted that so far there has been no sign of a co-ordinated German withdrawal to a defender front either in the east or the west. Practically everywhere German armies are fighting bitterly where they stand, even where, as at Brüst, resistance was continued after it had ceased to serve a useful purpose, or as in Italy, where refusal to retreat seems to invite disaster. It is perhaps premature to claim that this tends to confirm my theory that the Reichs-
wehr generals, apart from those willing to obey Hitler’s instructions, are in the main fighting to maintain the honour and traditions of the Reichswehr and are determined that the final battles of the war should as far as possible be fought outside German territory or on its frontiers.

That the generals have different views on what will satisfy their conceptions of honour, which may well be lower than those of the 3rd and 7th Armies in front of it, in the Lorraine and Belfort gaps respectively. The 1st Army has penetrated far into, if not completely through, the Siegfried defences and has clearly proved that those defences were not as formidable as was expected.

It has been found that they were inadequa-
tely armed and held by second-rate troops, but the main weakness was that the Germans did not have the reserves or artillery support required for effective close support. On the Lorraine front and in the Belfort gap the Germans appear to have concentrated the best of their reserves, and there resistance has been more effective than on the 1st Army front, although the troops have depended more on cover and obstacles, natural features and anti-aircraft fire rather than on artificial defence works.

The exceptionally strong westwards thrust of Metz has resisted attack, but like all fortresses it absorbs large forces for its defense, which must ultimately be sacrificed if the place is surrounded.

If a fortress cannot be used as a pivot for a major counter-stroke, as in the case now with Metz, its main function is to block railway lines or roads that the attacker would need as he advances; but a large army is needed to be able to achieve that object. General Patton’s Army has been isolated and is now making steady if slow progress east of the Moselle. It will be interesting to see whether the German opposition will now be as it was in the drive, attempt to make a decisive stand on the Siegfried Line or merely use it as a delaying position. This would seem to be a considerable likelihood that they may be too exhausted and disorganized when they reach it to make use of its full po-
tentialities and in any case by that time it may have been turned by General Hodges’ Army advancing through Luxembourg.

MALINOVS’KY’S WESTWARD DRIVE

Reaches Hungarian Plain

On the eastern front the main Russian offensive against East Prussia and in Poland has not yet been launched, although, Koko-

sovy’s capture of Przasnysz, and Zakharov’s of Lomza and the line of the Narew, are preparatory steps of great importance.

Meanwhile, however, the Russians appear to have decided to deal once for all with the German armies in East Prussia and Latvia which might at last make an effort to escape, now that the surrender of Poland has re-

moved the last protection they have had. Already the Estonian group has lost the ports by which it in part has been evacuated, and its main communic-

ations with the Latvian group have been cut.

The Latvian group is in a hardly a better po-

sition now that Berzegi, which its renewed offensive has almost reached Riga. In the south, Hungary is almost equally threatened, for Malinowsky’s westward drive has reached the side of the Hungarian plain, and Petrov’s 4th, Hungarian Army is striking Poland into the northern Carpathian passes. Still further south, Tolbakhin’s advance through Sofia towards Nish to the Morava valley, and Tito’s increasing strength, make the withdrawal of any con-
siderable part of the German forces in the Balkans and in Yugoslavia almost impossible. As these groups are liquidating their Allied power will be released for the final encirclement.
Thrusting Through Holland Towards the Ruhr—

EINDHOVEN, liberated on Sept. 15, 1944, was the first large town in Holland to fall to British forces. Citizens waved and cheered as British tanks passed through in the direction of Nijmegen.

BRITISH 2nd ARMY VEHICLES formed this great column crossing into Holland. It was reported that the column stretched for 40 miles as it made its way from Belgium towards the Dutch frontier.

DUTCH RESISTANCE MOVEMENT members rounded-up many Axis German fitted men pushed onward, clearing towns and villages of the enemy. These patriots (left) made their first capture at Valkensward, a town close to the Dutch-Belgian border (see also illus. p. 36). The fury of the present and the peace and safety of the past were strikingly exemplified as British tanks rolled on towards the front through characteristic Dutch scenery (right).

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Photo: British Official
—Bitter Was the Fighting for Nijmegen Bridge

ONE OF THE GLIDERS which carried troops of the 1st Allied Airborne Army to Melted wellness in a manner which airborne 되어 to the crew. Dutch citizens heaved to offer assistance.

Nijmegen Road Bridge, spanning the Waal, or Dutch Rhine (top right), captured intact by Sept. 21, 1944, was taken in the face of German counter-stroke. Dutch, puke helping the fighting infantry. U.S. airborne infantry forced a crossing of the Waal 2 miles downstream and advancd across bridge with support of sea- aircraft. Nijmegen fighting continued until Oct. 10 when bridge was recaptured carrying U.S. airborne troops on the way to Nijmegen.
THE WATeR AT SEA

by Francis E. McMurtrie

For some little time past, naval operations against Germany have been gradually assuming a different complexion. No longer does one hear of determined attacks on convoys in mid-Atlantic by "wolf packs" of a dozen or more U-boats. That submarine attacks have ceased is by no means true; but they have fallen off so much in vigour, frequency and extent that it may be fairly said that they no longer constitute a serious menace to our communications. Of course, this is no reason for the slightest relaxation in vigilance, for given the opportunity the danger would soon resurface itself.

As it is, with no port in Western Europe at their disposal south of the Scheldt, the U-boats must find themselves severely restricted in their approaches to the trade routes. Our anti-submarine forces, on the other hand, have fewer tasks to watch, enabling them to concentrate all the greater force at any particular point when the occasion arises.

Still more remote is the date when a raid on werft or sawmill by German surface warships was to be feared. The Bismarck and Scharnhorst lie at the bottom of the sea; the Graf Spee is reported to be a dismantled hulk in a Baltic port; and the Tirpitz, having sustained damage in four Allied attacks, seems less likely than ever to leave her remote anchorage in the icy waters of the Arctic Sea.

German coastal forces have suffered heavily in evacuating French ports, and are likely to incur further losses before they leave those of the Netherlands. It would seem from a recent utterance of Grand-Admiral Dönitz that the Reichsmarine has been busy in the past few weeks in servicing itself in the hope of saving some remnants of the Kriegsmarine. It is reported to have captured as one port after another on the French, German or Italian coasts. Indeed, Dönitz has the task of running the blockade of these ports in the hope of equipping or recapturing any high-quality officers or technical specialists. Larger vessels will be sought as a prize, probably in the coastal waters or in any remote harbours.

The recent losses of German forces in the Mediterranean and the Pacific are proof of the suffering that the German forces have suffered from Allied actions.

Special mention must be made of the heavy losses in personnel suffered by the German forces in the Mediterranean and the Pacific. These losses are testament to the skill and courage of the Allied forces in their efforts to defeat the German navy.

ITALIAN LINER RUSSIA, intended by the Germans to be used as a blockship in Trieste harbour, was destroyed by an Allied attack. The attack was carried out in three phases. In the first phase, a submarine sank the Italian liner. In the second phase, the Italian liner was breached by an aerial attack. In the third phase, the Italian liner was scuttled and allowed to sink. 

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Those U-Boat Pens Were Not So Bomb-Proof!

