DOVER'S SYMBOL OF THANKSGIVING—the Town Flag—was hoisted for the first time since the early days of the war by the Mayor, Alderman J. H. Cairns, J.P., on September 30, 1944. He led the rejoicings of Britain's 'front-line town,' crowds dancing and singing in the flag-hung streets after loudspeakers had announced that after four years' ordeal of cross-Channel shelling all enemy long-range guns mounted in French ports opposite had been silenced or captured.
Our Roving Camera Tours the European Scene

POLAND'S TRAGIC HOMELESS included civilians of shell-racked Warsaw, who dragged themselves to safety in a refugee-camp after an abortive Odessa revolt which ended on October 3, 1944.

FINLAND'S PEACE DELEGATES journeying to Moscow were interrogated by Russian frontier guards. "Cross Fire" was ordered in the Russia-Finland struggle on Sept. 6, 1944, after nearly 3 years of bitter warfare.

RUSSIA WELCOMED MR. CHURCHILL who, accompanied by Mr. Eden and Field-Marshals Sir Alan Brooke (Chief of the Imperial General Staff) arrived at Moscow on October 9, 1944, for a two-day visit at the Kremlin. They were met by K. Musiy, Assistant Foreign Commissioner (centre, in uniform) and P. Molotov (extreme right).

FRANCE ENJOYED A PROUD MOMENT when at the Invalides General Kennig, Military Governor of Paris, restored to an officer of the Garde Républicaine the regimental flag which had been hidden during the Nazi occupation.

GERMANY HAD A TASTE of her own medici when refugees fled from their war-torn homeland to the safety of the allied lines. Soviet forces entered Darmstadt on October 20, 1944, after 12 days of street-fighting, bombing and shelling. See also pages 289 and 391.

For photo U.S. news C.P.R. official Keystone Postal post PUBLIC Domain
THE BATTLE FRONTS


Information that has now been released concerning all the measures that the Germans have taken to ensure the build-up of the Armies and their supplies in Normandy should finally convince everyone that there was no avoidable delay in launching major offensive operations. It should also go far toward dispelling the notion that the troops engaged on the whole Allied front since determined enemy resistance was encountered.

The ports available, whether improved or under restoration, have still only a limited capacity which may further be greatly reduced by bad weather. Lines of communication have in any case been moved far behind the front and a large number of troops engaged greatly increased, not only in the fighting line but on rearwards service of all kinds.

French railways at best are working far below their normal capacity, so that practically all communication is by roads and, consequently, only those troops that are available for day-to-day expenditure, but also those needed to build up adequate reserves in forward areas before embarking on continuous offensive operations, must be moved by road. In Normandy the fighting line and all depots were within short distances of ports of disembarkation, and probably the main difficulty was to avoid congestion of roads; but now, with the long convoy of heavy vehicles has become the main factor in causing delay. It is not therefore surprising that the chief immediate object is to open access to the great Port of Antwerp which so many troops had to take to ensure the build-up of the Armies in that area.

The partial lift which has occurred, of course, gives the Germans opportunity to reorganize and restore morale after their shattering defeat, but the despite they have gained has been far from complete. Witness the number of costly and mainly ineffective counter-attacks they have been compelled to deliver to maintain their defensive positions, and the sacrifice of suicide detachments they have had to make in order to deny us the use of some ports for a time. When General Eisenhower decides that the time is right for the offensive, he can choose from a maximum scale we can, I think, count with some confidence that he will find the enemy-formed crust of German resistance which in places has been worn thin, even though he has to account for the effects of the intensified air offensive which has been in progress.

How soon General Eisenhower will be ready to strike we have no means of judging, but if he considers the opening of Antwerp an essential factor he must reconcile ourselves to further delays, for it is certain that the Germans will fight to the last to deny us the use of this port.

RUSSIA

During the lull on the western front the Russians have made good progress in improving the way for the great offensive which at the time of writing seems actually to have started. With the loyal co-operation of the Finns they have left Rendsch’s depleted army no alternative but a long and difficult retreat to Norway.

The capture of Petsamo, moreover, has deprived the Germans of their main source of nickel supplies, while with the closing of the Gulf of Bothnia they will obtain little iron ore from Sweden.

The German armies in the Baltic States, after costly attempts to break south to East Prussia by Bagramyan’s encircling force, and failure to carry out an evacuation through Uzava into the western corner of Latvia, where they are no longer a menace to Cherniakovskiy’s army attacking East Prussia. Some part may escape through the ports of Libau and Windau, but they will have to run the gauntlet of Red Air Force attacks, and it is unlikely that they will contribute a substantial reinforcement to German reserves.

South of the Carpathians the German situation is even worse. Malinovsky’s offensive through Rumania has penetrated far into the Hungarian plain and is approaching Budapest. His right wing threatens the retreat of substantial German and Hungarian forces belatedly withdrawing from northern Transylvania. General Petrosy’s Army, advancing through the northern Carpathian passes on a wide front is almost in contact with Malinovsky’s right, and a new German disaster seems to be the making. Horthy’s attempt to surrender has apparently been frustrated, but its effects on the Hungarian Army will not so easily be eliminated. Even if they continue to fight, troops that have once been ordered to lay down their arms can no longer be reliable, and Petrosy’s rapid advance across the Carpathians has almost certainly been assisted by Hungarian defections.

BALKANS

Malinovsky’s left wing continues to advance, operating with Marshal Tito’s forces and receiving some assistance from Bulgarian troops which has also had remarkable successes which place the Germans, now in full retreat from Greece and southern Yugoslavia, in a desperate situation. The capture of Nish closed their main line of retreat, and the alternative route through Albania long and difficult, passing through country swarming with Tito’s partisan. To make matters worse the Germans in northern Yugoslavia, who might have kept retreat routes open, have been roughly handled. Several considerable groups have been surrounded and annihilated, and those that attempted to hold Belgrade, after a suicidal struggle, shared the same fate. Here again the chances that German reserves will be reinforced by the armies retreating from the Balkans are almost negligible, and Kesselring’s forces of withdrawing units from Italy at his chosen moment are also steadily diminishing.

The whole German south-eastern front covering Austria and southern Germany is therefore desperately exposed, and there is no other substantial defense. Malinovsky may achieve decisive results, provided always that his communications are good enough to maintain the momentum of his advance. If Rumanian railways are in reasonable working order and an adequate supply of rolling stock is available they may greatly ease supply problems, for there will be no break of gauge to complicate matters. It is obvious that the Germans, with the main Russian offensive in East Prussia and Poland in progress cannot afford to transfer troops from the north in any number to buttress their southern front; even less can they afford to demobilize their western front, already dangerously weak.

TUNING of the Russian offensive successes has again been admirable, and there has again been a notable display of patience in Russian strategy, especially so in their northern Carpathian operations. It may be remembered that when Zhukov’s offensive in the early spring this year almost reached the crest of the passes there was something approaching general expectation that an invasion of the Hungarian plain was imminent. At the time I can remember expressing the opposite view, that Zhukov for the time being would do no more than establish a footing in the passes and use the mountains as a defensive flank for his westward operations; for it seemed clear that to enter Hungary without a co-operative attack in the south would be to invite a crushing counter-attack on emergence into the plain.

Malinovsky’s offensive has supplied the co-operative factor, providing the opportunity for Petrosy’s advance at the time when it was likely to be most effective; but it meant months of patient waiting. An army that holds the initiative can afford to wait to ensure the timing of its blows; but for an army that is in the defensive, as the Reichsheer is, waiting leads often, as we have seen, to belated decisions.
British and U.S. Armies on Germany's Border—

BRITISH 1st ARMY troops in the Veerey and Overloon fighting included the 3rd Division—comprising Eastmen and men from the Midlands, East Anglia, Yorkshire, Lancashire and Shropshire. Overloon, south of Nijmegen, fell on October 12, 1944; Churchill paid the shattered church (left). Occupation of Veerey, Dutch east and rail centre, was completed six days later, after house-to-house fighting (right); this successful action reducing the enemy salient west of the River Maas. See map in page 387.

PHOTO: British Official

U.S. 1st ARMY AT AACHEN battled in the suburbs towards the centre of the smashed city against fanatic resistance until its capture on October 20, 1944, when it was stated that over 10,000 prisoners had been taken. More than 13,000 civilians also fell into American hands. An American sniper used a tank as protection against enemy fire (left). A 37-mm. anti-tank gun in action during the prolonged street-fighting (right). Thanks to the U.S. gunners' accurate fire damage was done to the city's famous cathedral. See also pages 386 and 375.
—And Driving Towards the Po Valley in Italy

5th ARMY FORCES were reported to be on the main Florence-Bologna road within eight miles of Bologna itself on October 26, 1944, and engaged in heavy fighting. Inside the much-sought Gothic Line the Germans had constructed strong underground defenses on the hillsides from which they were forced to withdraw. An abandoned anti-tank gun is being towed into Longhichere, War. Brazilian soldiers, going into action for the first time, hauled a captured German anti-tank gun across the River Serchio, assisted by a mule (right).

8th ARMY HAD CROSSED the River Plucetelli and taken Cesena by October 25, 1944, despite heavy rains, swollen rivers and waterlogged roads. A week later they were reported well beyond the River Savio on each side of the Via Emilia, five miles east of Parma. A knocked-out 88mm gun had to be extricated from a flooded embankment (left) northeast of Scorziana, just across the famous River Rubicon, which at this point (right) is spanned by two newly-erected Bailey bridges (see page 187); in the foreground a bulldozer is in difficulties. The crossing of the Rubicon by Julius Caesar in B.C. 49 began the Roman Civil War.

