ON BOARD THE "BLIGHTY EXPRESS." London-bound from a southern port, men of the British Army of Liberation, aided by the anti-vice Staff, celebrated in the buffet car the beginning of their 7 days home leave (the first since Bullec), which begins on January 1, 1945. Leave was belated for many units serving in France, Belgium and Holland. To be eligible a soldier must have served abroad for six months. Special trains equipped with canteens were run from the landing ports.
Our Roving Camera Greets the Home-Leave Men

First batch of D-Day men on D-Day's home leave raised a mighty cheer as the transport docked at a quayside port on the night of January 1, 1945. Of the ship, a daughter of 'dunedin, New Zealand, who had brought her father home on leave, and who left for Australia. Her mother, Mrs. H. Reinhold, is seen with her child.
THE BATTLE FRONTS


Von Rundstedt's offensive has been a severe shock to our complacency, but I think I can claim that I was not unduly optimistic when a fortnight ago I wrote that I expected that his success would be short-lived. In the first week of the New Year it became evident that he had definitely failed to achieve any of the more ambitious objects he may have had. He struck us a heavy blow and won us nothing back in some confusion, as Field-Marshal Montgomery has admitted, but our recovery has been rapid. There can be no doubt that Rundstedt had pinned his hopes on the success of his initial blow, for which he had used his best troops and practically the whole of his strategic reserve, made as strong as possible. But presumably he had made up his mind to make subsidiary attacks to exploit success when the Allies were compelled to suspend their previous offensive operations and to use their reserves in counter-measures against his main thrust.

For such subsidiary attacks his troops that had been on the defensive could then turn to the offensive, utilizing their local reserves which it would not have been safe to withdraw to take part in the major operation. That is exactly what has occurred against the U.S. 7th Army in the Palatinate, where a subsidiary offensive, although owing to the failure of his main offensive it is probably designed rather to limit the Allied counter-measures than to exploit the initial success in the Ardennes.

At the time I wrote Rundstedt, aided by the weather, which has reduced air co-operation to a minimum, is withdrawing under pressure in the Ardennes salient, but his subsidiary offensive in the Palatinate, though it has been checked, has not definitely been brought to a standstill. The situation which naturally invites speculation is, will it be now or later? Will he revert to the defensive, withdrawing to the border salient as he has already done, or will he continue to push on his main forces, this time to a more ambitious end? There is no answer to be given. If he goes on he is likely to be caught by Montgomery on the Ruhr front, perhaps before the end of the month, this time against a front as strong as any he has ever fought.

Looking for Opportunity to Catch Montgomery on the Ruhr Front

The terrain is highly defensible, and the defence is being increasingly confused to industrial fortresses. His only hope is to win time by withdrawing his armoured formations southward to the Ruhr valley, and the Allied forces are already in this position.

In Athenes, before the guns between the U.S. Army and Yugo-Greek forces. Photo, British Official

I imagine many people wondered why a counter-offensive on this flank was not synchronized with General Patton’s drive to the Rhine. But it must now be recognized that not only had the situation to be stabilized in General Hodges’ 1st Army front which had borne the weight of Rundstedt’s attack, but that the development of counter-measures in the U.S. Army front, and the assembly of forces to prevent a striking force involved difficult movements across congested lines of communication at the danger point.

Under separate commands. The obvious necessity of placing the whole operation under a single command has been realized by General Eisenhower, and it is being carried through in as expeditious a manner as possible. But here, there and everywhere, without confusion, gives proof of clear thinking and admirable staff work. In General Patton’s case the problem was simpler, because he was employing his own resources. Nevertheless, his change of front and delivery of attack in a new direction to promptly was an outstanding feat.

Rundstedt has, of course, succeeded in so far as he has disturbed General Eisenhower’s original plans and compelled him to continue his previous offensives on the Ruhr and Saar fronts. But the Allies are now engaged in a new offensive. A large part of Rundstedt’s strategic reserve has already been expended, and what remains is still committed to a fight from which he may find it difficult to disengage. His losses, already heavy, may therefor be continued to mount rapidly. This might be compensated to some extent by a reduction in the rate of attrition on the Ruhr and Saar fronts, but replacement of the high-class personnel and specialist equipment that has been picked out must become increasingly difficult as the winter advances.

Hungary they used them prodigally in a bold attempt to rescue the remains of the Budapest garrison, apparently mainly with the object of avoiding the loss of prestige, and this might well have the effect of regularizing the situation. They halted the attack in the Saar and threatened to advance in the Saar, but this scheme was then dropped.

There was considerable consternation at the news of the German offensive, and the reaction was caused by the loss of a great deal of equipment and personnel.