The 40-foot hole in the steel-and-concrete roof of this U-boat shelter at Brest is marked up to the credit of the R.A.F. Others of these shelters in the Atlantic were similarly bomb-proof to the Germans, and from which they had to desperately look-out attacks against Allied shipping. These were captured by the Army and the R.A.F., and turned over to the Admiralty. The mixed forces, made up of engineers, of whom General Ramsay was in the possession of the port. The garrison, commanded by General Ramsay, ran up the white flag on Sept. 19, 1944.

Photo, British Official
Fiercely Contested Channel Ports Regained
Blasting at Last Through the Siegfried Line

THRUSTING INTO THE REICH: zone of Linoz—General Hodges: U.S. 1st Army crossed the Luxembourg-Prussian border on November 23rd. Within 24 hours a second powerful American wedge had been driven through the Siegfried Line defenses, penetrating 18 miles south of Aachen into the Aachen-Stolberg area and opening the Siegfried Line defenses.

On September 28 the line was breached: infantry and engineers clearing away series of road obstructions 1, a gap with trailer trucks in place blocked by American tanks with a 108 mm. gun and bazookas. The gap was covered by a 155 mm. howitzer. This gave American troops the chance to use the Siegfried Line as a line of defense.

U.S. infantrymen march towards Aachen (3). By September 14 the city was virtually surrounded.

Photo, Associated Press, Fort Wake
British Second Army's Epic Dash to Brussels

Lieut.-Gen. B. G. Horrocks, C.S., D.S.O. (left of centre) watched British tanks advance eastwards across the Seine into the wide bridge-head and was ordered to start the push from a situation which can only be described as "utterly hopeless".

We had got across and had to get the tanks through eventually as a matter of sheer necessity, but at the same time there were three or four roads along which we could have pushed - the Seine, the Aisne, the Oise and the Meuse. The first two were by far the easiest, but we gave up the idea of the Meuse because of the fact that the British Second Army, although it had not been in action, was already on the outskirts of Brussels, and we were not ready to go a second front on that scale.

The tanks covered the additional 43 miles in the night and captured the Aisne bridges intact by the first light. August 31, 1944, was spent in crossing the Somme, and on September 1 the armour was ordered to push on to Auffres and Douai, using the same tactics as in their advances in the desert, and covering the 40 miles in the day, leaving the flanks open. Our flanks were exposed, but you've got to take chances! The shortest distance covered in one day was 13 miles, and the longest distance, 45 miles. On the other hand, on one day the tanks raced 75 miles to Brussels, and Antwerp was entered on September 4.

The men were magnificent. When we bumped into opposition the tanks got behind it and the infantry followed up. One infantry division held 45 miles of road during the advance, with the Germans trapped between the columns of tanks which surged past them. The GIs and the British did not seem to mind that they were going to be trapped. The Germans so trapped were variously estimated at between 120,000 and 200,000. They consisted of men from many units, including the "Quadrant Division": of elderly men. Some of them were in the fighting at Antwerp, where the command of the German division was captured. Prisoners from 182 different units were taken in this area.

GERMANS WERE LEFT GROGGING

The speed of our advance was largely due to the help of the French Maquis and the Belgian "White Army." They were given the tanks of preventing bridges from being blown up, reporting mines and mopping up by-passed pockets of the enemy. They carried them out everywhere unless the enemy was too strong, when troops were sent to help them. They are very brave chaps.

Co-operation between the British and the Americans also speeded up the advance. The Americans, at the request of the British, cleared Tourism for the tanks. There was no organised front in this area, and the Germans did not know exactly what troops they had ahead of us. The S.S. troops were still fighting, and unless we finish the S.S. it is sure that our children will be doing it in 20 years' time.

Line-Up of Our Forces Against Western Germany

Dispositions in late September 1944 of the five Allied armies under Gen. Blücher; arrows show directions of threats in Germany. From Brussels to Berlin direct is 500 miles; left, north to N. G. Crain's 1st Canadian Army and west, i.e., Sir Archibald Wavell's British 1st Army from the North Sea. Right, Sir Miles Dempsey's British 2nd Army from the French coast, with British 8th Army; behind, to west, the 9th U.S. Army, the 12th U.S. Army Group commanded by Maj Gen. O. Bradley. The 7th U.S. Army is led by Lieut. Gen. A. M. Patch.
How the Wehrmacht Scrambled out of Belgium—

CLEARING OUT of Brussels and Namur as victorious Allied forces drove them out. In Brussels 1944, retreating Germans took all they could lay hands on. Belgian civilians who had looked forward to the liberation mistook them for their former occupiers, welcomed their former conquerors with hugs, and the northern and south, with their quantities of food, to become hosts to brush up boards the last train from Brussels. At 5 p.m., on Sunday, September 4, as British advance troops approached from the south, a Belgian woman was greeted by the sight of a submarine pig which waded into the road from a German truck. In the foreground a Dutch woman wound her way out of the house. St. Christopher, the patron saint of Swiss civilians. The photographs on this page were taken secretly by two Belgians at the end of their lives.
WITH British Troops and Armour at its Heels

Our Advance towards the Belgian-Dutch and German Fronts. The German Army is in Retreat. Dutch and British Troops have crossed the Rhine and are advancing towards the German border. The German Army isretreating in all directions. The British and Dutch have recaptured many of the lost cities and towns.

British infantry units in Sherman tanks are shown clearing houses of enemy fighters. The tanks are equipped with 17-pounder guns, which have a range of over 4 miles. They have also been equipped with anti-aircraft guns, which are used to defend the tanks from enemy aircraft. The tanks have been equipped with smoke generating equipment, which is used to obscure the enemy's view and make it difficult to target the tanks.

The German Army is in Retreat. The British and Dutch have recaptured many of the lost cities and towns. The German Army is retreating in all directions. The British and Dutch have crossed the Rhine and are advancing towards the German border.
The Rise and Fall of Hitler's Flying Bombs

Dive, dive, dive!" The words drummed into the ears of a telephone operator at Air Headquarters, Air Defence of Great Britain, a few minutes after 4 o'clock in the morning of June 13, 1944. The code message came from the Royal Observer Corps station at Dymchurch, Kent; it marked the moment for which the authorities had long been prepared.

Two members of the Corps had seen the first flying bomb, approaching over the sea, and in less than 40 seconds their warning in code had been received at headquarters. The whole intricate machinery of defense was at once set in motion, to what effect has been recorded by Capt. Norman Macmillan, M.C., A.F.C., in page 316. The "human side" of this great story contains materials for many an epic narrative.

Difficulties of our airmen in getting to grips with this devastating weapon, especially in the early stages of the battle, can be summed up in the following statement:

"We found that by getting in to 200 yards range we could hit the target. When we were further away we missed. If we went lower our airmen were liable to be damaged by flying debris. In fact, quite a number were brought down. After the first fortnight or so month we had an improved technique in flying in company of our airmen. The result was that 24 hours after we were first 맞 by the plots we had established a priority. It was less than a week the manufacture of hundreds was in full swing. This range finder must remain secret," he said, "as its possibilities in this war may not yet be exhausted. But I can say that it is very small and no heavier than a box of matches.

It was one of those ideas that look so obvious afterwards."

New and resourceful tactics were evolved by our fighter pilots. One, who ran out of ammunition after destroying two doodle-bugs and wanted to tackle a third, brought his fighter alongside of it and slid his starboard wing-tip beneath the port wing of the bomb. A flick of the control column and the "dive!" its delicate gyro mechanism threw out of balance, spun to earth. The pilot reported this novel method of attack when he arrived back at base, the news spread, and soon other pilots were repeating the trick. It was not always easy; they were compelled sometimes to make two attacks before the flame-rupting target crashed.