PAGE 389
THE WAR AT SEA

by Francis E. McMurtrie

In the Far East the pace of the war is increasing. The First Lord of the Admiralty has stated that "the fleet capital has been of决定对 the Allied Navys'_" is being transferred to the Pacific. It will include an immense train of auxiliaries of every kind, from escort aircraft carriers down to landing craft, the need for which will be great owing to the immense distance from Allied bases at which actions are likely to be fought.

With the American landing in the island of Leyte, October 20, 1944, the campaign for the reconquest of the Philippines has opened.

In attempting to expel the attackers by a naval offensive, the Japanese have made their situation infinitely worse. While their fleet still existed as an intact unit it was bound to exercise a certain constraint on Allied movements at sea; but now it has suffered a severe defeat in the Philippines battle, with the loss of certain of its more important units and the crippling of many others, there is little prospect of its being reconstituted far and wide, interrupting the vital communications on which it depended, and its dispersal and maintenance of Japanese armies abroad but the sustenance of the population at home.

A fatal mistake was made when the authorities in Tokyo assumed the truth of the claims made by their aircraft to have sunk or damaged a dozen Allied aircraft carriers and various other ships. Relying on this information, they took the risk of sending all their available fighting ships into the waters of the Philippines. No better opportunity could have been wished for by the Allied naval commanders. At the cost of one aircraft carrier of moderate size, the U.S.S. Princeton, two escort carriers, two destroyers and a destroyer escort, losses of a much more serious character were inflicted on the enemy. At the time of writing, those understood to comprise four aircraft carriers, two battleships, six heavy and three light cruisers and six destroyers. Nearly all the more important Japanese ships were badly mauled, and their repair will take time in the present congested state of enemy shipyards.

HMAS Australia, wearing the pennant of Commodore J. A. Collins, R.A.N., in command of the Australian squadron operating with the U.S. Pacific Fleet, received a bomb hit on or near the bridge, killing 19 officers and ratings and wounding 56, including the Commodore himself. Otherwise, no extensive damage resulted from the attack, a result not to the credit of Admiral Halsey, who commands the Allied naval forces in the Philippines and is entitled to the chief credit for this important victory.

In the early days of the war it was possible to ascribe the entire strategy of the Japanese Navy to the fact that it was dominated by the Army under General Tojo. Now that Admiral Yonai has been given a freer hand under the present regime, it has been expected that such a misallocation as that which precipitated the Battle of the Philippines would have been avoided. It would seem, indeed, that as the war progresses our Eastern foe are showing increasing signs of being "rattled."

SUPERIOR Strategy Caught the Japanese Aiming

It is probable that the enemy were by no means certain where the blow was going to fall, and were thus taken entirely by surprise at Leyte. It is said that preparations had been made to resist an invasion of Mindanao, the great island immediately to the south. Possibly also an attack on Formosa or the Ryukyus was feared. In Far Eastern countries enormous importance is always attached to "saving face," or in other words avoiding the loss of prestige. To the people of Japan, the loss of the Philippines would not mean much in this way; and to lose Formosa even would be regarded as a minor blow. Thus it seems likely that what is left of the Japanese fleet will now be hundered as much as possible, so that it may ultimately fight under the most advantageous conditions, close to its home shores where those are threatened.

There is still a very limited amount of information about the Japanese Navy and its present strength. After its latest losses it may include eight battleships, three of which are new units of 45,000 tons, armed with 16-in. guns. Aircraft carriers may number nine or ten, few of which are first-class carriers. Instead they are more or less estimated, according to the assessment of losses, to number 14 or 15 in all. Destroyers, in spite of heavy casualties, may be as many as 80, and submarines are quite as numerous.

The United States Navy should be able to dispose of twice as many ships as in each of the foregoing categories without exhausting its reserves. This superiority continues steadily to increase, as American shipyards have an infinitely greater capacity than those of Japan, and also build more rapidly. This does not take into account the very substantial force comprised in the British Eastern Fleet.

There is no doubt the Japanese Navy has been heavily handicapped owing to its strategy having been controlled by military men. The Naval Staff in Tokyo has probably accomplished much more with the material at its disposal than has been fettered. Audacious as the initial attack on Pearl Harbour may have been, it was deprived of any lasting effect by the enemy's failure to follow it up at once with a large-scale invasion of the Hawaiian group. Ultimately this seems to have been grasped, for the Battle of Midway snipped it, and had an enterprise which appears to have had Hawaii as its objective. Incidentally, this action, owing to the heavy loss in aircraft carriers sustained by the enemy, proved the turning point of the whole war in the Pacific. In the Solomons campaign the same halting strategy can be seen. Instead of overwhelming the Allies at the start by a concentration of the utmost force, the Japanese poured in reinforcements, with sea and air support, in small packets, which always just failed to turn the scale. In the end everything was lost as a result, Much the same process may be expected to follow elsewhere; Burma is an instance. There, sea communication between Rangoon and Singapore is practically non-existent as the outcome of British submarine operations.

British sea and air attacks on Sabang, Surabaya, the Andamans and the Nicobars have given the enemy warning that his hold on Malay and the Netherlands East Indies is more precarious. In the case of the Japanese garrison in Singapore may find itself in the same untenable position as the Russians in Port Arthur in 1904.
British Commandos Turn Up in Stormy Albania

Taking sorely-needed aid to Marshal Tito's Yugoslav partisans and Albanian patriots following the German withdrawal from the Balkans, Allied seaborne and airborne forces—mainly British—landed in Albania. It was announced on September 27, 1944. The landings were covered by powerful units of the Balkan Air Force, a composite group of the Mediterranean Allied Air Force, the formation of which was disclosed on August 5, 1944. Here British Commandos are making their way along the shore after disembarkation.
When the last bomb falls on Europe and the last resiling Nazi bites the dust, we shall know that the foundations on which the United Nations built victory was provided by the legions who opened a back door into Russia and through it poured over 3,750,000 tons of vital war supplies.

As each great Russian drive bites deeper into the fortress of Hitler's tyranny, as each day brings some new story of brilliant Red Army leadership and courage, men far from the battle front yet fighting blinding flak-shine, grilling heat, dust-storms, thirst, insect pests, boredom and exhaustion pause for a moment to ponder: "It, too, had a share in that.

These are men of the Persian and Iraq Command (Paisorce), Britons, Americans, Indians, Russians, Poles, men at office desks, in lorry cabinets, in river craft, perched on telephone poles blazing sun or huddled for warmth, in dugouts high in mountain passes. And their task? Aid to Russia—three words that combine great victories in the field with one of the greatest supply achievements in the history of war.

It started when the Allies faced a grim prospect, when the United States were still a spectator, in the summer of 1941. Russia had taken so much body-blows in the German advance on Moscow and the Caucasus that observers began to fear that she was beaten. British oil and gas, from the oil fields of Persia, from the coalfields of the Bengalhiz, Greece and Crete were lost. In Syria, Vichy, was ready to join the Axis. Iraq's Raschid Ali, brave with Nazism and promises, had thrown off the mask; the Persian Shah's attitude was doubtful. To crown the despair of the civilized world, Japan became increasing hostile.

The three treaty obligations and in protection of the guaranteed independence of Iraq, British rushed reinforcements into Iran and quelled the Raschid rising, only to be faced with the threat of a German advance from the north. Thus was Paisorce born. Gradually the menace from the north receded, but the armies of the Soviet were in desperate need of tanks, mechanical transport, petrol, oil. And so, from Britain, by the Arctic route, ships of the Merchant Navy battled their way through the icy seas of U-boat alley to north Russian ports.

It was not enough, and soon hard-pressed British armies in North Africa were being denied their urgent needs. British and Indian troops were stricking from the west and north-west, from the east and south-east, to open the warm-water and overland route to the Soviets, and to keep it open. Ports, railways and roads inadequate to deal with the situation were replanned and rebuilt to form a vast supply route between the Persian Gulf and the Russo-Pacific frontier.

Since the British Army arrived, transport, ammunition, trucks, food, steel and rubber from the British Empire and America began to pour into Persian Gulf ports. While these were being unloaded, engineers worked feverously to enlarge and improve port, road and rail facilities. It is officially estimated that nearly 50 per cent of the total Aid to Russia provided by Britain, Canada and the U.S.A. has travelled via the Persian-Iraq Command route, playing a vital part in the sweeping Soviet successes.

In his better days the late Shah was an ardent imperialist, if ruthless autocrat. He set his heart on a railway across Persia from Bandarshahpur to Bandarshah to link the Persian Gulf with the Caspian Sea—650 miles. British engineers surveyed the project and through the towering mountains. By 1937 the system was working, but it handled no more than a daily average of 200 tons of British Army and British oil from British refineries. The capacity of the trans-Persia road-rail route was geared to tackle up to 300,000 tons a month.

Consider a few more obstacles. The highest point on the line is 7,205 feet above sea level, the lowest is 85 feet below. Duty to be done in the Euphrates Valley where summer shade temperatures often rise well above 100 degrees, and in scorched deserts of Persian uplands. There, in the heat of mid-day, when work is halted by the sun, long hours have been lived laboriously through, with worries about the delays of mail or delicate goods'

To list all the units and services which have thrown their weight into this task would be impossible; it has been so vast, this aid to Russia, so complex and so overlapping.