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Winter Camouflage for Monty's Men and Armour

Snow suits were a general issue for U.S. troops serving under Field Marshal Montgomery during the fighting back of the German's Ardennes "bogey", the western eye-witness of which was sealed off by the capture of Aachen on December 21, 1944. A further bulge on January 16, 1945, seemed as if it would be harder for the wily Hun to spot against the wintry background, a tank near whitewashed his M-4 Sherman (below).
Snow and Rain Saved the Hun in the Lowlands

FOUR WEATHER IN ALL ITS FORMS, ranging from torrential rains to blinding blizzards, held up Allied operations in Holland and Belgium from early December 1944 until the capture of Liége. The Nazis' defensive network in the Ardennes collapsed on January 11, 1945, in Eindhoven, Holland, where our "Water Wagons" efficiently serviced fighter and bomber units, unloaded their tanks, and cleared the snow from Mitchell medium bombers on a chilly airfield in Belgium.
Australia's mammoth newreira dock at Sydney, vast enough to hold the mightiest ships whose days have begun to wane, will produce a play of importance. She will be a 1500-tonne dock for the Royal Australian Navy. One of the things that will be seen is the steel propellers made in steel. The number of men and women who have worked on this project is over 10,000. When completed, the dock will cost about £5,000,000 and will make Sydney one of the foremost centres of world trade after the war.

Photo: Royal Australian Navy
THE WAR AT SEA

by Francis E. McMurtrie

improbable that more than one, or possibly two, would be accommodated in a single submarine. Certainly the Germans have been showing greater under-water activity of late, more U-boats having been encountered in the Atlantic during December than for some time past. It is probable that they can still dispose of at least 300 submarines, though all may not be of the latest "meat-eating type." A certain percentage have been fitted with the special arrangement of anti-take and exhaust pipes known as the "snorkel," of which the enemy have boasted so often lately. According to some accounts, these not only enable the batteries of a submarine to be recharged without coming to the surface but have given her the ability to move under water at higher speed.

Thus this device enable U-boats to evade observation it is improbable that it will give them much advantage, for it is more in the nature of a defensive measure than an offensive one. For the time being it is possible that the hunting of U-boats may become a somewhat longer and more difficult job; even if the enemy boats that U-boats can now remain submerged for as long as a month be true, it is not going to help the German much in the long run. Submarine crews that are always arming to keep below water in case they may be spotted are scarcely likely to become enthusiastic for attack. Those with the most encouraging captains will take greater risks and then will have a shorter life, leaving the cautious still more inclined to evade tactics. That the Japanese Navy is not the only enemy with which Allied naval forces have to contend in the Pacific is shown by the announcement earlier this month that three U.S. destroyers had been lost in a typhoon in the Western Pacific. One of these, the Spencer, of 3,000 tons, was launched as recently as 1942. She was one of over 150 vessels of the Fletcher type, armed with five 5-inch and several smaller guns, besides depth charges and ten torpedo tubes. Her complement numbered about 250 officers and men. The other two destroyers, the

ICER-COVERED DESTROYER on enemy duty in Bering Sea. The crew are seen supplying fuel oil to a damaged vessel.

Hull and Mananaugh, were sister ships of 1,395 tons, launched during 1934-35. They have four 5-inch guns and eight torpedoes tube, and a complement of over 200 each.

Tens are not the first United States warships lost in heavy weather during the present war. In the Atlantic, the hurricane of September 12-13 last year destroyed two destroyers, the Harwood and the Keene, of 1,430 tons, two Coast Guard vessels and a small midget-submarine, the YMS 489, founded. In February 1942, an older destroyer, the Trenton, of 1,196 tons, was wrecked off a coast of Newfoundland, together with the supply ship Pelios. Early in 1943 a converted midget-submarine, the Nightingale, was lost in a gale off the coast of Oregon ; and in the name region another submarine, the YMS 133, captured a few weeks afterwards. Two motor torpedo-boats, PT 31 and PT 13, were work through running on to reefs in the Philippines during January and February 1942, and a submarine rescue vessel, the Macaw, met her end through striking a coral reef in the Pacific in February 1944. In June 1942, the storeship Capevil was lost in unreported circumstances off Naraigarrig. A small Coast Guard cutter, the Wilcox, founded in a gale off the Atlantic seaboard in September 1943. With a fleet (including landing craft) of some 8,000 units, it is inevitable that a certain number of such casualties should occur.

SUBMARINE-Launched Flying-Bombs

With New York as the Target?

Further evidence of enemy weakness at sea is the fact that a convoy of 200 transports intercepted by U.S.S. aircraft off Comoros Bay, Indochina, was protected by a slender escort of destroyers and smaller craft, headed by one of the seaplane training ships of the Katori class, which was bombed and sunk. These are ships of 3,800 tons, with a speed of 18 knots and an armament of four 5-inch guns and two 5-inch anti-aircraft weapons. The Singapore naval base has been heavily raided by Allied bombers, which also attacked Penang, second city of the Straits Settlements.