Another pilot discovered that the best place for an attack was slightly behind and to one side of the flying bomb, when it became possible to shoot off the jet or a wing. At times fighters would co-operate with ground defenses to bring the missiles to destruction; several flying bombs were destroyed by heavy and even light A.A. fire after having been "flipped down" to a convenient height by an obliging fighter.

Heavy A.A. guns, moved to suitable sites, were supported not on the usual 15 ft. of concrete but on improvised "mattelettes" of railway lines and sleepers. For this purpose 35,000 miles of track, and 22,500 sleepers were collected from 20 different railway depots.

There were no 9th or 10th in the antiaircraft batteries that would fly steadily. Flying bombs hit balloon barrage. These huge balloons, a barrage in the history of the R.A.F., was manned to support the defenders; at the height of the menace nearly 2,000 balloons were brought from every part of Britain and concentrated into an area to the south-east of London. Altogether they destroyed 278 flying bombs out of those which escaped the outer defense rings of A.A. guns and fighters.

To step-up the production of balloons the Ministry of Aircraft Production demanded of one factory an all-out effort. "We were offered," said the managing director of the firm concerned, "the use of another factory and urged to line-up our biggest men and skilled metal workers, but we knew these things were also of vital importance, so decided to appeal to our workers. They put in such a spurt that we increased the production of balloons by a very considerable proportion without affecting the output of the men and other things. Young girls and women toiled to the limit of their endurance, inspired by the fact that they were helping to defeat the flying bomb."

The youngest of these girls and women was 14 and the oldest of..."
When Hitler's V1 Left its Lair for England

Many flying bomb launching sites were put out of action by the Germans themselves before they were captured – a disabled runway (1) found at Feluy-sur-Somme, near Amiens. "This indiscriminate weapon," as Mr. Churchill called it, was an unpleasant sight as it took the air (2). Sometimes it failed to function (4) and crashed near its launching site. Camouflage was employed to conceal flying-bomb depots from the R.A.F., some assembly houses having roofs resembling farm buildings (3).
Guns and Fighters Battled in Doodle-bug Alley

In one day 700 out of 900 flying balloons were shot out of the sky. Showing the hard-won victory of this Second Battle of Britain, destruction of a captured kite balloon on a London street is pictured. (Photo: ST.)

Cabled Balloons Formed Last Line of Defense

Of balloons which showed through the first two days of our battle aher and entered the Balloon Baryaps were the ground

(photos: ST.)

The huge balloon was destroyed by its driving power, a practice in the fighting was caused by the enemy's and air dynamite.
London's Head was Bloody but Unbowed

Almost at the end of its final glide—motor cut out, impact and shattering explosion a matter of seconds only—a flying bomb (1) just missed the Law Courts in London. Frequenters of Fleet Street passed on almost unheeding as a pillar of smoke (background), marked the crashing of a bomb in the Abbey, almost the proverbial stone's-throw from them. Ripped apart in the dead of night, a block of flats was being C.O. evacuated with the aid of searchlights and cranes (3).
"Jove the Navy and See the World!" had been sung during the past five years the men of the Army and Air Force have been quite as far afield as the sailors and marines. Never before in the history of military service from the days of the Roman hither-to been to nothing more than unmet soil.

The soldiers of the ancient Roman Empire travelled as far to the west as Britain, as far south as the Black Sea. Those were short distances compared with what Allied troops have accomplished in this our war. Soldiers and airmen from Britain have been seen all over the world. Canadians have fought in Sicily, Australia in the Western Desert and Egypt, South Africans in Greece and Crete.

There were only two of the countries where New Zealand forces have been sent, and it is very doubtful whether they will have to be sent there. Mr. Walter Nash in his book, New Zealand, a Working Democracy (Dent, 8s. 6d.), defines the division of Mr. Churchill and the N.Z. Cabinet to send them and other troops for the same purpose.

The idea that the Germans could be held, but that argument that "a pledge had to be honoured, however costly it might be." That seems to me altogether wrong. In a war a promise of help is given in certain circumstances. If those circumstances alter so as to make a pledge that assistance cannot be of any value, then it is mere quibbling to keep the promise. It matters nothing how many lives, or much material is thrown away in many lives and much material without in any way benefiting anyone to whom that sacrifice is made. The evacuation of Allied forces from Greece and Crete was a magnificent achievement which will more assuredly than any other principle of the just cause, the naval history is true; but the question whether the Navy ought to have been called on to achieve it will be debated as long as mankind is wise.

What is certain is that the New Zealanders fought bravely and skillfully in the Near East as well as elsewhere wherever sent. They are unsuit self-reliant and at the same time willing and eager to work together and with other units.

Long hard years of pioneering in a very country brought home very forcibly to New Zealanders the necessity for self-help. They are true to it. If the desert sands of Libya, the thick over Egyptian climes, and miseries and starvation in the southern zone those trials of individual initiative and responsibility have been duplicated of thousands upon thousands of young New Zealanders.

New Zealanders have proved that the individual can only thrive if all join in helping one another. No man stands side by side with a sense of the value of individual freedom. An equality before the law is the value of collection organization for the individual as well as for the nation.

A large part of Mr. Nash's book is filled with stories of the sacrifice of the men who have been killed. He calls "a working democracy." That is unsuit with all attitude and Mr. Nash is the right person to tell us about it, for he was one of the men who were conscious of creation. Behind that effort, which gave such excellent results, was "the recognition that the community as a whole through its organized government, must be collectively responsible for the welfare of its members."

But along with this work "emphasis on individual rights and freedom" there must be no attempt to force people to alter their customs and habits. The New Zealand Government has sought to help and honest men who laid the foundations of the new system were able to make "necessary the political and economic adjustments smoothly," teaching the members of the order, the new men included, a useful lesson and "offering a practical example of the kind of social organization the kind of laws and institutions that may well become typical of most democracies tomorrow."

"Practical"—that is the key-word. Lessons were made "as the need for them in self-government at home." It is my opinion that philosophy was allowed to dominate action. Reformers "must not, not according to plan." That is, as part of any pre-conceived transformation of society, but "as the need arose." If New Zealanders have any philosophy, which most of them would emphatically deny, regarding philosophy as a branch of "long-hair," with tarragon notions, their philosophy is a conviction that "the best and fullest possibilities in life for themselves and their children" can be attained by the use of "common sense, combined with a realistic approach towards most problems and a strong humanitarian instinct."

Pattern of Life in New Zealand

Five years since what is known as a Labour Government has been in power. It is not a fact representative, nor merely of one side in politics, but of the nation in bulk. Its general principles are (1) the case of the "because they have worked to make it possible for us to enjoy the standards to which we are used to in our own country, would it?"

Educators are soon to be organized as to ensure the maximum production of useful goods and services, and that these shall be available to those who render useful service if they are able, so that all may enjoy good standards of life, with security and leisure. (4) That collective planning is necessary "both to make the best of our resources and to ensure that human needs are satisfied to the utmost."

Already, says Mr. Nash, the New Zealand worker can be fully employed at standards of wages. "He is guaranteed security against the hazards of ill-health, old age and invalidity. All children have equal educational opportunities from the kindergartens to the university. Everyone can have a home and a home life with all that those terms imply."

From this we can understand why the New Zealanders, whether in the forces or working at home, feel a special personal interest in winning the war. Japan has succeeded in her original devastations of our Pacific, the New Zealand system would have been turned into one of forced labour without liberty of any kind, for the advantage of a degenerate ruling race."