Sometimes tiny wheels, interlocking, make the whole mighty machine. Royal Engineers planned and achieved, the Pioneer Corps with their Indian battalions and locally recruited labour have toiled and sweated, as have the R.A.S.C. and the R.I.A.S.C.

Always the telephones and telegraphs have been kept open for this vital line of communication. Often line- men of the Royal Signals have had to wear special padding to protect hands from scouring metal or from frost-bite. Famous infantry regiments of the Armies, as the British Army or the Indian Army, guarded the pipe-line that carries much of the oil. Army Post Offices have fought a long, hard battle to bring mails as often as possible to thousands of soldier nomads.

SUPPLY ROUTE ACROSS PERSIA, stretching from the ports on the Persian Gulf to the Russian frontier, saw an ever-increasing flow of British and American conveyans laden with war materials for the U.S.S.R. during the critical years 1942-43. As explained in this page, the long line of communication was kept open in time of enemy attacks. Here an Allied convoy nephew on the cross-country mountains in the distance, the laden lorries driving on across lonely countryside towards Russia. PAGE 392
Through Persia to Marshal Stalin’s Armoury

AVIATION AND OTHER SPIRIT reaches Russia from Ahadzi—"City of Oil"—an island in the Persian Gulf where much of the crude oil of Persia and Iran is converted into its many by-products, including aviation spirit, at the rate of millions of gallons a day. The plant makes its own 4-gallon gas; that the petrol is delivered ready-petrolled (1). Persian mountain passes are patrolled by British military police (2). The forbidding Pa’ Y’ Tet Pass in N. Persia, over which the bulk of the Allies’ supplies are taken (3). See also facing page.
Joyfully the Greeks Greet British Freedom Army

LIBERATION OF GREECE, which culminated in the Allied occupation of Athens (see map above) on October 14, 1944, began when Land Forces Adriatica, under Gen. R. H. Scofield (see illus. p. 431), occupied Patras on October 4. Youngsters quickly made friends with our men (4). British forces landed from Dakara planes (1). Greek E.L.A.S. (Partisans) headed columns that entered Corfu (2) on Oct. 3. Greek collaborators were rounded up by men of the R.A.F. Regiment (3).
Germans Sealed the Utter Doom of Aachen City

REICH BORDER CITY 35 MILES S.W. OF COLOGNE. Aachen (Aix-la-Chapelle), scene of the crowning of medieval German monarchs, refused on October 10, 1944, an Allied ultimatum to surrender within 24 hours or be totally destroyed. Bombardment by 250 U.S. heavy guns followed con- centrated air attacks, and by Oct. 30 the city was in Allied hands. The ultimatum was delivered by two lieutenant, with a private displaying a bedsheet on a pole (1). Debris in the suburb of Forst (2). Aachen from the air (3). (See also p. 386.)
Commandos With a Hose: Our Soldier-Firemen

Hitler's "schooled earth" policy provides tough work for British fire-fighters. From guarding highly inflammable stores at the docks to extinguishing a blaze in a French hamlet, British firemen farmhouse their daily routine ranges. There is much of interest about the Army Fire Service and specialist columns of the R.F.S., told here by JOHNNY ALLEN GRAYDON.

Many of the Army Fire Service, although little is ever said about their work, are playing an important part in the liberation of Europe. They were among the first troops to land on the Continent, and since D-Day have without respite been in action. The Germans have left in the wake of their retreating armies large numbers of ammunition with instructions to destroy by fire everything possible. The "schooled earth" policy has been perfected by the enemy over a period of nearly five years; but because of their splendid training and knowledge of modern methods, the Army Fire Service has already saved millions of pounds' worth of property in Europe.

During the early days of the invasion, while they were extinguishing the flames that gripped French hamlets, villages, and small towns, they were specially singled out by German snipers. On one occasion, when a party of firemen were guarding an important installation on the beaches, they were subjected to heavy shell-fire. Part of the area was set ablaze—but with sniper's bullets flying around them the firemen went to work and conquered the flames. Then a party of them went looking for the snipers!

The Army Fire Service is under the command of Lieutenants-Colonel B. N. Beartie, whose designation is Inspector of Fire Services. The personnel wear on their shoulder a round 2-inch diameter badge, with a red background, a blue ring, and a yellow star, with the words: "Army Fire Service." The backbone of this Service are men who have been firemen in civilian life. Many former members of the old Auxiliary Fire Service have found their fire-fighting knowledge, secured perhaps during the 1940 blitz, of great use in Italy and France. Every big Army Depot has its own fire-fighting unit; the six largest have a station organized on the lines of the N.F.S.

Army Firemen are trained at a big centre in the North of England, and hundreds every month, under the instruction of experienced firemen, are passed out as qualified fire-fighters. Every man belonging to the Army Fire Service is a trained fighter; tough, quick, alert, and skilled in the use of small arms. Many times they have been thankful for this training. Near Rome a unit found themselves faced by several hundred Germans when they were fighting a fire in a small town; first they turned their hoses upon the enemy—and while the Germans were recovering from their surprise the firemen secured their rifles, took cover in the ruins of what had once been houses, and held off the Germans until a British armoured column arrived on the scene. Then they resumed their fight against the flames!

A great spirit of co-operation sprang up over the war years between the National Fire Service and their counterparts in the British Army. Each calls upon the other where needed, and often the soldier-firemen are of infinite use when the German units are nearer to their camp than the local fire brigade. River fire-fighting plays a big part in the preparation of the army fireman, and N.F.S. men of the River Thames Formation have often assisted in training soldiers for this very specialized form of fighting fires.

Highly trained, the Army Fire Service soldier, before D-Day, were equipped to tackle burning docks, supply ships, transport vessels, and areas fired as the result of enemy action. Skillfully-constructed fire-tenders were built for carrying a water supply for immediate first-aid while the water barrage was being brought into action with heavy appliances.

In France the Army Fire Service, with their heavy equipment, cumberedome, and demanding great strength to handle over a long period, have won the praise of more than one battalion, and the gratitude of French farmers and townsfolk because of their promptitude and knowledge of how to deal with a situation that might puzzle less experienced fire-fighters. A case in point was a small farmhouse that was fired by the enemy.

The soldier-firemen found the roof ablaze when they arrived on the scene, and within a matter of seconds they were at work. The enemy were lobbing mortar shells over at the time, but the firemen completed their task and the farmhouse was saved. In their spare moments the firemen, together with men from another unit, helped repair the damaged roof. Within a week the old farmer and his wife were again living in their little home—while the men who had made this possible were still fighting fires, but many miles away. Some time ago Hitler hinted that he would scourch all of Europe before the end of the war. His Huns have many times tried to do this. But neither shells, bullets, nor bombs will halt these "Commandos With a Hose."

Our Overseas Columns of the National Fire Service and the Fire Float Flotillas were ready in June 1944 to send contingents to the Continent, but owing to the exigencies of the Luftwaffe, it was announced by Mr. Herbert Morrison in October 1944 that only one column and one flotilla need be held for emergencies. The men distinguished by their blue berets, have perfected themselves in the art of fighting fires in petrol stores, aboard ammunition ships, in factory and storage dumps. In addition to their other jobs they wear khaki webbing, and have a special pack for carrying their kit. The column has been made available equally to the British and American armies. They were formed of picked men, all volunteers, from all parts of England, Scotland, and Wales; a company of skilled Canadian fire-fighters was also included.

FIGHTING A PETROL BLAZE behind the lines in France was only one of the tasks for which men of the Army Fire Service were specially trained. Wherever the Armies of Liberation go, the Army Fire Service are prepared to use not only Service stores and supplies, but civilian properties threatened by flames. See also facing page.
How the Army Fire Service Prepared for France

Soldier Fire-fighting Units accompanied the British 2nd Army to France. Specialists in fire prevention and extinction, they are also trained warriors (8). Foam equipment is carried on camouflaged tenders (1) for use against oil and petrol configurations. Suction hose for a light pump is brought up (2). A heavy pump is manhandled into position at a stream edge (3); it takes water from the stream to "play" on a fire on the opposite bank (4), while a light pump is taken across. At the double, equipment goes forward (5).
Now the Arab States Move Towards Federation

The establishment of a league of independent Arab States was decided on at a preliminary con-
ference in Alexandria from September to October 1929. The purpose of this conference was to form a league of states by countries whose geographical position makes them of world importance, and the historical background of Arab unity, are discussed here by SYED EDRIS ALI SHAH.

This long-expected Arab Union is at last to become fact. On October 7, 1944, it was announced from Alexandria that the representatives of five Arab states—Egypt, Iraq, Syria, Lebanon, and Transjordan—had signed a protocol to establish a league of the Arab nations. Two other delegations, those of Saudi Arabia and Yemen, not being empowered by their governments to commit themselves to anything, have sub-
sequently been sent as observers in an unofficial capacity, who will keep the Palestinian Arab leaders posted as to the progress of the project. Article Five of the protocol mentions Palestine thus: “The conference holds that engagements made by Britain, which comprise the cessation of Jewish immigration, the relinquishing of all rights belonging to the Arabs, and the advance of Palestine towards independence, constitute rights acquired by the Arabs, and that their execution will be a step forward towards the desired goal, and towards the return of peace and stability.”