Some apprehension has been aroused on the Atlantic seaboard of the United States as the result of a statement made by Admiral Japin in the effect that New York might be attacked by flying bombs from the sea within the next month or two. Though precautions are being taken by the Navy Department, there has since been a good deal of speculation on the subject. It would not be impossible for flying bombs to be launched from a submarine, though from the point of view of weather the ease of striking New York would seem to be a somewhat futile proceeding. Bombs could be dropped at some form of hangar deck, as has been done with aircraft in British and Japanese submarines. It is
Proud Record of the Royal Australian Navy

Despite the outbreak of war in 1939, vessels of the R.A.N. have been vigorously assiduating the enemy. Great renown has come to many of her ships, especially by way of Mediterranean exploits; but, of ARMISTICE BALL, this writer—speaking on that war episode—much remains to be written. The great story of the war may be told in the future. Meanwhile, the R.A.N. is fighting in the Pacific, where today the R.A.N. is fighting against enemy forces.

Two "Tribal" class destroyers figure prominently in the attack on Arawe, New Britain. The assault transport foreign unions, landing parties, 20000 men and equipment, was the occupation of Arawe. The "Tribal" class destroyers were serving with the Eastern Fleet and took part in the attack on Rabaul, New Britain. The destroyers were assigned to the R.A.N. in the Pacific, after a highly successful record in the Mediterranean. The R.A.N. has lost the principal ship of the "Tribal" class, and it is expected that its loss will be regretted by the Pacific fleet.

Famous Battle of the Java Sea

During January 1942 the cruisers Perth and Hobart, the deep water minesweepers Balistil and Icedove, and the minesweeper Barkly, together with three destroyers, were operating in the Java Sea. On January 27th the Dutch fleet, consisting of the battle cruiser Java and the cruisers Admiral Tromp, Prinsess Irene, and Slavise, was attacked by the Japanese fleet under the command of Vice-Admiral A. Date. The battle lasted for several hours, and the Java was sunk. The Prinsess Irene and the Slavise were also sunk.

Despite the loss of the Java, the R.A.N. was able to supply forces in the Java area with much-needed supplies.

The Java Sea battle was a major engagement in the Pacific War, and it marked the beginning of the end for the Dutch navy. The loss of the Java and the Prinsess Irene was a severe blow to the Dutch navy, and it was forced to withdraw from the Java Sea.

Batavia Has Joined Her Sisters

During the last few months of the war, the R.A.N. has returned to service in Pacific waters—Norman, Napier, and Nissho from the Indian Ocean, and merchantmen such as the Thai, Jindo, and Lusitania, which played useful work in the Mediterranean. One of the latter, HMAS Dunbar, played a key role in the operation of 20,000 men and equipment, was the occupation of Arawe. The "Tribal" class destroyers were serving with the Eastern Fleet and took part in the attack on Rabaul, New Britain. The destroyers were assigned to the R.A.N. in the Pacific, after a highly successful record in the Mediterranean. The R.A.N. has lost the principal ship of the "Tribal" class, and it is expected that its loss will be regretted by the Pacific fleet.

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Aussies Prepare to Erase Japs from the Pacific

ALREADY FAMOUS IN ACHIEVEMENT the Royal Australian Navy (see facing page), is preparing for the final show-down with the Japanese. Taking training on the “jimmy” shore defence (1) is a Cape-class craft. (2) A new ship is built at the dockyard with the 38-metre machine gun (3). The new ship is about to be launched. (4) A new ship built at the dockyard with the 38-metre machine gun (5). H.M.A.S. Clinton, commander of the Pacific area (6). The new ship is about to be launched.
New Line-Up of Armies to Crack Belgian Bulge

ACROSS THE ARDENNES SNOWS, U.S. troops, not yet issued with winter camouflage (see page 186), approach the front-line. [1. British infantry—who, with armoured cars and artillery, have been providing the main fighting effort—already for the order to advance to Marche 21. Field Marshal Montgomery (2), after taking over the U.S. 1st and 9th Armies in the south in December 1944, with his generals. Left to right, Lord, Gen. Sir Miles Dempsey, C.O.C. British 1st Army; Gen. Sir Claudtermin. (3), 7th Army; Lt. Gen. H. H. Arnold, 9th Army; Lt. Gen. John C. H. Lee, 1st Army.] The Allies were pressing their forces on U.S. Army right flank, a crossroads, called the Bulge, had been reached. Forces of the U.S. 1st and 9th Armies, approaching from the north, had been successfully entered Luxembourg, critical point of the bulge, as January 26th. (See map p. 577)