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MR. WALTER NASH, whose book is reviewed in this page, was born in England in 1882, New Zealand's Minister of Social Security from 1932, he was appointed Minister to America in 1934. A hitherto unrecorded The Japanese plot has failed—to date, but Mr. Nash warns us against supposing that it will be a simple matter to dispose of Enemy Number Two once his, Enemy Number One, has been crushed in Europe. He believes Japan will fight to the bitter end and be "as even more determined for when her cause is an utterly hopeless one than she has proved to be for everything was going in her favour." That does not accord with my reading of the character of the Japanese, policy of how has happened in the past, I should say they will try to get us as soon as they see their defeat is certain. That Japan can continue to exist as an independent power much longer seems to me most unlikely. The four hundred millions of Chinese are bound to overwhelm the one hundred million Japs, and the two countries will then be brought together.

It is not improbable that this government might be the Federation of Socialist Soviet Republics, of which Russia is at present the largest unit.

What this would make for peace or for other wars no one can say. Certainly both Russia and China will be members of whatever international body is formed to wield the power of the League of Nations, and will have great influence on its activity. Mr. Nash is of the same opinion as Mr. Churchill about the old League. It could have prevented war "if its machinery had been applied in its full vigour." Because Baldwin was too King Logisheat and Neville Chamberlain too King Stool-in the interest of Big Business and High Finance, the League languished. Nobody believed in it. If the warnings in a memorandum drawn up by the New Zealand Government and sent to the League in 1936 had been attended to, war could have been avoided.

For the immense quantities of food we have received from New Zealand, for the reverse Lease-Lend aid which the Dominion has given to the United States, for the instant response its people made to the Call to Arms, we owe debts of gratitude that must not be forgotten. We may also in the near future be indebted to them for the pattern of a State that can be described with accuracy as "a working democracy," not less efficient in peace than it is in war.
Desert Battle to Save World’s Food Supplies

Every twelve years invasion by huge horde of locusts, which have on occasion threatened the economic security of nearly half the world, reaches its most dangerous peak. The year 1944 is one such critical period, and it is feared that it may be the worst on record. Hoppers—estimated to be multiplying in unbelievably short space, are accordingly being systematically attacked in their Ambush breeding grounds. The most determined onslaught ever made against the world’s worst menace to food supplies is being organized by the Middle East Front of the crops vital to stricken Europe.

The British expedition in Arabia is part of an international campaign, stretching from Russia, through Syria and Iraq, the Sudan and Ethiopia, to beyond the Red Sea. Its aim is to stop the world in the enterprise that the United

States, Russia and India are helping substantially with funds and equipment. Supreme scientific direction comes from the Anti-Locust Research Centre in London, under Dr. Dutton, the world’s greatest living locust expert. Confined on locust-contested ground in Cairo and Nazareth in 1943 were attended by experts from many States.

Imagine your home county swept clear of vegetation in a few hours and you have some idea of the problem confronting this great organized 12-months’ offensive against an almost incredible destructive force. When this war put a stop to science, had all but won a fight which has been going on for centuries and from which the enemy has always emerged victorious—unbelievable, for a single flight of locusts over the Red Sea is estimated to spread over an area of at least 2,000 square miles. Settling, they strip vast territories, in very short time, of every vestige of vegetation. Taking flight again, their swift, constant movements when combined with the great distances they cover, make their destruction far beyond the power of man to combat. Miraculous “mirages” sustained during the locusts’ nightly flights.

That campaign was financed by the British Government, Russia, India, Africa and Eastern Powers co-operating. It is in the present offensive the Soviet are one of the most indomitable collaborators. The subject of Russian alliance with the Middle East—Locust Unit may well have been on the agenda of the Teheran Conference. India and Persia are close neighbours of the Soviet Union, and well-equipped Russian aircraft, with their own mechanics and ground staff, are now helping materially to overcome the locust threat to India’s foodstuffs. Flying

Crop exterminators, under the able direction of the Locust Research Centre, is being waged is told by Captain Martin Thornhill, M.C., F.R.G.S. Officer Beer, of Birmingham, who has flown with the Russians on several anti-locust spray sweeps, pays high tribute to the efficiency of the Red Air Force pilots. “For their job,” he says, “they often come down within 15 feet of the ground—a task not without considerable skill and nerve.”

Earlier reports, it is thought there were two types of locust, the individual and the swarming. It has now been found that there is one only, and that swarming is caused by local conditions. The migratory species closely resembles, but is much larger than, the swarming species of grasshoppers from which it differs in character, habits, in size, and in the way it is treated in the world that is made in their path. They eat it for the water that is mixed with it.

Thus it is essential to wipe out locusts during the breeding and first reports of the success of modern methods come from East Africa. There, one anti-locust unit alone laid down 8,000 bags of salt, 10 tons of millisaturated with the new poison compound D.N.O.C., destroying 526 separate hopper and flying swarms.

Starting from the Turkana district in N.W. Kenya, the swarms threatened to destroy thousands of tons of food crops in the East African territories. “The infestation can be described in terrible,” stated an East Africa Command communiqué. “But vast areas of hoppers were completely wiped out.” More than 7,000 square miles of territory, largely desert country with no water or road communications, was partitioned by 200 motor vehicles, including ambulances, mobile workshops and water tanks. The personnel consisted of 880 British soldiers, 12 us 00 British officers and N.C.O.s, 2,000 African troops, 200 Turkana tribesmen, and several civilian experts.

The Force that has now been swallowed up by the Arabie Desert is still quite exceptional. The men belong to the R.A.S.C. (Signal), R.A.M.C., R.A.F. and all have served at least two years in the Western Desert and North Africa. Both, with their technical experts, started from Khartoum, One, a 216-vehicle convoy, under Major Pickavance of Liverpool, travelled through Palestine, Syria and Iraq to the head of the Persian Gulf and then down the tracks of Saudi Arabia. The second, commanded by Major William Horsfall of Wetherby, Yorks, crossed the Sinai desert to “Aqaba, and then down the west coast of Arabia. At the head are special reconnaissance vehicles to the columns of locust hunters through the roadless wilderness of 3,000 miles.

From the Army Welfare Department the expedition received half a million cigarettes, chocolate bars, strong boxes, books, gramophones and records. The only link between the locust hunters and the outside world, is by radio reception from the R.B.C. To make local purchases the officers are in charge of various banks: gold sovereigns, every one bearing a king’s head. The desert Arab, regarding women in the interior, sex, part with less goods for queen’s head coins.”
First Dutch Town Entered by British Ground Troops

VALKENWAARD, the first town in Holland to be entered by British ground troops on their way to Eindhoven, was liberated by the British Second Army on September 17, 1944. This photograph shows British armour in the streets of the town, where tanks and other vehicles were temporarily stationed in the cobble streets. Situated close to the Dutch-Belgian frontier, Valkenwaard represented an important objective for General Sir Miles Dempsey’s forces which subsequently drove on through Eindhoven to Nijmegen.
ROOSEVELT once said that if MacArthur conquered an island a month it would take him 100 years to reach Tokyo. The President was expressing, back in the gloomiest days of the Pacific war, the popular revulsion against what the Americans deservedly called the "island-hopping" strategy of MacArthur. Why the somnambulist since then had taken the Japanese light to be not so distant after all, and acknowledged that "island-hopping" had indeed done the trick?