The clause of the agreement dealing with the Arab League speaks of a council in which all the member states shall be on an equal footing; its mission would be to coordinate their political programmes, so as to safeguard their interests against the threat of external aggression, and to concern itself with the general interests of the Arab countries.

This step towards greater unity and stability may be called a Middle Eastern League of Nations, very much on the lines of its Geneva predecessor, with the important difference that it concerns itself mainly with economic and political co-operation between several nations of one common language, area, and cultural and historical heritage. In this respect it is a more solid foundation for practical work than that of the two geographically nearest leagues which were established both before the war: the Balkan Entente, inaugurated by Turkey, and the Sa’dabad Pact, between Iraq, Iran, Turkey and Afghanistan.

To understand the implications of this move, by countries which lie athwart British communications with the East, and owing to the Suez Canal and the Iranian and other oilfields, it is a vital factor in world affairs, we must get a good grasp of the meaning and extent of the Arab world. When the con-
quering Arabs swept out of their deserts they carried with them their language, culture and religion into many countries that were not of true Arab stock or feeling. Naturally, as these Middle Eastern countries came under the sway of the Arabs, a wholesale interchange of ideas took place; with the result that the so-called Arab civilization emerged. Under this, the arts and sciences, poetry, literature, architecture, and many other products of human knowledge became a kind of synthesis; dominating and guiding this was the Arabic language and the Islamic religion.

So mass of willy-nilly differing peoples was welded into one cultural and linguistically homogeneous mass, with predominant Moslem religious unity. Although the Moslem went out of the desert and conquered four hundred millions, the Arab unit with which we are concerned has about forty million. These Arab lands can be divided geographically into three groups: North Africa without Egypt, having a population of about sixteen million; Egypt, with another sixteen million; and Arabia proper. This third division, comprising Saudi Arabia, Yemen, Oman, Aden and Transjordan, with the “fertile crescent” countries Iraq, Syria and Lebanon, conforms roughly to the shape of the federation, with the addition of Egypt. Aden and Oman, like Palestine, being British controlled, naturally have to be left out of the calculations.

The project aims at making these countries into one unit. Main problems that have worried the Arabs so far have been those of differences in currency and economic dis-

ARAB STATES, delegates from which signed a protocol at Alexandria for the formation of an Arab League, are shown in black in this map-

ary of the Middle East which was published in the London Times on October 8, 1944, the day after the conference opened at Alexandria. It shows the situation as of December 1, 1944, the day after the conference closed. The map was prepared by William A. H. Nicolson, the Prime Minister of Iraq, and H.R.H. the Amir Hafid, ruler of Iraq, Mr. Shukri Al-Bani is the Prime Minister of the Arab League. The Regent of Iraq, who has played no small part in Arab revival in North Africa. He organized the Blad Arab Congress in 1937, and his periodical, Le Monde Arabe, published in Geneva, has been one of the leading organs of the Arab renaissance. The Regent of Iraq was prominent at the time of Lawrence of Arabia’s campaign, and he is the author of a plan for Arab Federation.

These leaders are all extremely shrewd men, and their planning is not merely selfish and insular; they realize that the world will be a safe place after the war only if nations abandon the policy of an introspective view of world affairs. In short, that the tendency of nations to hold aloof from each other amounts to an invitation to stronger and less scrupulous States to make them their prey.

As to the attitude of the British Government, and its satisfaction that the federation plan is good and trustworthy, one need only quote Mr. Attlee, who spoke before the Mansion House on May 29, 1941: “It seems to me that it is both in our interest and the interest of the Arab States that the cultural and economic ties between the Arab countries, and the political ties too, should be strengthened. An association of these States may well be a step towards the larger organization.”
How the Jeeps Outwit the Japs in Northern Burma

In a country where a 4-mile march may occupy 12 hours and communications are but sketchy, Allied enterprise has tremendous scope. Maintaining flow of vital supplies between Myitkyina and Mogang, former Japanese bases, jeeps are ferried across the Mogang River whilst reconstruction of a crazy temporary bridge is in progress (top). The journey continues by railway: rolling stock abandoned by the enemy is hauled by jeeps specially fitted with flanged wheels (bottom).
Through Flooded Jungle and Noisome Swamp

Violent transition from dust-laden, scorching heat to continual rain and wind storms of the monsoon season failed to halt the routing of the Japanese invaders in Northern Burma. Twenty-five miles south of Myitkyina lie Pinbaw; moving forward to this objective men of the East Lancs Regiment crossed the Samena Chuan by rubber mule-train (1). At this point the river presented a tricky ford; every available means of portage was adopted, from mule to jeep.

To Battle at Pinbaw on the Road to Mandalay

Snipers cunningly concealed in the flimsy ruins of Pinbaw were picked out by these Royal Scots Fusiliers (2) after the first fierce resistance had been overcome. Elephant grass towering in pulsing swamps made approach to the village extremely difficult, but this section of Royal Welch Fusiliers made ideal cover for the advance as it was afforded by extensive rice fields as they neared the outlying defences (4). Capture of this stronghold by the 14th Army was effected on August 28, 1944.
Front Line Women Aid Burma Army

Here the going is not too difficult. Corporal J. Balaam leads his patrol through a rice field (top left). But wading through a stream, in full kit (top right), Sergeant A. Beard and Private W. Pybus appreciate to the full the rigours of the Burma climate and scenery as they go forward to relieve men in an outpost. Sickness cases and casualties are tended by British and Indian girls of the nursing services: Miss I. J. Caldwell, Sister-in-charge of a casualty clearing station, and Sister A. Slade talk to a sepoy of the 13th Frontier Force Rifles (bottom). "In the first six months of the present year," said Mr. Churchill, "the British 44th Imperial Army sustained no fewer than 237,000 cases of sickness." In the same period, "We have suffered over 40,000 battle casualties."
Let's Understand Americans!

workers to spend their fortnight's holiday, with pay, in them. When some had trouble with their feet, Mr. Jack gave an order to a shoe factory for a vast number of shoes such as he wears himself. They cost in the shops £3. He sets his 'associates' have them at the wholesale price, thirty shillings. When all this appeared in the papers as a result of the Congress Committee's probing, lots of other employers all over the country 'tore their hair,' says Mr. Menefee. No wonder. They knew they would be expected more or less to do likewise. That is why Socialism does not appeal very much to the American working-man.

O f the Boeing Aircraft Corporation fac-

ility in Seattle, Mr. Menefee has a dif-

ferent story. Last year these were short of skilled workers. We went through a period when the Fortresses urgently required. What caused the dislocation to produce them in the Boeing factories would be too long a story, but there was no doubt it existed. There was dissatisfaction among coal-miners too, and for a time the output dropped heavily. The men had many complaints against the colliery owners and against the Government as well. Their rations did not keep up their strength. Their houses were "unpainted shanties with muddy yards and streets and practically no sanitary facilities," and the rents were high. They followed John L. Lewis because he told them his union could obtain better conditions for them. But Mr. Menefee thinks that, if the Government had taken over the mines, the miners would have "put Uncle Sam above John L. Lewis," and there would have been no more serious difficulty.

Another example of the forthright manner in which Americans clear away nuisances which we endure with far too much patient resignation. The city of St. Louis suffered from a plague of smoke, caused by the burning of soft coal. It was in perpetual thick fog. Moteecians had to wear goggles to see the electric lights in the daytime. Curtains rotted from the dirt, lawns had to be replanted each year, trees died from gas poisoning. For years some sort of investigation was going on to find out what was the smoke from and who was polluting it. The result was a clean up. But the final solution involved a heavy tax on coal and the installation of smokestacks. It was worse than Pittsburgh—which is saying a good deal! The cure became so deadly that the population of the city fell. People would not stay in it. They went to live outside. So a campaign of protest was started. The Press went at it with rousing effect. The local authorities were compelled to take the worst offenders into court. Lockouts were employed to spot offenders on a large scale. Many manufacturers were forced to spend a little more on smokeless fuel. "The result is a city amazingly free from smoke," except when the wind blows direct from the quarter where most of the factories are, and then it is blown over the city—it does not hang like a pall. Perhaps some day the stumps of the Loire, which are disgraceful, may be cleaned up by a similar effort. But there is no sign of this yet.

Here we come upon one of the bewildering contradictions in the character of Americans generally. They will tackle a problem with immense energy and brilliant imagination when it is forced on their notice or when its immediate solution is necessary to the success of, say, the war effort. But other problems they tolerate, maybe with a wiscrack, maybe with a prayer that God will solve it. The racial problem is one of these. Not only does this affect Negroes. There exists also a strong anti-Jewish prejudice, and in Texas the Mexicans have had a good deal to suffer.

Our Country Right or Wrong

Anecdotes have a way of travelling from one end of the country to the other in very few days. A story that has just reached New York and heard it everywhere I went until I reached California, where it was waiting for me. One day in a conversation with Mr. Menefee's tour was about the first American soldier who landed on foreign soil having an Irish name, and the first American business man to secure a contract for munitions being a Mr. Finkelstein. There is something sinister behind jokes like that if they are repeated frequently. And they are.