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Gay Setting for Our Troops on Paris Leave

PALATIAL DINING-ROOM OF THE GRAND HOTEL, PARIS, provides a delectable change for our fighting men on leave. They have been using it since the building was transferred into the hands of the Liberty Loan Commission. During the German occupation it was used for banquets, but is now to be taken by dining clubs. A French army trainer in Paris, who has been a frequent guest, says it is quite an imagination of the invaders.
The Price Norway Is Paying for Her Liberation

After nearly five years of Nazi aggression and exploitation a piece of Norway almost as big as Scotland is being freed. But the cost of this newly-won liberty is high indeed, and how Norwegians are struggling to restore some semblance of normal life to their ruthlessly devastated country is told by H. B. NYQUIST in this article specially written for "The War Illustrated."

The liberation of Norway is not yet complete. While the German forces are in retreat, the fighting is going on in the north, and Luftwaffe bases from which attacks were made against the Russian-bombed convoys. When this port fell after a brilliant Russian counter-attack, Rendsbu, the German general who brought his Legend to a boil of about eight troops out of Finland, knew that his position in Finland had now become untenable. The Red Army was advancing right across Finland, which has an almost uninhabited frontier with Norway, and unless the Germans could pull right out of Finland and North Norway they would be in danger of being cut off. Complete evacuation and a ruthless scorched-earth policy was ordered. No shelter was to be left anywhere.

Thus were not depopulated by the Red Army. Troops were ordered to make complete evacuation. Naziinding was at its height during this evacuation. Norwegian troops were forced, just for the delight of the Germans, to watch their horses was shot, and many who had managed to escape to the mountains were later hounded down and taken away. During the forced marches, searched between Norwegian troops in wagons and trucks, many Norwegians were rounded up, hundreds of thousands of them, and the whole country faced the rigors of days of forced marching through snow storm, and at times, through wind and fierce snowstorms. That is, what happened all the way from Vosch to Troms. It was in this Finnish that the Tirpitz met her fate (see page 471).

Tromsö was the first assembly point, but the evacuation and deprivation has been for no means eased here. Thousands of Norwegian are being buried further south, and 30,000 are threatened. Meanwhile, all these German officers are not to hold the Lofoten line believe to be passing toward the Faroese. A part of this Norwegian occupation the most northerly railroad in Norway. The Norwegian forces compound the area of 400,000 square miles, but those who are and are needed are being taken back to Germany to defend the Fatherland.

Mr. PERE WOLD, Norwegian Minister of Justice and Second Minister of the Norwegian Government, in his interview in Eastern Norway, Norway's primary concern is to get Norwegian troops home. There could be used by the Russians—or the Norwegian civilians: all food stocks, all boots, all cattle which could not be carried away as loot were to be destroyed.

The Germans were in such a hurry to get back to Norway, however, that they did not have time to do all things thoroughly. They killed Kirkenes before they left—only 26 hours after landing—and they destroyed the ironworks there (the damage to these works alone has since been estimated at over three million pounds). But the majority of the Norwegian civilians there escaped deportation. When the battle had approached, these people fled to the mining at Bjørnafjord, some miles outside Kirkenes, or in the countryside. Of those who could be rounded up immediately—such as prisoners of war satellite workers—were driven westward with the retreating army.

Between 15,000 and 22,000 Norwegian civilians in Eastern Finland escaped and hid their flags among the many people, but the German soldiers as liberated, and then helped them in every possible way to continue their advance. The Germans pushed westward, and as they put some distance between themselves and the Russians their pace slowed and with decisive precision they began to destroy, loot, and round-up civilians. At every fishing port they reached they commandeered all seaworthy craft, and into them they packed as much wat equip.
Retreating Nazis in Finmark Burn and Destroy

In Norway's northernmost province of Finnmark (see map), German forces burned the town of Kirkenes to the ground. The Red Army advancing through Finland after the capture of Kirkenes on January 3rd, has taken and burned Kirkenes, which was a German naval and military base. The German forces have destroyed the town entirely.

For 41 years the Germans' biggest Arctic base, Kirkenes, served all the Arctic, and was considered one of the world's most impregnable forts. Of the 30,000 men who fought for the city, 29,000 per cent of Norway's own men, and a host of Allied forces, were killed, wounded or captured. The town was left standing as a monument to the German rearguards. The Norwegian forces were reported on Jan. 27, 1945, to have captured Kirkenes and to have captured the airfield at Honningsvåg.