The answer to these questions contains one of the most remarkable strategic discoveries of modern warfare. It is that seven-league boots have been given to the island-hopping by the development of carrier-borne aircraft so that they can buy hundreds of miles of occupied islands at will and, landing for in their rear, remove these garrisons from the war without firing a shot against them.

Consider what happened in the Mariana, those islands within bombing range of Japan which an American task force ripped from a vicious enemy in less than two months, between June 15 and August 10, 1944. To begin with, they should never have been attacked, by all the text-book rules, till the Americans had first conquered and absolutely reduced 11) all the Caroline Islands to the far south, 2) the island of Guam to the near south, and 3) Wake Island to the east. You don't besiege Port Moresby before you take Cairns, or Cocos before you have taken Napoleon.

But that is precisely what the Americans did. Ignoring the "strongest Japanese base in the southwest Pacific," at nightly Task in the Carolines, taking no more notice of heavily-fortified Guam, and wasting than if they had been held by impotent child in a trampoline. Allies opened up a hole in the Blue, hundreds of miles across open space. (MacArthur was taking the Japanese utterly by surprise, and occurring suddenly a great feast for themselves hundreds of miles in the rear of the defensive screen which their enemy had so carefully erected, the Americans accomplished in a month or so what might otherwise have taken them several years to win.

Even in the tactics of the assault on the Marianas they were gloriously unorthodox. Racing from south to north, first comes Guam, then Rota, then Tinian, and finally, northeastern Japan, the strongest island of Japan. Our Allies calmly sailed past Guam, Rota, and Tinian, to attack Saipan alone. They could mop up the others afterwards, as they did, again by-passing the enemy stronghold at Truk, the next move was made on September 15, 1944, when simultaneous landings took place on the Palaus Islands, west of the Carolines, and on Maroait Islands, 300 miles south-east of the Philippine Islands. The Palaus Islands were stormed by American Army and Marine forces; other Allied forces which landed on Maroait were under the command of General MacArthur, who himself took part. Thus two thousand, 650 miles apart, pointed straight at Mindanao in the Philippines, and threatened to isolate the Japanese garrison of 200,000 in the East Indies.

So it has been almost from the beginning in the southwest Pacific, if the successive steps of General MacArthur's and Admiral Nimitz's forces be carefully analyzed. MacArthur jumped up the Solomon in a series of leaps, after leaving strong Japanese fortresses behind. To this end an enemy is threatened, producing the first bristles, andoft, in the first jungles of Bougainville Island in the Solomons. After struggling forward in New Guinea for some months, MacArthur seemed to say "Oh, hell with this!" and left right over the heads of the Japanese to attack northern New Britain and New British. And then, having isolated strong Rabaul, he sped with seven-league boots right across to the western or Dutch part of New Guinea, hundreds of miles away.

So we come to the crux of the matter. What was the great secret of this rather which similarly enabled Admiral Nimitz's naval forces to jump from the western Carolines to Saipan near Japan in less than a year, taking only 6,000 men to the Japanese 35,000 in the same time? The "boots" are aircraft, used by men—and this is important—with a remarkable facility for digging themselves in quickly.

First our Allies produced planes adapted for the purpose of bombarding enemy capital and fighter, troop-carriers, naval aircraft of many new types, and had them ready in record time. Then they built the ships, thousands of large aircraft, at least 32 big new aircraft-carriers. The bombers went out first, to smash Japanese air and naval ports, to scatter. The next big expeditions set sail or took to the air—and were protected through by such a hornet swarm of long-range and carrier-based aircraft that the enemy was unable to interfere with them.

The enemy could not bomb them, because the American air umbrella was too strong; he could not attack them with his fleet, because American aircraft and submarines threatened to sink his precious ships wherever they so much as showed smoke on the horizon. He had only the one fleet, the myopic, and that must be kept for the final inevitable defense of Japan.

So aircraft have enabled our Allies to disregard orthodox strategy, and, by constant by-passing, to advance in maneuvers over a Pacific World that would otherwise have been years. (No need to worry about the Japanese bases thus by-passed: isolated from home, they must rot.) Undoubtedly it has also been a very great economic advantage. Without the aircraft, however, those armies of merchant- ships, landing craft and supply ships such as tankers, could never have been able to move so far and so without proper uneconomic operations. As it is, the air fleet alone has kept Japan's naval and air opposition completely at bay.

But there is one other factor in addition to the air weapon which has made this remarkable strategy possible—and it was referred to above when it was said that the men using the seven-league boots have a rare facility for digging themselves in quickly.

Once it was necessary to capture enemy-held bases in order to have bases yourself: Bulldozers, roller and tractor in efficient American hands have altered all that. Why attack a heavily fortified base like Wake in order to obtain landing facilities when troops can leap to Hollandia, over two hundred miles to the west, and opera equally good base there? An excellent alternative to taking Truk is to build a bigger and better Truk elsewhere, which is just what a clever army with new methods can do, almost overnight. One more text-book rule is out-dated!

Since the Japanese obviously based their Pacific defense on that ancient text-book, and since our American Allies have won their success till now with seaside forces, removing the strongest for the European theaters, we can safely predict some startling Pacific developments tomorrow, when all is concentrated against the Far Eastern enemy. We ourselves may start some by-passing in the same manner, say, via Singapore up the Indies Coast to Thailand and on to the big American base in Australia, and land them in the centre of Tokyo while we, are still wondering how long it will all take.
Burma Border Outpost Cleared by 14th Army

TAMU VILLAGE, adjoining Kohmon Valley in Manipur State, was wrested from the Japanese in early August 1944 by the British 14th Army when the latter crossed the Burma border to chase the last of the enemy out of India. Buddhist temples were found damaged (1). American ambulances return to Tamu with casualties (2). A knocked-out Japanese tank is taken in tow by British troops (3). Marsh-gas units in a clearing as taken off with wounded (4). Corner of a Japanese graveyard near the captured village (5).
How Belgium's White Army Aided Allied Advance

1,000,000 STRONG

Belgium's White Army, whose leaders is a small village near Antwerp, has been fighting against German occupation. It administered supplies to Allied troops in the fighting zone. After D-Day, supplies for this army were regularly dropped at night and brought to local points by the underground army to collect the supplies here and distribute them among the fighters. Members of the White Army place Service as a marker of their fight against the Nazis. Pictured is a member of the underground army to receive the supply from the Allies. The army is a symbol of resistance in the densely populated area of Ostend.

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I WAS THERE!
Eye Witness
Stories of the War

Dutch Fields were Bright with our Parachutes

The sensational descent of the First Allied Airborne Army behind the German lines in the Netherlands on September 17, 1944, was put another ace to our scoreboard. Maj. Gen. Frank Coats, the British commander, was the center of attention that day. The Dutch, who had been waiting for an Allied invasion for years, were elated. The paratroopers, who had spent years training for this moment, were ready. The sky was clear and the wind was calm. The Dutch countryside was beautiful, and the fields were ready for the paratroopers to land.

The mission was successful, and the Dutch were happy to have the Allies with them. The paratroopers were greeted with open arms, and the Dutch people were eager to help them. The paratroopers quickly set up camp and began to plan their next move.

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CROSSING A LOWER REICH OF THE RHINE, with paratroop gliders landing on the far side below, near N.A.C.C., Halfflax (Dutch British Heritage Centre). Details of glider types and their description, as related in the story above. See also Illus. p. 59.

I.50—Dakota coming up to port—racing toward to have company. Flak has just come up from near our objective, like banana blossoms on the flower of the plane. Flak burns 20 yards to port.