Sinister, too, is the veiled isolationism which now appears dominant under this useful de-
tail. Its prophets are trying to harness it to a revival of nationalism. They want the country right or wrong, first, last, and all the time, and let the others rip. They might say if the attitude Mr. Menefee found in so many parts is not altered by the men who return from fighting. That attitude he says is "a great deal of enthusiasm for the war," and among the Forces there is a desire "to go back to the same kind of world they knew in 1919." Not a promising frame of mind when they are asked to help in building a new world!
The How and Why of Jet-Propelled Aircraft

Brought to the practical stage during this war, jet propulsion is one of the most important aero-
nautical developments of the entire war. There are two types of jet engines, one by Gnome, Great Britain, the U.S.A. and Germany, the development of which, has been dealt with here by Capt. Norman Macmillan, M.C., A.F.C.

The engine of the British jet-propelled aeroplane is a gas turbine, based on the pioneer work of Air Commodore Frank Whittle, who built his first engine in April 1937. The principle of the engine is that air is fed through a duct to a compressor, which forces the air under pressure into a combustion chamber into which fuel is injected and fired, initially by electric spark, but when the engine warms up (this takes about 30 seconds) by spontaneous combustion. The heat, under tremendous pressure, then passes through conduits to a turbine which it drives on passing on through the exit tube to the open air.

The driven turbine drives the compressor unit. To start the engine the compressor is speeded-up by an electric starter, much as a motor-car engine is started. High-grade aviation fuels are unnecessary; paraffin can be used—and it does not freeze at high altitudes. Gas turbine, jet-propelled aeroplanes develop maximum speed at high altitudes where, in the rarefied atmosphere, the gas outflow reaction drives them forward as faster speeds for a fraction of the fuel consumed than when flying at lower heights.

The prototype plane to test the Whittle gas turbine in flight was designed by Mr. W. G. Carter, of the Gloster Aircraft Co., Ltd., and first flew in May 1941 with the late Flight-Lieut. P. E. G. Sayer as pilot. The aeroplane was an extremely clean-shaped single-seater with the single engine mounted within the fuselage. It had the characteristic jet-plane aperture for air entry in the fuselage nose; a smaller aperture under and behind the tailplane discharged the high velocity gas-flow. The tricycle undercarriage had exceptionally short struts, because it was unnecessary to provide the ground clearance that is demanded by the conventional rotating airscrew. The feature of jet-propelled aeroplanes saves both weight and stowage space, both important in an aeroplane, especially a fighter. Tricycle undercarriages are therefore likely to become standard in jet-propelled aircraft. (See illus. p. 534.)

The current British jet-propelled fighter is an improved aircraft. Its performance is secret, but it is very fast and manoeuvrable, and is believed to be better than anything the Germans have. The Messerschmitt 163 is a single-seater, single-propulsion unit aircraft. It is not yet fitted with a gas turbine; a jet reaction unit working on the rocket principle supplies its thrust. It has been described as a flying firework. In appearance it is of the 'flying bomb', or rocketんな air-
U.S. JET PLANE, the Bell P59 Airacomet, passed its experimental tests at the beginning of 1944. The compact jet-propulsion engines eliminated airframes on the new aircraft. These power units were developed from Air Commodore Frank Whittle's design. Top, front view of the Air-
acomet showing the twin air intake vents. Bottom, right, the Bell P59 Airacomet. (Photo, Associated Press)

The first engine jet-planes to fall in Allied lines was shot down over Nijmegen on October 5 by six R.A.F. Spitfires; it was a Me 262. A single Tempest destroyed another on October 13.

The Bell P59 Airacomet single-seater fighter is powered with two General Electric Whittle-type gas-turbine engines and carries four 50-calibre machine-guns. The Teeside-built aircraft weighs more than five tons, has a wing span of 49 feet, and is said to leave no vapour trails on the air. The American gas-turbine was built on reverse lend-lease from British designs. The Bell prototype jet-propelled aeroplane first flew in October 1942.

This second class of jet-propelled aircraft—robits—is so far confined to the V1 weapon, the flying bombs, fitted with a simplified propulsion unit which is merely a combustion chamber with air intake valves which close when the gas pressure rises, thus forcing the gas through the rocket exhaust tube and so driving the bomb forward by a series of reactions. An exhaust tube is fed into the combustion chamber by compressed air carried in bottles within the fuselage, and is fired by a cut-out within the combustion chamber when the engine is warmed up. (See facing page.)

The flying bombs stall, i.e., lose flying speed, at 130 m.p.h. The air valve ceases to function at 170 m.p.h. and the bomb can only be launched, either from ramps or aircraft, at 185 m.p.h. They carry 130 gallons of fuel, 3,870 lb. explosive, and weigh fully laden 4,700 lb. The engine develops 600 h.p. at a speed of 480 feet per second, giving a normal flying speed of 360 m.p.h. Their normal range is 150 miles at 2,000 ft., and their service ceiling is 10,000 ft. Length of fuselage is 21 ft. 10 in.; propulsion unit 11 ft. 3 in. long, with an overhanging of 3 ft. 6 in. The wing span varies with the different types of wings from 16 ft. to 17 ft. Their flight is controlled by a repeater compass and an automatic pilot. Range is determined by a small aircrew-driven log which can be preset to the mileage desired.

The third class of jet-propelled aircraft is fitted with rocket units to assist take-off or increase rate of climb. The rocket units are so arranged that the pilot can control both the rocket and the aeroplane separately. The V2 rocket is the most powerful bomb ever made, but it possesses little manoeuvrability. The zip of the V2 is due to the weightlessness of the missile during the first six minutes of flight, as the heat and exhaust of the jet engines or the fuel gas, or the fuselage near the tail, or the wings. Junkers Aircraft Works has experimented with rocket devices for over 15 years. American Mitchell bombers have used rocket-propulsion units for take-off. The ten-metre rocket was used by the British and other British Fleet Air Arm aircraft. Their discharge lasts for about four seconds.
Nazi Flying Bombs Are Launched This Way Now

**Diagram Description:**
- **Flying Bomb in Launching Position:** On the back of a Heinkel 111 bomber.
- **Heinkel 111:**
  - Length: 33 ft, 7 in.
  - Total weight: Ready for flight, 4,800 lbs.

**Steps of Launching:**
1. The Heinkel is steered onto a continental course, positioning a launching point and the correct launching weight for the bomb used.
2. The walls of the combustion chamber of a Heinkel 111 is started by sparking plug, leading to fire in the bomb, which rises from the launching point, and the bomb is in flight.
3. The jet of white-hot gas becomes red hot.
4. Flexible connection between bomb and mother- craft.
5. Throttling back, the motors of the Heinkel 111 are stopped when the jet reaches full speed.

**Legend:**
- **Launching Rails:**
- **Sparking Plug:**
- **Walls of Combustion Chamber:**
- **Becoming Red Hot:**
- **Flexible Connection Between Bomb & Mother-Craft:**
- **Launching Rails:**

**Additional Note:**
- The Heinkel 111 can launch a flying bomb at a speed of 60 miles per hour at sea level. The bomb is launched just before the jet reaches its maximum speed before the great jet of white-hot gas becomes red hot.

**Commentary:**
- Driven from their coastal launching sites in France and Belgium, the Germans resorted to the "pick-a-back" method of launching flying bombs against England—a method founded on the genius of the Heinkel 111.
- The bomb is attached to the Heinkel 111, launch, and return to base, all the time trying to avoid counteraction on the part of the British air force. With the arrival of the flying bombs, the coast has come under continuous attack, and the Germans are finding it harder and harder to stop them.

**Technical Details:**
- The flying bomb is not above 150 miles, so that the parent aircraft must fly to within range of the East Coast, aim its bomb, launch it, and return to base, all the time trying to avoid counteraction on the part of the British air force. With the arrival of the flying bombs, the coast has come under continuous attack, and the Germans are finding it harder and harder to stop them. The Heinkel 111s have already been shot down, before or after launching their deadly missiles.

**As Regards the Actual Launching:**
- The flying bomb, after being launched, is removed to break through a gas mixture ignited by a sparkplug operated from the parent aircraft. While the bomb is in flight, temperature is maintained by a heated tail-fins. The gas is ignited at a frequency of 45 per second.

**Page 405** Drawn by G. H. Davis, by courtesy of the Illustrated London news.
With British-Trained Fijians in the Pacific Battle

BEATING THE JAPANESE wherever they meet, the Fiji Military Forces were sent by the British authorities to assist in the Pacific war at the special request of the U.S. On Guadalcanal Island, in the Solomons (launched on Nov. 1, 1943, by the Japanese and recaptured by April 4, 1944) platoon officers were briefed before battle (1). From a foxhole a Fijian takes careful aim (2); others occupy dug-in night positions (3). A dockyard company unload supplies (4). One of the Fijian troops' trophies was this Japanese motor-cycle truck (5).
Red Army Avalanches Sweep on to the Reich

TROOPS OF THE U.S.S.R., according to an order of the day issued by Marshal Stalin on October 16, 1944, entered Czechoslovakia on a front of 176 miles; a Russian gunnery post in action (1). A Russian infantry division passes through a northern Transylvanian village (2). In the far north the Red Army, on the shores of the Arctic, freed Kirkenes in Norway on Oct. 23. Heavy artillery (3) pounded enemy positions south-west of Shanti in Lithuania, halfway between Riga and the East Prussian border.