From Norwegian official sources.
VIEWS & REVIEWS

Of Vital War Books

by Hamish...[rest of text cut off]

The Australian Army at War

made on me then, before I had been with them twelve hours, was caused by the enormous amount of tea they drank. The first thing in the morning, tea last thing at night, tea at every meal and between meals. I had never seen anything like it—not even in Yorkshire. The old type of British Tommy, the Malvavisms and Leavoyds and Orikesses of Kipling’s great book, Soldiers Three, would have sneered at this. But if they had gone on into action with the Aussies, if they had been on patrol with them in No Man’s Land on pitch-black nights, if they had gone with them to carry out the order, “Get some German prisoners!” and seen how they burst into the enemy trenches and secured the prize, from whom information was wanted—they wouldn’t have sneered then; they would have had enthusiasm with that, like Alan Brock, in Stevenson’s Kidnapp...every one was a ‘bonny fighter.’

They seemed to know by instinct what to do. That was largely the explanation of what appeared to some observers of the old school to be discipline. Partly this was due to the absence among them of those stiff and stupid class distinctions which in so many cases keep officers and men apart. The Australian officer is like one of those people who live by virtue of being in business or in industry, in a street-running plant or a shipbuilding yard. While they are on the job they exact instant obedience to orders, but off duty they put on no airs; they do not assume airs of social superiority; they are just men. This works well in the old school where there is a marked class distinction. It holds also in the Russian army, that I should like to see it followed everywhere.

But, as I have suggested, it is partly the Australian soldier’s instinct for knowing what to do which accounts for the less discipline. The Australian is a good judge of people and a great judge of animals. Once he had an amusing experience of the Aussie’s ability to deal with any situation. Some British soldiers had secured a sheep’s carcass; they were hungry, the meat was in good condition—but they had no idea what do with the sheep in order to get their teeth into that meat. A few Australians happened along. Instantly they got to work, and within an hour or two a savoury stew was ready.

It is not altogether a result of wider experience. It owes a good deal to the sublime self-confidence of the Australian. He believes he can do anything and if you believe that strongly enough you can. The Aussies don’t sit down before obstacles. Sometimes they don’t take enough time considering how best the impediment can be cleared away. They just go in and clear it away. In the jungle fighting on New Guinea this “dash-and-bend—damn-to-hell!” spirit was vastly effective. No matter how toughly the Japanese tried to defend themselves, they could give way in time after time until the threat of an invasion of Australia had been finally removed.

The battle of Gorazdi, which gave to the country its first taste of bitter jungle war in the name of Death Valley.” Five hundred Japanese dugouts were found and a dozen killed before the tree line died there. Their lines of communication were systematically cut in several places, and then came the Australian counterstroke, a series of night-time, almost continual close-in fighting. The heavy mortars used and 150 Japanese protected by earthworks were killed in the first charge. Then followed the mop-up and enslavement and destruction of pockets, trapping and annihilating an enemy who was still vicious when cornered.

The struggle across the Owen Stanley Range will be for ever famous in Australian history—and in the history of the British Commonwealth of Nations. As at Alamein, the Australian troops accomplished the impossible. They had Nature against them as well as the enemy. Whether in the mountains or on the coast when they had surmounted the ridge, everything in the way of weather and other natural conditions hampered and attacked them. Do you remember a day after day at one period, which now seems far back, we used to hear of the Bunda Gona, beach strongholds which were hard to get past? No wonder they repulsed the Japanese. The Japanese method of fighting was to try to hold their earthworks and pill-boxes in the construction of which they had put in twenty feet of earth up to a foot in diameter formed cover for concrete blockhouses, where they were able to stand from 25-pounders.

In the first twenty thousand miles of coast there were twelve thousand miles of coast and almost the whole population was settled in the north, north and southeast regions. The part of the country where there were suitable harbors had a dearth of people; sparsely inhabited and distances were enormous. That was the main strategy contemplated meeting the Japanese where they really coming in the light from the Australian mainland.

That invasion never came and has been brilliantly put into operation. When the Japanese are at last defeated, of all the events the earlier part of their discomfiting certainly go to the Australian Army and Air Force.
Battle Trails in Icy Skies

In support of Allied ground operations against Von Rundstedt, R.A.F. Bomber Command—despite widespread fog and bad weather—dropped nearly 3,000 tons during the first week of the breakthrough, from Dec. 17, 1944, and 14,000 tons from Dec. 28 to 31. Nourishing from targets deep in Germany, a flight of B-17s returning to the U.S. for a refueling stop at their own airfield, came down on the U.S.A. 8th Air Force heavy bomber base (above) guided by flares arching into the bitter sky and by ground lights and welcome signals from the control tower. Fortresses are ready to take the air.

Our attacking fighters and bombers frequently return these winter days with airframes ice-encrust, ground-cross, churning away the frozen burden as machines touch down. Silhouetted in the icy evening sky (right) streaked with vaporous trails from allied and enemy planes engaged in a dog fight on Christmas Day, this American A.A. battery waited to pick off an incoming target.