1.55—This is it. "O.K., boys, I've changed, too. I'm the glider pilot. "Thanks for lift. "They're away. Below, the fields north of the Rhine are dotted with gliders. To port there is a wonderful spectacle as the Dakotas drop their troops. The smoke area is bright with parachutes. In a village houses are on fire. The fighting seems to have moved west. Smoke rises from the woods and a large area of grass is on fire. In our 'undertake' touching down among the litter of gliders, a perfect landing. I can just see the nose swing back to let out the carriers. The parachutists are now down—their chutes scattered through the field like bright, cloud-like apples."

2.00—Headed for home. We have climbed above cloud and seem to be all alone in this remote, watery region. For fighters or flak we have been all along and are still being a target. The enemy appears to have been thoroughly shamed."

2.10—Coffee is being passed around."

2.25—By the flooded coast a ship shot up by Rocket Typhoon in blazing and sending up a huge cloud of black smoke."


2.50—A motor-boat is speeding down to the rescue of a detached glider."

3.30—3,000 ft. over the Sunday quiet of England. On the Thames yachts and rowing-boats are gliding. "Oh, to be in Covent Street!" sighs one of the crew."

4.20—We are coming down. We are home!"
I Saw the Maginot Line Come to Life Again

With hardly a shudder having been felt, a stretch of the Maginot Line fell to U.S. 3rd Army troops on September 1, 1944. Cornelius Ryan, of The Daily Telegraph, found that the Germans had not demolished or mined any part of it; even the guns were still in position and in working condition.

The Maginot Line had come to life again. It had been "switched on" for our benefit. The guns were clean as a new pin, with everything in working order. There were shunting Diesel engines, huge transformers, complete air-conditioning plant, lifts capable of hoisting 270 tons, and an electric railway. This particular fort, only one of a hundred which dot the countryside, had for its occupying force during the four years of occupation only one German. All its complicated machinery has been cleaned for by three Frenchmen and a Swiss boy, and the Germans had paid them 3,000,000 Francs... or about 6d. an hour to do it.

For nearly three hours I was shown over the whole fort by this youth. The main entrance is concealed in a dense forest near the little village of Coutances. Driving through this forest we came to a square, black, concrete block about 150 ft. by 150 ft. high and about 30 ft. wide. Inside we found two iron gates wide open. Anybody could have entered.

Just inside the entrance was a pit right across a tunnel, about 14 ft. wide and 12 ft. in depth. To cross, one had to walk over the iron treads of a ladder. The walls on either side were covered with heavy electrical cable, and down the center ran twin railway lines. On one sat stood a small electric engine, which received its power from overhead cables.

We reached the lift and began the long walk downstairs, which followed a spiral fashion down in the very depths of the earth. It was black and silent as we swept on to the lower end of the fort. We reached the power-house, where the young Frenchman showed himself with the diesel engine and then threw the starter which brought it to life. We continued the tour aboard an electric train, which nosed along tunnels, past the men's quarters, magazines, storehouses and gun emplacements commanding each tunnel.

At the end of one such tunnel we stopped at a solid one-foot thick steel door weighing 10 tons, which divided the fortifications and could be sealed as a means of defence or as a fire-door. Then the little train began the long climb to one of the main overhead forts. We left the train and walked the remaining distance, passing hand-operated shell hoists, to the interior of a cupola.

In the centre, rising high into the darkness, the entrance to the railway, which was the main entrance through which the guns could be got to the exterior of the fort. On each side were two medium size hoists, each with a shell lift, much the same as the battlecruisers. Here also was a mechanism to turn the whole turret. Once again we boarded the electric train and journeyed along another tunnel to one of the observation points. This was another cupola, but instead of guns we had four wind slits about a quarter of an inch in depth.

We Salute the Men Who Tunnel Through Death!

The Defense Resource men have earned the admiration of the whole civilized world. Preston Benson of The Star tells the inside story of their activities in the defense of a London building claimed by one of the five flying bombs launched by the Germans against London England up to September 4, 1944.

Lamb—had occurred suddenly after daybreak. Seven had been taken out alive, one dead. It was now late afternoon. "Five more," said a man with a notebook in his hand. "We shall want the lights tonight, by the look of it." An officer took that up to be sure that the batteries of 300-watt flood lamps would be there. "Can't leave anything to chance," he remarked, "though there was a time when we had dimmed headlights on a job like this.

It was living death, an immense pile of it, dangerous stuff that would move if a wrong bit was extracted. Walls weighing scores of tons only 15 feet from the job. One looked down, "...women's keeping the job up," I was told by a man with four-year stripes. "We'll have to risk it. We'd like to share it up. Can't do it. Not time. We're cutting through here..."

"How do you know there's somebody in there?" I asked.

"Information. You start these jobs by asking a lot of questions. It saves time. Ask wardens, anybody... But just a minute, old man. Shot up a bit."

NAME

In The Maginot Line, in the Thionville sector, men of the 2nd Airborne Forces of the Territorial airmen a little machine gun. A visit to the Line is described above. Photo: Keystone

ROUND FOR HOLLAND in a C-47 transport aircraft, these British parachute troops shared in the great adventure undertaken by the First Allied Airborne Army on September 17, 1944 (see story in p. 288). By September 19, more troops had landed in the area of Nijmegen—scenery of heroic German resistance.

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Everything went dead silent. Slowly, very slowly, his eyes cleared. Mannis held their hands up at their shoulders, spreading out their fingers and making a circle. Everybody held their breath, lasting hard. One man bent down, putting his ear at the end of a pipe. Another clapped his hands together. Everybody looked up to the sky. Then all at once... "There's the other side of the bunker, Mannis. There's the other side of the bunker. No one can see it unless you know where it is." "He's there with a snick on. Rearse evasion control. Sounds as if he's rummaging. That blaster's got through everything." I've seen enough. You cannot watch this kind of thing for long, you would go blind at a certain point, unless it's some kind of extrasensory thing, or you're young. The kids in the park. Tunnelling is almost an art. You might get in there and find yourself in a watchdog. Knock the ends out and move it along with you, bit by bit, as a shield. Or go through it all. I've known that. You've got to know what you dare take out, what you must leave. All the time looking for a void.

"That's where they often are. Down in a beam or the pipes, leaving a trapped person in a triangular space. A void. You would have to go in search of it at the voids of a closed system, like a submarine. They're prisoners underground. They voluntarily put themselves in and get out through it. Or are poisoned down and the stuff piled on. It's just like the gas mask. You go in.

Tunnelling. Making frames as you go along. Why, we've even found commandants at it.

They are trained, too, to get people down from high floors; to convey casualties by human chain along tunnels; to make the essential preliminary reconnaissances by which a few minutes delay saves hours. They had worked a kitchen table along on a frame and got people out. Last thing you do is to start taking staff from the top. Start at the base possible level and work into it. Or run a cutting through and then tunnel side.

Tunnelled upwards too.

"What would you do if you met a gas?" I asked.