Danes Stirred to Resistance by Nazi Decree

The Germans decreed on Sep. 19, 1944, that all Danish policemen should be disarmed. A fierce clash occurred outside King Christian's residence, Amalienborg Castle, when German Marines tried to carry out the order. Aided by civilians, police erected barricades (1) from behind which they effectively resisted (2). A salt-vendor helped A.R.P. workers to build another barricade from the contents of his barrow (3). Many cycled through the streets to demonstrate against the German declaration of a state of emergency (4).
I WAS THERE!  
Eye Witness  
Stories of the War

10,000 Cried for the Blood of Greek Traitors

With the British invasion force that landed on the Greek mainland early in October 1944 went war reporter Walter Lucas. His story of the great welcome that was given and his behind-the-scenes glimpse of life in Greece today appears by arrangement with The Daily Express. See also page 392.

I should call this landing of Allied troops on the Greek mainland the first since 1941, a mixture of Aston Villa returning home after winning the Cup and the Battle of Flowers at Nice. From the word go it was welcome. From miles out at sea we could see through the glasses a dark mass of people on the quayside at the little port of Katakolon, on the north-western coast of Peloponnese, and faintly over the water came a peal of church bells. Up to that moment we did not know what we could expect. Omens had been bad.

Within sight of this land of ancient mythology we were struck by a tempest. Two whirlwinds descended upon our convoy like two furies. They threatened their way hither and thither, travelling before the wind at 30 to 40 miles an hour. As we zigzagged madly one of them lashed our stern so that we spun toplike. We nearly had to jump for it. But that was all our troubles.

When we rounded the little breakwater that shelters the tiny harbour of Katakolon we were met by bouquets and not bullets. Massed along the beach—a sticky mass of grey mud after the torrential rains—were thousands of people from all over the surrounding country. As we grated the shore the sounds of cheers and greetings sent echoes around the bare encircling hills.

Four little girls stepped forward and greeted Squadron-Leader John Wynne, from Edinburgh, in command of the R.A.F. Regiment who are supplying an important part of the land forces for this invasion. But the highlight of this story is not military: it is human. What I found in Greece, the first British correspondent to land on the Greek mainland for three and a half years, is of great importance. I feel that here we have the good will of people who have suffered more than most in this war and who still have deep faith in the British.

My own remarkable experiences will show how the Greeks feel towards us. Shortly after we landed three of us were to go to Pirgos, a large city of 20,000 inhabitants about 12 miles away. With me were Milton Bracker, of the New York Times, the only American correspondent on the expedition, and Flight Officer Bob Williams, of Canadian R.A.F. Public Relations. We were piled into an ancient truck, the only one in the whole district which the Jocks had not stolen, with 30 or more excited Greeks.

We groaned and wheezed along over the muddy, bumpy road, passing through little villages where the cobbled streets were strewn with flowers and branches of trees beneath boweried arches of welcome and between masses of wildly clapping peasants, in course of time, as was to be expected, the ancient truck gasped to a standstill and nothing would make it budge. We got out and walked the last mile into Pirgos.

It was dark by now. By the time we arrived in the town we were the head of a long procession of cheering and clapping people. We marched through the main street between masses of them, with church bells clanging, and flowers showering on our heads. The main square was packed. We were taken to the town hall, where we were publicly welcomed by the chief priest and the city fathers. Addresses were presented to us in Greek and translated into French, and we replied on behalf of the Allies in French, which was then translated back into Greek.

We were then taken to a balcony and greeted with wilder enthusiasm. Again we had to make speeches. That night we were taken to the Archbishop’s Palace and fed and given beds. The archbishop himself was in the mountains where he has been for more than a year the leader of the partisans. We were asked to stay for Solemn Mass for the Liberation in the Greek Orthodox Cathedral the next morning.

As we walked to the service the streets were lined with members of the armed E.A.M., partisan troops, keeping back the masses of excited clapping people. Inside the cathedral there were 2,000 to 3,000 people. We were solemnly led to seats near the High Altar and presented to rows of black-bearded and magnificently robed priests.

Near us were many sad, pathetic, lined and tear-stained faces of widows whose husbands had been killed by the Germans or Greek quisling troops. Some were old and bowed, others were young, but all were miserably poor, and dressed in shabby, torn, stained black clothes. After the cathedral service we were marched back to the town hall with a bodyguard of partisans armed with every type of firearm.

Some were stolen from the Germans, Italians or Bulgars, others were given to them by the Allies. Their uniforms were...
equal haphazard, many of them were without boots and all wore rags. Once again we had to appear on the balcony and make speeches while the partisans paraded below and 10,000 people cried for the blood of the Greek traitors.

For the rest of the day we were taken in the same ancient truck, now restored to life, along 60 miles of terrible, mudly tracks to Araxo. We were escorted by the chief priest in his robes, with flowing beard and black cap, and by four of the leading citizens of Pirgos. At every village and town we were again called upon to speak from the town hall while the church bells clanged. We were presented with wine, strong, sticky stuff.

Behind all this welcome and misery there is a vicious political quandary facing the Allies in Greece. There is a civil war raging in this country. At Pirgos two weeks ago there was a bitter battle between partisans and Greek quisling forces. Hundreds were killed and many houses burned down with their occupants burned to death inside. Feeling has run at flood. For the partisans the quisling Greek is almost a greater enemy than the German. Unhappily the issue is not clear-cut as between the partisans and the quislings. It looks as if our military operations against the Germans are likely to be complicated and hindered in many respects by this internecine war.

Our Home-from-Home in the Burmese Jungle

Back-stage in the vast theatre of war are the fighting men of Burma—c Motorcycle Corps, with their thoughts like the rest of us. How do they visualize Croz Street after a long absence? "Home is the place we can't dream about any more," says Sergeant G. C. Smith, in this revealing and intensely human story which we reproduce from the News Chronicle.

In the Burmese jungle village—or what the Japs have left of it—we introduce the elements of domesticity. With a sharp "dah," the wicked-looking jungle mucket, you can go and cut yourself a bed-sitting room from the living bamboo on the doorstep. It's a simple job, and so is the furniture; and, up to a point, we are simple soldiers.

Under the tarpaulin a temporary home for three takes radical shape. Maybe a faint spiritual likeness of the far-away upstair-and-down glow within. But faint is the word, for it's hard to kid yourself here; things beyond our control or adaptability are too real, too noisy as neighbours.

The monsoon rain is too wet and the sun too hot—yes, and our British sense of humour too all-embracing, enduring, and case-hardened—to allow us to kid ourselves. We can set up home on a bamboo basis. The medical category of the mosquito in this area is "Anopheles." As for space to spare; it bites straight through green battledress, undershirt, and socks. It is particularly anxious to share our home life in the evening.

Nature is plentiful here and nothing can stop it—but give me Epson Downs and a thick overcoat. One of our table-legs set in the mud floor of the tent, has burst into light-green leaf. It was a small branch sliced off a fig tree; but we don't anticipate staying long enough to pick figs from the lea of our dining-table. It shows what can happen in a home like ours.

But if Nature is bountiful so is the cookhouse. It adds a lot to the atmosphere of homeliness to smell bacon frying every 7 a.m.; the smell of bacon drifting through our Home-from-Home, through the bamboo—oh, how many rare Oriental perfumes or any bouquet of jasmine. We "come and get it," and bring the good smell with us as we leave. No lie on the other our foothold in the mud. Our food is more than good; it is near a miracle—a miracle about which all cannot yet be told. And the cheerful cooks can work the tin-opener with as much imagination as efficiency. What more can be expected in the jungle?

A few "Penguins" and "Guil Books" add another touch to declare the tarpaulin the abode of men who cling to culture. The books themselves have a struggle with the damp air, and, obviously, with it six months or so of boiling and dodging and getting out of the way of retreatng Japs. His eyes are stuck wide-open and all over his face like an owl, as though on the lookout for a Jap boot.

We don't kick him, and he's getting to like it that way. We got him to purr one evening. With all the roaring and the private pains of massaging his immaculate leg meal spongy, while he luxuriated on a dry sack, we thought it was about time he showed some initiative for negative acknowledgment. But he must have suddenly become aware of the unusual noise and been startled by it, for he started at himself and stopped the purring.

As for more concerning inclination endearment could get him going again. Cats are like that for independence, from Burma to Brighton. So, "Bomb-happy," is on the tent-staff—of course we can grab him the morning we move off again. Anyhow, we hope to incorporate him with our other scraps of domesticity, our other bits of "home," in the next jungle village.

We Do Our Soldiering at the Bottom of the Sea

Doing the lion's share in the work of clearing French and Belgian Channel ports are British sappers of Port Construction and Repair units. In these companies are soldiers trained to grope about in the pitch darkness of the sea-bell, Warrant Officer O. Davies, who has been doing this principal part of the work, relates his experiences.

The first thing we do on entering a newly captured port is to make a reconnaissance of the damage done. The main job is picking up the beach. We find our way about under water by using a line with a weight on the end which is dropped from the tug on the surface. From this vertical line another rope is attached about three feet from the weight which you hold on to as you grope about. The attendant on the tug can see where you are by the air bubbles coming to the surface, and, by keeping a good eye on the diver he guides him to the left or right.

The great thing is never to get panic. A series of signals, the one used by the Royal Navy and also in civilian operations, is used to indicate there are three hundred feet between you and the diver. These are supplemented by additional
I Was There!

SIGNALS on the air pipe run thus: One means "he diver wants less air, two that he wants more air, three "you are holding me too tightly," and four is the emergency signal to get them in position over the wreck. But except in cases of extreme distress, there is also a telephone in the diver's helmet for exchange of messages, but owing to the difficulty of recharging batteries we rely chiefly on signals.