Photo, P.H.A., U.S. Armed Forces
German Breakthrough in the Belgian Ardennes—

Field Marshal Montgomery declared on Jan. 7, 1945, that Von Rundstedt's invading forces were "now being written off." U.S. tank destroyers (1) passed the Bastogne area as American troops fought slowly into the German salient. Dashingly tank commander of the U.S. 3rd Army, Lieut.-Col. Geoffrey A. Ambrose, standing in front of his tank (2) gives orders through the "mike" during the drive into Bastogne, whose defenders were provided with food and munitions by air (3).

—Stemmed on South Flank by Gen. Patton's Men

Covering the lower arc of the enemy's bulge driven into the American lines in Belgium on Dec. 16, 1944, the 4th Armored Division of Gen. Patton's U.S. 3rd Army smashed through from the south and on Dec. 27 relieved the elements of three divisions trapped in Bastogne for eight days. Parachutes were used to supply them; containers are seen (4) still attached. Vehicles of the relieving division lined up in the town square (5). An American corporal repairs a puncture in a tire of his jeep (6).
Burma's Chindwin Crossed

Climbing weeks of vast unreported advances by Allied troops on all sectors of the Burma front. An important link-up was effected by the crossing of the Upper Chindwin River, near Lethaung, on Nov. 17 by British and Indian troops of the 1st Corps. Pushing east, these cossack forces linked with the 26th British Division during the week ending Dec. 1. Between those dates the 3rd Corps captured vital bridges and cut off the railway. Preparing for the coming (left) that won the Chindwin bridgehead, with mules, horses and jeeps lined up on the bank. Troops of a Welsh regiment safety over (below).

Photos, British Official.
I Helped the 14th Army in Burma to Laugh

Write to them as frequently as possible. Send them newspapers and magazines, neckblades and shaving soap and toothpaste. This urgent suggestion is offered to relatives and friends of the 14th Army by the great-hearted colonel STANLEY STEPHENS, who has been among the men and has written this light-hearted chronicle specially for "The Friends.

On March 2, 1944, under the light of a full moon, a bowser-hatted comedian, the tank transporters at a stage, was giving a show to 5,000 assorted fighting men in a certain Milestone on the Imphal-Kohima road. Fifteen weeks later, to the day, our audience was the 4th Corps, driving north from Imphal, met the 14th Army, marching south in impetus. The Japanese dream of a speedy conquest of India had been shattered. General Slim's 14th Army had won a great victory. Something the Japanese had never done before, 10,000 Japanese, notably the idea that the foe was invincible in its own chosen terrain of the jungle.

What sort of men are these who so deftly smashed the enemy? It has been my privilege, as that bowser-hatted comedian, to do a hundred shows before a hundred thousand of the 14th Army. From Calcutta I flew direct to Imphal, using a balsa as headquarters for several weeks. Here I met the B.O.R. (British Other Rank), which initially distinguished him from the L.R.O. (Indian Other Rank).

In the Jungle for Thirty Months

Exposure to sun and air has turned them the colour of teak, and they are as tough. It's an individual war out there; personal initiative counts more than anything. No overwhelming artillery barrage precedes the attack. The enemy must be winkled out of his bunkers by hand-to-hand fighting of the clock-and-despair variety. The Japs is a fanatical warrior who will spill his own blood for his Emperor; and with the co-operation of the 14th Army many thousands of them have realized that ambition. And rather than surrender, the "Jap" commits hara-kiri by blowing himself up with one of his own grenades.

"Smile Awhile," the first E.N.S.A. outfit to play the 14th Army, had to wait a year and a half that suits worked on the Imphal sector. We operated, often, in the 30-degree heat of the jungle, and we've worn the mud of bamboo poles interlaced with rushes. Sometimes there were lines in the faces of the men who had realigned that ambition. And rather than surrender, the Jap committed hara-kiri by blowing himself up with one of his own grenades.

South Wales Borderers after nearly a week of constant pummeling in Burma—patrol of the grand man whom the immaculate Slim so desirously wanted to hang. Photo, British Official.

The Bend Down to Let the Moon Pass

Gags on the personalities of the unit were surreptitiously, as it were, to wind up, I rounded an original duty, "News from the Homeland," which included reports about the principal cities and towns at home, a rapid comic survey of the British Isles. I promised the boys that if I would contact their relatives at home whenever possible (so far I've sent over 3,000, and concluded by inviting them to join me in my position as possible. Recently in Plymouth five gunners from Imphal turned up, and this was the reason, my wife's housekeeping allowance was cut somewhat.