"Go round it. Or through it! Metal-hexed stone at the worst things. General gas get to be not. You can sometimes see a sheet-handled cutter's pick in a tunnel. We're New Zealand bulldozers, Mannis. We're not the decent regulars. We're just there, to move the earth. We can pick them out in the dark. We're ready specialists, of course. Carpenters, plumbers, fitters, riggers, steel erectors, further men, blacksmiths—out from the building trades. Get a lot of teams in London from the country. They're keen. I tell you." Oh, I think. We were reached a woman taking on a slight gig on the base. She was showing the men how to work, and we had to get the chair down to get her out. Got its legs up to her head. Then their guys made a human chain to carry her out. They're crazy, that's all right? Yes. And the kid, but I'm frightened. Been in those two bases. Crawled out and got up and leaped to the ambulance. Didn't want cutting. Only about ten. One of our teams. God! Think of a kid in a gas mask turned down. He had to stepmarche on legs under the direction of a doctor administering anaesthetics.

Two things he impressed upon me. "Tell people," he said, "that if they see some of our fellows waking up and down smoking legs and taking it easy, they're probably gassed and are being walked about to recover. And tell 'em to let their warrants know where their Morisons are in the house and when they go away—even for a week-end. That'll save us risking our lives. Scores of us on this job in London have been killed. Had a half-seen look too. Somehow, I thought, ought to be a salute for Ramzay. But my mess was already back on his job. "Think we might get N.J.S. things done, right?" He was asking his officer.
THE WAR IN THE AIR

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

The strategic purpose of the 1st Allied Airborne Army was to be clearly demonstrated in its employment in Holland. The first landings were made from noon on Sunday, September 17, 1944, at Nijmegen, Eindhoven and Arnhem, to secure the vital crossings of the water-belt of the Maas and the Rhine delta, to assist the advance of Field-Marshal Montgomery's army group over this difficult country. The day's operations involved almost 1,500 transports and several hundred gliders. (See story in p. 345, and illus. p. 349.)

Time and again during this war—in the German invasion of France, in the jumps of the Eighth Army across the North African desert, in the German and Russian drives across the Steppe—it was evident that the maximum forward surge of an armoured and mechanized army is today in the neighbourhood of 400 miles. When this distance has been covered it is necessary to halt, to obtain supplies in order to re-group these units which have become exhausted. It is undeniably an army that is once more able to break down the resistance which time has given the enemy opportunity to organize. This was the position which Field-Marshal Montgomery's army group appeared to have reached when the Allied Airborne Army of British, American and Polish troops literally leapfrogged into the battle zone ahead of the ground army. It seems to have been taken for granted by the general public (and accounted for it to be miracles of organization) that the Airborne Army should have been left England, to be fighting in Holland two hours later. Yet this was no less than a third invasion of Europe from the west. The air column of troop transports, tanks and gliders took two hours to pass over the English coast, stretching for 300 miles along the sky, so that the invasion was accomplished at a speed of 150 m.p.h.

Thus is about the same speed as that of the first invasion of 1944, which was attempted by the Germans which have fallen easily in large numbers in the face of the American fighter pilots. The German attempt to reinforce their losses in the later stages of that campaign brought disaster to convoy after convoy. Their greatest success was in Crete in 1941, when there were many opportunities. Now the difference is the position to reverse today. With the turn of the tide than the German difference is the position to reverse today. With the turn of the tide than the German forces will be driven off the Continent in greater numbers in a single convoy. But the Luftwaffe is powerless to interfere.

The Airborne Army convoy flying to Holland was protected by a huge escort of fighters, which formed a protective arch above the columns of flying men and maters and the Luftwaffe was unable to put any aircraft into the air to attack the Allied air craft during the landings. In advance of the operation, Allied fighters and bombers flew by day and night and ground close to the enemy position, by destroying more than 100 enemy plan positions within the operational area.

The next day, almost as many aircraft and gliders flew reinforcements and supplies to the fighting men of the Airborne Army. Allied losses in the two days were only two per cent. The weather was ideal for the landing of this greatest air invasion in history, with little wind to make the drop hazardous for the paratroops, and with clear vision for the glider pilots. On the second day Eindhoven was taken, the first large Dutch town to be freed from the Germans. By Thursday 11,500 sorties had been flown and operations were continuing.

A RMOUR Co-operated with the Airborne Troops

The Airborne landings and the tank thrust of the ground army were co-ordinated. While the airborne troops held key-points in a corridor running north-north-eastwards, the armour swept towards them, crossing undamaged bridges at St. Oedenrode, Vecht and Grave. On Thursday, September 21, British tanks crossed the Rhine at Nijmegen (see illus. p. 323) and thrust towards Arnhem, nodal point of the last river barrier whose possession was being bitterly contested between the German defenders and the airborne invaders. The crossing of the River Lek (arm of the Rhine) there would have taken the most northerly army of the Western invasion forces to the plains that run eastward to Berlin and south-eastward to the heart of the Ruhr at Essen; but this crossing failed, and the remainder; some 2,000 men, of the British 1st Airborne Division were withdrawn south across the Lek on the night following Monday, September 22.

Everywhere the air activity of the Allies rises to fresh endeavours. Polish parachute commandos were dropped on Wargrave on September 19 by bombers. Fortress bombers dropped supplies to the Polish defenders of Warsaw in daylight and flew on to sightseeing in London. In Russia, while the Germans were cut off by the mathematicians in Boulogne the R.A.F. dropped 3,500 tons of bombs on the German defences in the city. Cases ahead of the American armies were heavily bombed. The hopeless plight of the Luftwaffe is made clear by the official statement that only 200 German aircraft were put into the air against 3,000 Allied planes on D-Day. The Red Air Force has raidd Budapest and other targets in Hungary. The growing effect of the Balkan debacle is followed by reports of German withdrawals from Crete and Greece.

The last reverse side of the picture was found by U.S. troops, advancing through Brittany, in German guides printed for German parachute troops who were to have invaded South-West England—Marked "For Service One Only," the guides contained photographs taken by spies before the war. The first Allied fighter planes reached Posen, Sambor and the Brest-Salibsk bridge across the Tarn. Many of these photographs, taken for an invasion that never came off, were probably filmed by ceders of the German training battleships Schleswig-Holstein which visited southwest England in 1938 and who finally rounded the country with cameras. Ribbentrop, when Ambassador made a close survey of Cornwall. For the U.S. Navy is reported the nightingale Sea Air Force, with 100 aircraft carriers under the command of C.F.B. of this of the end of this year. It looks as though Americans will possess the most powerful surface and air cover Navy in the world.

On September 15 Allied forces landed in Fuku and Halmhara islands, both within 500 miles of the Philippine Islands. In the Philippine islands, U.S. troops captured the finest airfield in the Western Carolines, but fierce fighting continued on the island where the Japanese garrison resisted strongly. On September 17, U.S. troops landed on Angaur, the most southerly island of the Palau. The rocket weapons are coming more and more into use; 16,000 were used against the Japanese in the Carolines. This British was fought to the Americans for their war use.