Our company began the work of underwater salvage and repair during the First Army's landings in North Africa. One of the pleasantest jobs we ever had to do was to repair the ship we'd salvaged in England. The ship had been damaged; we dived, repaired the damage with a timber patch, pumped out the water, the ship was refloated and later towed to Gibraltar.

Another interesting job at Algiers occurred when a part of the Intelligence Corps officers ran their car into a ditch. They came to us and stated that there were some valuable documents inside the car, and could we salvage them? It took us two hours to locate the car and get the officers back with a small mobile crane which is part ofistance. The car was hoisted into a small crane, and we were able to handle the leather case containing the documents. They were still readable.

At Algiers a ship blew up which was being loaded with German ammunition for dispatch to England. The explosion blasted a considerable part of the quayside. The walls were constructed of cement blocks weighing a hundred and sixty tons each, and our job was to swing the blocks by crane and drop them below water. The clear water made this job fairly easy.

At Bône we patched up a destroyer and several merchant ships. At La Genoliera, the port for Tunis, we patched the quayside which had been damaged by bombing; and also widened the canal so that coalcraft could supply their troops finishing off the Germans in Cap Bon, ship passage through it. We widened this by digging charges of German ammunition under the canal for the British.

We had a few minor jobs in Sousse and Bizert, but our biggest job was at Naples. The Italians had left, and for some time, huge cement tanks which had sprung a leak and sunk in the harbour. We repaired the leaks with tarred rope and pumped them clear, when they floated to the surface. We also salvaged a floating crane by patching up its pontoon, pumping out the water, fitting air valves to the pontoon, attaching tubes, and blowing in compressed air.

And then to Anzio. We arrived there three days after the initial landings and were below water, working on a sunken landing craft, when Jerry came over and bombed the port. The bombs fell in the sea a mile away from shore and killed one man. General Gourley's conception being twelve times magnified under water it was like getting a crack on the head with a hammer. The main problem at Anzio was the mud. You sank in up to your chest. By pressing the air valve you made yourself more buoyant, but you had to take care you didn't float through the surface. On a hard bottom, of course, you travel heavy.

Our first diving job was to salvage two tugs. We did this at low tide, using two converted Thames barges either side of the tugs. From the barges we passed slings under the keels of the tugs, burrowing in the mud and thumping the tugs through a shallow hole. At high tide the tugs rose on their slings, and a bulker, working from the land, hauled the barges and the tugs ashore.

We had a rush job there when we were called out to unravel a steel cable which had frayed a merchantman's propeller. The ship had to sail that night. It was dark, and we had to do everything by touch. Half-way through the work a smoke-screen was put down, and although we were only two tugs from another ship we couldn't see it. Jerry came over and bombed the port. The captain of the ship gave orders for us to abandon the work, and we had to cut for it to reach the quay.

For hours, by the way, fog and dark and drabbed, we tossed backwards and forwards in the harbour trying to get home. A very small vessel with no friendly shore below was shining out to us. After an hour and a half without any response of the English, we thought we must to the French. We did, and at last we got a response. An angry voice yelled back: "Is there nobody here who can bloody well speak English?"

**Our Diary of the War**

**October 10, Thursday**


**October 11, Friday**

**1.45 a.m.** Air.—British aircraft attacked R.A.F. bases at Plymouth, Exeter, and Exmouth, by Allied aircraft. **2.15 a.m.** Air.—British aircraft attacked Genoa, Italy, by Allied aircraft.

**October 12, Saturday**


**October 13, Sunday**

**9.45 a.m.** Air.—British aircraft attacked R.A.F. bases at Plymouth, Exeter, and Exmouth, by Allied aircraft. **2.15 a.m.** Air.—British aircraft attacked Genoa, Italy, by Allied aircraft.

**October 14, Monday**

THE WAR IN THE AIR

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

A MERICAN naval aviation fighting from carriers, with Super-Fortress bombers based on China operating in strategic collaboration, carried the war in the Pacific into the Philippine Is., where United States forces landed on Leyte island on October 20, 1944. The Japanese, evidently expecting the first landing to be on Luzon or Mindanao—the two largest islands in the group—were taken by surprise.

The cause of their surprise was the heavy pre-invasion air assault against targets in Mindanao, Luzon, Formosa, and the Ryukyu islands, which concentrated on gun positions, vehicle convoys and shipping at Leyte island only in the final 48 hours. At Leyte island 80 aircraft were destroyed on the ground and four in combat.

The attacks against Formosa began on October 11. The Japanese reported that 1,100 U.S. aircraft, including the Super-Fortresses, were engaged. By October 16 the island had had five raids, in which he bombers smashed harbours, dockyards, industrial buildings, oil stores and shore defences. The Super-Fortresses were flying at shorter ranges than when they attacked targets in Kyushu, southernmost island of Japan proper, and so carried heavier bomb loads, the heaviest they have yet transported. In the first five days Admiral Nimitz reported over 700 enemy aircraft destroyed in the air and on the ground and 43 ships sunk. The success of the Super-Fortresses is reflected in the allocation to them of first priority in man-power and materials in the U.S.A., where five factories now make the complete aircraft with hundreds of sub-contractors to feed them with parts.

The attack on the Philippines is the natural strategic consequence of the Japanese defeat in New Guinea, the Moluccas, and Palau islands. It conforms to a recognized tactical approach to China and Japan proper. In the air it has already had the effect of inflicting unparalleled losses on the Japanese through the dual air assault from the sea and the Asiatic mainland. From airfields in the Philippines the American and Australian air forces will be able to deal devastating blows at Japan's communications lifeline to the Netherlands East Indies, Malay and Burma. The Japanese can be expected to fight desperately to hold on to the Philippines, but the seizure of airfields in Leyte will give the Allies the opportunity to use their air power with smashing effect against any of the islands in the group in support of surface forces; and by October 21 the airfield at Tacloban was captured.

Meanwhile, an interesting air command change was the appointment on October 15, 1944, of Air Chief Marshal Sir Trafford Leigh-Mallory to be Air Officer C-in-C, South East Asia, vice Air Chief Marshal Sir Richard Peirse. The new Air C-in-C, under Admiral Lord Louis Mountbatten, is primed with the latest battle experience from the invasion of France. His appointment may be the prelude to greater air and surface activity from the west against the Japanese in Burma, Malaya, the Nicobar and Andaman islands, and Sumatra.

Europe strategic and tactical air blows have increased in violence. On October 14 and 15, within eighteen hours, more than 10,000 tons of bombs, including 500 aerodromes, fell on Duisburg, greatest inland port in Europe. This blow by Bomber Command was a combined daylight and night assault programme. The first attack, made in daylight by a powerful force, dropped 4,500 tons of bombs in 25 minutes: 14 Lancasters, about one per cent of the force, were lost. At night more than 1,500 Lancaster and Halifax bombers dropped the remainder of the 10,000 tons; eight bombers were lost.

Bomber Command uses a new armour- piercing delayed-action 12,000-lb. bomb for special targets. One scored a direct hit on the battleship Tirpitz during the Lancastor attack from the Archangel base. The wrecking of the Brest submarine pens 12-l.f. reinforced concrete roof (see illus., page 327) was due to this missile. It was used to burst dykes on Walcheren (see illus., page 380). It was used against the Kemsb dam across the Rhine near Mulhouse on October 7 with success. On October 15 a Lancaster squadron escorted by Mustang fighters of A.D.G.B. (now reverted to its former title of Fighter Command) attacked shortly before 10 a.m. the Sorpe dam, the third Rhine dam not breached by Wing Commander Gibson's special force on May 16, 1943. (See pp. 24 and 25, Vol. 7.)

Direct hits with the A.P., 12,000-lb. bomb were scored in a couple of dams. So far there has been no report of reconnaissance aircraft confirming the breaching of this dam: which is of unusual construction, having an immense thickness of concrete. It will be interesting to learn whether the new bombs have breached it, or if this attack, like Gibson's, failed to do so. The Sorpe dam appears to be a model for structural engineers to study if it should withstand the height of the new R.A.F. "earthquake" bomb, as Air Chief Marshal Sir Arthur Harris is said to have christened it.

TWENTY-FIVE Thousand Casualties
Saved by 1st Airborne Army

General Dempsey, commanding the forces fighting in the Nijmegen salient, conveying his thanks to the American airborne troops of the 1st Airborne Army, said that the air support of that Army saved him a minimum of 25,000 casualties. The 1st Airborne Army was revealed as the 1st British Airborne Division, the 82nd and 101st U.S. Divisions and one Polish Brigade, equipped with both British and U.S. tanks. The Duke of Cornwall's Light Infantry were in the spearhead of the surface force that tried to relieve the British Division at Arnhem. Arnhem was captured on October 20, 1944, after an American infantry assault lasting eight days from the expiration of the demand to surrender (see illus., page 395). The city had been already so heavily bombed by Bomber Command that further area bombing would have been a wasteful expenditure of the main-power employed in preparing for "drenching" bombing, and tactical air forces were used in support of the final assault. These aircraft were able to pick out individual targets, such as fortified houses, that were holding up the advance, and enable forces attempting to relieve the garrison. On October 13, German reliefs of some 5,000 troops near Wurselen were attacked by aircraft and artillery; 64 were destroyed.