My farewell performance on this part of the front was at Kohima, 7,000 feet up in the Chin Hills. At night here it was almost necessary to bend down to let the moon pass! Had our audiences been convivial from the rest camp, who, with the Royal West Kent and the Assam Rifles, held out against vastly superior enemy forces for Burmese territory, with many hand-to-hand fighting on the whole front.

I next worked my way north via Dibrugarh as far as Ledo, about 200 miles from the Chinese border. Here we had very cosmopolitan audiences. British, Americans, Indians, Gurkhas from the Indian Army, plus a gaggle of sun-worshippers from Manchester! Amerindians, complete with tomahawk and gun, acted as actors. I should like to think that American audiences were always most appreciative.

After flying back to Calcutta I took the Burma road again, for the Arakan front, in south Burma. Here I did 22 shows in seven days. My total kit comprised a bowser-hat, shaving outfit, toothbrush and mosquito net. At Bowls Burma the audience numbered 14,000 and the audience marched around amongst his troops. This was a group of Australian Territorial units, some of the peaks of the Mayu mountains, to some troops. To reach them I had to motor up the "jep-track" between the two towns. On Easter Sunday I did five shows, visited two churches, cleared amongst the troops. On this part of the front I lived in hotel hotels for five nights, and assiduously kept a nightly routine to remind me that there was a war on!
George Medals for These Factory Heroes

A MOST INCREDIBLE BRAVERY amid flames 2,500 feet high, burning benches and red-hot metal, in an explosion at the Royal Ordnance Factory, Hereford, on the night of May 30, 1946, was reported in The London Evening Standard.

The explosion was so violent that it hurled the blast over 500 feet into the air, blown over a range of a mile and a half. The shock wave was felt on the other side of the city. The inferno was described as an inferno that could be felt from a distance of a mile and a half.

ALMOST UNRECOGNIZABLE from their clothes, the men of the Factory Fire Brigade fought the flames in the midst of the inferno.

The explosion also caused the destruction of the factory, leaving only a shell of the building standing.

FREDERICK J. TYLER
A process-worker, this fire-fighter was direct-
ness of the inferno and was injured. He was later treated for his injuries but later died of his wounds.

JAMES WINTER LITTLE
This Senior Fireman was waiting in efforts to extinguish the flames but was caught in the inferno. He was later taken to an ambulance.

ST. VINCENT DE LISLE CARR
He led a party of stretcher-bearers straight to the inferno on the news that a fireman had been killed. He was later awarded a George Medal for his bravery.

PAGE 596
Press, British Official
Where Kesselring's Fierce Attack Was Held

IN THE SAN CLEMPOLITE SECTOR in Italy, 63d Army gunner [1] built his own winter shelter around his gun. Here also a D.214 cannon [2] knocked out a German armored transport line a roadblock in the Serchio Valley [3] where the 6th Army held the line. The 6th Army's headquarters was at San Clermonte, December 1944. Oil-sump containers in the rear areas were overloading one of the African Pioneer Corps [4] Harrier planes [5] from the 6th Army advancing north ofesan. (National Archives)
The Story of the Little Bronze Cross for Valour—

Although a stirring chapter in the history of the Victoria Cross was written recently, when a D.C.M. awarded for a very courageous act in battle was later replaced by the higher award of a V.C. (C.M. Peter Wright—see illus. p. 476), it is believed that this was at least partly on the suggestion of H.M. the King, who had personally decorated the soldier concerned.

All honours come from the King, but the V.C. is peculiarly a royal honour. The idea of a new cross as a decoration for the highest courage in the face of the enemy was Queen Victoria's, and each sovereign subsequently has contributed something to the V.C. and the manner in which it is awarded. Apart from the original idea, Queen Victoria personally suggested the name of "For Valour" on the cross. The first suggestion was that the wording should be "For the Brave." Queen Victoria objected that this might lead to the inference that only those who received the award were brave. The suggestion "For Valour," and no one had any doubt it was a happy inspiration.

King Edward VII secured a change in the warrant governing the conditions, by which the V.C. could be awarded posthumously. Previously, the rule had been that if a man died during the performance of an act that might entitle him to a V.C., or at any time before the Cross was presented, the Cross was withheld although the record remained.

Many V.C.s since have been awarded posthumously, the presentation as a rule being made to the next-of-kin.

King George V, who presented 63 V.C.s for acts of courage in the war of 1914-1918, changed the warrant so that it was not restricted to men in the fighting services but could be given to anyone performing an act of great courage "in the face of the enemy," with the proviso that the individual was acting under orders or in the regular services. This made women and even civil servants eligible for recommendation.

The actual wording of the supplementary warrant speaks of "every grade and rank of all grades of all branches of H.M. Forces. By 'in the face of the enemy,' it is originally confined to men in the home forces; but, after further consideration, a change in the rules in 1911. In the present war the number of V.C.s awarded has been 37 V.C.s awarded to members of the Indian Army and one to a member of the Colonial Forces—that of Fiji.