The Philippines have come in for heavier bombings, especially Davao, in Mindanao, almost due west of Petilia and due north of Palau, in the Philippines, was attacked by a carrier-based force which destroyed 250 Japanese aircraft. U.S. carrier-based forces have been landing up in the Philippines, and British carrier-borne forces heavily damaged Nagi railway repair and maintenance centre in Sumatra; Baracallos dropped heavy bombs under the protection of Corsair fighters; one aircraft was lost in this operation, which formed part of a saturation programme in Sumatra and the East Indies from the west.
1st Allied Airborne Army Descends on Holland

ENSUING THE DUTCH LANDSCAPE, hundreds of Allied parachute troops landed to earth on September 17, 1944 (bottom). Following these came the gliders, each carrying a load of troops. Behind them, a string of transport aircraft, glider-flags and glider-towed equipment made the landing zone. The enemy was caught by surprise and troops of the airborne forces of the Dutch Resistance were linked up with the airborne troops at Eindhoven and Nijmegen. See story on p. 316.
Exploits of Our Special Air Service

Dramatic secret of the war, the existence of a unique body of S.A.S. officers and men, who were better armed than the Germans and fought behind their lines, and who roamed the length and breadth of France and North Africa and later in Italy, that was largely responsible for the success of the main Allied advance in France that thrilled and astonished the world. These men, flying in small groups of two or three, unarmed except for of course the guns they carried, they dispensed terror in the midst of the fighting, crossing and recrossing enemy lines, never knowing what to expect, but always ready to strike terror into the hearts of all who opposed them. The result of their work was to aid the great Allied advance in France that thrilled and astonished the world. These men, flying in small groups of two or three, unarmed except for of course the guns they carried, they dispersed terror in the midst of the fighting, crossing and recrossing enemy lines, never knowing what to expect, but always ready to strike terror into the hearts of all who opposed them. The result of their work was to aid the great Allied advance in France that thrilled and astonished the world.

The S.A.S. Patrol set off cheerfully on a two hour patrol to an objectives that was far from certain. The men of the special unit, connected to the 8th Army, were the first to arrive in Tunisia. They were the first to arrive in Tunisia. They were the first to arrive in Tunisia.

The Long Range Desert Group

The first operation of the S.A.S. in Africa was carried out on November 10, 1942, when a party of four officers and men of the Long Range Desert Group, then comprising 12 men, attacked a German post on the eastern coast of Africa, and killed 25. The S.A.S. was later joined by another party of five men, and a third party of three men.

In this phase of the campaign, the S.A.S. proved to be an effective weapon in the hands of the British forces. They were able to penetrate the German lines and disrupt communications, while their skilful tactics enabled them to operate with great success behind enemy lines, often with devastating effect.

They Commandeered a Train

S.A.S. parties had special success in a kind of Robin Hood system of operations against the Germans and Italian Fascists. They captured a Calabrian barracks, and commandeered the use of the King of Italy's oxygen and gasoline. On another occasion they captured a German unit and opened an attack on it. It is claimed they captured a German unit and opened an attack on it. They captured a German unit and opened an attack on it. They captured a German unit and opened an attack on it. They captured a German unit and opened an attack on it. They captured a German unit and opened an attack on it. They captured a German unit and opened an attack on it.

In this phase of the campaign, the S.A.S. proved to be effective weapons in the hands of the British forces. They were able to operate with great success behind enemy lines, often with devastating effect.

The Exploits of Our Special Air Service

The S.A.S. was created by two young officers, Lt. (later Col.) David Stirling of the Scots Guards and Commandos, and Lt. John Lewis of the Welsh Guards. The unit was formed in December 1941, with the aim of operating behind enemy lines, and became known as the Secret Air Service. It was later renamed the Special Air Service. The S.A.S. was given the task of attacking enemy communications, destroying road and rail networks, and carrying out other operations that could not be carried out by conventional means.

The S.A.S. was later joined by another party of five men, and a third party of three men. In this phase of the campaign, the S.A.S. proved to be a valuable asset in the hands of the British forces. They were able to operate with great success behind enemy lines, often with devastating effect.

In conclusion, the S.A.S. proved to be an effective weapon in the hands of the British forces. They were able to operate with great success behind enemy lines, often with devastating effect.
I hardly pick up a paper or review without finding suggestions as to what should be done with Germany when the fighting stops in Europe. But there may be no formal ending of the War. No body of Germanism with whom we can negotiate is yet in sight. The Nazis might attempt to carry on sporadic attacks to delay the peace. The best measure of all, if we are to have peace, is to exterminate them. But that is the idea of some, and of none, a very bad idea. But in that case Germans would no doubt be fighting against the other in the civil conflict. What should we be doing in the meantime? Prusly trying to establish some sort of stable government in Germany. It will be necessary. Mr. Patrick-Lawrence has been saying, "to find a substitute for the whole Nazi structure, which existed from the judges to the teachers, the typhoons and the messengers." I am not sure what is the right course to follow on Germany." Whatever course will justify these efforts. How difficult this will be is shown by the eagerness of people in the towns of the Reich already occupied by Allied troops to explain that they never had any use for Hitler or Nazism and will be very glad to see the last of them. Would you trust such assurances? Would you believe what these people said? I see that Kingstorp will still hold his forecast that the War will end this year, but that the date nears Christmas than Patton, who is for October III. Moore, in most of all great soldiers, has never let us down in achievement. He can be trusted. But he might, or might not, get there. I have hopes of seeing this by the end of the War. But there are very many other possibilities, even he sounds optimistic to me now.

Never has there been a war which demonstrated so many people familiar with very large numbers of the people who flocked to course on every class. As soon as the invasion of Europe had started names began to be mentioned which may become known as those of pleasant little seaside places on the Normandy coast, and much frequented by Puritans because they are where a short walk away from the sea, and inland towns that tourists know well, such as Caro and Avanches. But we will have to rely on Germans whose record will justify these efforts. How difficult this will be is shown by the eagerness of people in the towns of the Reich already occupied by Allied troops to explain that they never had any use for Hitler or Nazism and will be very glad to see the last of them. Would you trust such assurances? Would you believe what these people said? I see that Kingstorp will still hold his forecast that the War will end this year, but that the date nears Christmas than Patton, who is for October III. Moore, in most of all great soldiers, has never let us down in achievement. He can be trusted. But he might, or might not, get there. I have hopes of seeing this by the end of the War. But there are very many other possibilities, even he sounds optimistic to me now.

As drunk as gods. Thus an American officer described some Germans whom he were captured in a state of inebriety. Why? How? I am sure gods do not get drunk. They are, like all animals, oblivious, not eating more than they require, not needing stimulants to back them up. I have often thought we are unfair to many animals when they are drunk.

The visitor to a garden of a few ancient men at the most eminent women in Britain. It appears the only eminent woman most of the soldiers could think of was Jane of the Daily Mirror. The indignant commentators had never been impressed by this lady. I was able to infer that they were much more often in a stage of impressing the men. However, it is now quite evident that she is not the girl who can be of interest and that she should be made about it. Some of us prefer looking at the Venus of Milo or Botticelli's Primavera, but "everyone to his taste." And there is nothing new in the discovery that the great majority of men and women are blind to the beauty of the ancient figures or might be caught off guard by the merely showy or the commonplace. I ventured to inquire of the indignant men if they had ever done anything calculated to improve the taste of the masses. They looked down their noses and one muttered, "Can't be done. A man has got to look at anything brown before he can be impressed." To which I answered, "Then why worry?"

ADMINR. ER. W. M. COWAN, E.C. I.V.O. 13th Sep., 1918. was awarded a Bar to his O.B.E. It was announced on the back of his card that he took part in a reconnaissance raid on the enemy. This is the first mention of any action by the enemy. PAGE 351 Photo, News Chronicle
Monty the Conqueror at Historic Vimy Ridge

The Canadian War Memorial at Vimy Ridge, unveiled by King Edward VII on July 26, 1926, was visited in early September 1944 by Field-Marshal Montgomery shortly after our men had swept across in the great push in Belgium. The leader of the victorious 21st Army Group (British 1st Army and Canadians) had to be seen on the steps of this impressive Memorial, north-east of Arras, which commemorates the heroic spirit of our kinsmen who fought and fell on the historic battlefield in the 1914-18 war.