Elsewhere. tactical aircraft have been engaged in disrupting enemy communications to the battlefronts. Take one example. On Sunday, October 15, the weather shut down midday, yet R.A.F. aircraft supporting Field-Marshal Montgomery's Army Group flew 834 sorties, a relatively small offensive, which nevertheless destroyed 27 railway tracks and damaged 79, cut 15 railway tracks, and destroyed five locomotives and damaged six. Work of this kind presses on, sapping the enemy's strength faster than he can rebuild it. It goes on despite the 500 m.p.h. German jet-planes that make fleeting dashes over the Allied zones. Aircraft may have to operate from strip airfields laid out on the wet ground; tents and caravans provide sleeping, eating and office accommodation.

On October 12, despite unsuitable weather, British airborne troops landed in gliders on the aerodrome west of Arnhem. They cleared landmines and made a landing strip for the supply of troops by air, and from the sea through Piraeus. Allied forces came to the aid of the Greeks who had already liberate their own ancient capital.
Parachute-Borne Fragmentation Bombs in Action

TERRIFIC DAMAGE WAS BROUGHT on Japanese airfields by U.S. Army Air Forces during a raid on Buna Island, near Capeipa, in the battle for New Guinea in July 1943. A few seconds after this photograph was taken a direct hit completely shattered the grounded and camouflaged Japanese plane in the foreground. Describing these new "parachute" bombs, General H. H. Arnold, head of the U.S. Army Air Force, declared: "They break into 1,000-1,500 pieces, each weighing about 3 oz. and having velocities up to 4,000 ft. per second." Their design enables low-flying bombing to be carried out with extraordinary accuracy.
This is the Tempest—Bomb-Killer Number One

Tempests of the R.A.F. scored outstanding successes against flying bombs, earning the title of "Bomb-Killer Number 1." A wing that had destroyed some 620 doodlebugs during the summer of 1944 was transferred to an airfield in Belgium, whence it operated against German fighters. Above, pilots of a New Zealand Tempest squadron at this airfield, their planes in the background. The Tempest is a single-engined fighter in the tradition of the Hurricane and Typhoon, designed by Sydney Camm, C.B.E., of Hawker Aircraft Ltd. (see p. 943, Vol. 1). One of the fastest fighters in service today, it is powered with a supercharged, Napier Sabre engine of 2,000 h.p. Armament consists of four 20-mm., cannon guns. The span is 41 ft.; length, 33 ft. 8 in.; height (tail down), 16 ft. 1 in. Below, a Tempest in flight; left, the nose, showing four-bladed airscrew.

Photo, British Official
Let the end of the War come soon or late, if one may judge from certain straws in the wind we shall have quite a number of those lighthearted busybodies who get a self-righteous thrill from urging the victorious Allies to deal kindly with the vanquished Hun. All of us who remember what followed the last War will have little sympathy with such futile critics who, in the years between the temporary settlement of Versailles and the Germanic revival of war, continued to play the game of the Junkers—those Junkers who we were warned would ‘cheat us yet,’ and did cheat us, and are still cheating us, and should now wave in disposing of them effectively. I have just had a recent reminder of the sort of criticism to which an editor is subjected who tries to be realistic concerning the inherent harshness of the German race to all outside its pale. The occasion was my crossing across a long and friendly letter from a Yorkshire reader, who wrote to me in September 1936, to say that he had many works edited by me on his bookshelves, and these he had treasured for years, but he had just come into possession of some volumes of the first series of The War Illustrated which I had lent him during the War, in which he was shocked to discover ‘such a lurid collection of hymns of hate against Germany’ as was which I never could possibly, and it is a sad blow indeed to me to find it coming from one who has produced such wonderful works for our people.’

As matters of fact, The War Illustrated was probably as much interested in the question of whether the Allies could maintain the peace as any of us, and I am inclined to think that the man was right in his criticism. We all have our predecessors.

M. letter from which these extracts are made was dated September 24, 1936: ‘Although even in 1914 by my letters prepared to accept your opinions that the Germans are a kindly and peaceable people do nothing better than please you and make us, with the English, might I ask you if, in common with myself, throughout the duration of the War you were in weekly touch with the German press and read the articles of people like Hitler, Hoepfner, and the rest? about the English and the French and the Belgians? You tell me that you are a friend of the German people, (which I cannot pretend to be, having only ever read about them in a fairly critical first-hand study of conditions there), and I would suggest that you should in order to get a better perspective, look over some of their wartime publications which are still to be found on the shelves. I have no doubt, of the Illustrerte Zeitung and the Berliner Tageblatt, etc. If you can discover in any of these publications any genuine sympathy and friendliness towards the British people and not the Germans, I should be prepared to bow before the severest criticism you can launch against the contents of The War Illustrated. As a matter of cold fact the anti-German tone of The War Illustrated and the World Book of War is nothing more than a trifle by comparison with the anti-British tone of certain newspapers in Germany throughout the War... in any other war in which Germany should have found herself fighting against Britain, the same measures of hate would be met out of...’

I was greatly interested to receive from a correspondent in Italy, Corporal T. M. Burgess, a copy of The War Illustrated, dated February 16, 1918, which had been handed to him by an Italian civilian when he was passing through a town ‘somewhere in Italy.’ This particular issue of The War Illustrated had been very carefully preserved for no less than twenty-six years, a fact which, Corporal Burgess remarks, ‘shook me.’ According to my correspondent, it went the rounds of all his compatriots in arms, who were amazed at its age and the slightly different goings-on it recorded compared with what we are experiencing here today.’ But what most interested me, as its editor, was the fact that my correspondent had just received, in the midst of all the confusion of the War in Italy, a recent number of its present-day successor! I could write a whole page about the contents of that copy of February 16, 1918 (it was No. 183, by the way), but can find space here to quote only a few lines from a page-article which I had personally written on a book by General von Freytag-Loringhoven, entitled ‘The Deductions from the World War,’ wherein that now-forgotten military critic had written: ‘In the future, as in the past, the German people will have to seek firm cohesion in its glorious Army and in its imperial youth Fleet.

My own concluding remarks upon this menacing book, which all Germany was reading at the time, was that Fuehrer was himself an unknown corporal in that “glorious Army” which, eight days later, to be forced to surrender, was worth reprinting today:

‘...anyone tells you that German militarism is showing signs of exhaustion, you will do that person a service by asking him to read this frank study of the military mind of Germany’s foremost military writer, who, I think he be when it suits him to lie, does not hesitate to tell the truth about the men by which he has been trained, and which he is bent on teaching Germany of today for its wars of the future.’

Surely the Allies will see to it this time that what we have disposed of this “glorious Army” for a second time in twenty-six years will be rendered impotent to renew its evil powers within another quarter of a century. I say ‘surely,’ but at the moment the only wish of most of us is to get the Hun out of France. I know that it is not a very friendly critic in 1936 is far from reassuring.

How wasteful war can be illustrated by the final reckoning of the number of ships fired by the Germans from their long-range Channel guns on the French coast from the time they began in 1940 to September 1944 when they were captured. The total weight of ships dropped into Dover and Folkestone and other places near by was 3,700 tons. Of course, they did a lot of damage, but they did not achieve the Hun we had of winning by one ounce. They did not keep convoys out of the Dardanelles. Our merchant ships went up and down all the time. So far as the result of the war is concerned, they had no effect whatever. Some 3,700 tons of ships were utterly wasted.

While the problem of tips to waiters is under discussion, some people hold that you could not make out them and others advocating the addition of a percentage to every bill. Another difficulty of the same nature is worrying many shopkeepers. Numbers of customers, they seem, are so anxious to get a little bit extra of this or the other that they offer tips to the shop assistant, as if this is an expected trick in every way. It is an attempt to get the better of other customers by underhand means and it is putting temptation in the way of the shop assistant which, if he yields to it, makes him liable to be dismissed on the spot. For in the event of a tip being taken and the fact coming to the knowledge of the police, the assistant and the customer would both be liable to prosecution under the Prevention of Corruption Act. That many shopkeepers do themselves favour certain customers cannot be doubted. The problem is...under the counter and producing them only when certain favours are asked for. The trick is sufficient proof. If a shopkeeper is bound to sell what a customer asks for, supposing he has it, then it must be an offence against the law to refuse. Yet there is much to be said for the shopkeeper who reserves goods for regular customers rather than those who drift about picking up what they can.

I wonder how many listeners to the B.B.C. heard the remedial measures for the direct broadcasts from the Front? When you hear the distinct but lively tones of Major Lewis Hastings giving his informative commentary on the latest events, do you not find it a relief from the untried voices of the war reporters and all the whistlings,growlings and grumblings that some come with them? I feel grateful every time the announcer says ‘...we are reading this report. But I suppose there are people who like to feel they are hearing what comes straight from the battlefield. Well, these men have...been given there is no fault whatever to be found. The men’s welfare matters now may be found in that job. It is not their business to cultivate smooth radio voices, and they cannot prevent the babble that accompanies their stories. To hear the actual words spoken by General Eisenhower and General Montgomery is something none of us would care to miss. Then there is another thing. Too many people are too ambitious. But there has been too much “activity” for me in the war reports generally. It too frequently defeats its own object.
Climbing a Mountain Pass to Victory in Italy

THE MURAGLIONE PASS, 24 miles north-east of Florence and on the highway to Bologna, within eight miles of which city the 5th Army was reported to be engaged in bitter fighting on October 24, 1944, proved hard going for our transport. Stretching on both sides of the mountains have been demolished by the enemy and British engineers have been working for the cleanup of the road in order for the slow-packed streams of traffic moving up to the front.

Photo. British Official