It is not easy to visualize conditions in which a civilian could receive the Cross, and it was for this reason that the King instigated the George Cross in 1940 for gallantry in all ranks in this country and not in face of the enemy as with the V.C. In spite of the great number of women in the military nursing services, the W.R.N.S., the A.T.S. and the W.A.A.F., conditions under which a heroic act might be performed within the scope of the V.C. do not often occur and no award has so far been made to a woman.

The V.C. was officially announced on January 29, 1916, and the first awards were made in the following year when a considerable number of the Crosses were presented simultaneously. Altogether in the "minor wars" of the 1919 century and the Boer War, 523 V.C.s were presented; and the fact that only some 50 have been awarded in the present war reflects the very high standard of courage required and, perhaps, the changing conditions of war in which individual heroism counts less than "team work."

CROSSES MADE FROM CRIMEAN CANON—The first V.C.s were struck from the metal of Russian cannons captured at Sebastopol during the Crimean war and the custom remained until early in the present war, the metal having been supplied by private contract. Unlike all other medals, the V.C. is not struck at the Mint, but made by a private firm of London jewelers. They make the first V.C. and have continued to make the Cross ever since. In a special ledger is recorded the number of each individual Cross and the number of Crosses which have been made, the number now totalling well over 1,200. The first entry is Charles David Lucas, a midshipman who in 1854 handled a burning steamer to save his ship and comrades.

VALUE OF THE METAL IS ABOUT THREEPENCE, AND THE WEIGHT ONE OUNCE. The award of a V.C. is, of course, without price. It is recognized not only in Britain but all over the world as the hardest honour to win. It has never been made "cheap" by numerous awards and in harder to win now, perhaps, than ever it was. Courage is always hard to grade, and the special committee who have the task of deciding finally on recommendations, even when they have ensured that only recommendations complying with the warrant supply of the Cross are considered, can have no easy task. It must not be forgotten, also, that many acts of courage in modern warfare are performed when there are no witnesses who survive. The exact worth of the warrant are "some signal act of valour or devotion to the Country," performed in the face of the enemy, "signal" means, presumably, outstanding, and it is therefore not enough to perform an act of great heroism. It must be outstanding.

For a short period during the last century the warrant was amended so that acts of gallantry not in the face of the enemy could be rewarded; one such award was made—a soldier to a petrol finisher in Canada. ORIGINALLY the ribbon of the V.C. was dark red if the wearer was in the Army, though the one worn by the Queen is black. The ribbon of the R.A.F. would have called for a third colour. Instead, a single colour for all the Forces was decided upon. Today, the V.C. ribbon is always dark red. When the ribbon is worn without the medal, a miniature V.C. is in the centre. If a bar to the V.C. has been awarded, a second miniature Cross is added to the ribbon. A bar to the V.C. has been awarded only twice in the history of the decoration: to Captain Chevasse (second award was posthumous), and Lieut.-Col. A. Martin-Leake, both of the R.A.M.C.

CROSSES are not made individually for each recipient. A very small number are kept in stock and sent as required to the Service Ministers. The V.C. is, of course, the most treasured of decorations, but occasionally one has come into the saleroom. The prices paid have varied from £50 to £170. A Cross is not permitted to be sold until after the death of the recipient. Every winner of the Victoria Cross not an officer receives automatically ten pounds a year, and a bar to the V.C. brings another five pounds a year. Where there is need, up to £50 a year can be given by the terms of the warrant.

For those who have never seen a V.C., technical details will be of interest. None rank and unit of the recipient are engraved on the reverse of the clasp. The clasp consists of a small oval with the word "Victoria Cross" on the reverse of the Cross itself. The clasp is decorated in gold, anodized or silver, and when there is a bar to the V.C. it is of similar design to the clasp fixed halfway up the ribbon. The V.C. is worn before all decorations.

There have been a number of places in the country where Crosses have been laid on the reverse of the cross itself. The clasp is decorated in gold, anodized or silver, anodized. When there is a bar to the V.C. it is of similar design to the clasp fixed halfway up the ribbon. The V.C. is worn before all decorations.

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And Seven Brave Men Who Have Lately Won It

Cpl. Sidney Bates
When troops of the Royal Norfolk Regiment were secretly pressed in Normandy in August 1944, Corporal Bates, serving with a Plato of Men, charged the German positions with his Bren gun until mortally wounded.

Wing-Cdr. G.L. Cheshire
Described as "a most outstanding aircraftman without peer," Wing-Commander Cheshire was a Clerk's assistant at a station in Queensland, Australia. He won the V.C. on Sep 7, 1944.

Naik Yeshwant Ghadge
This W.O. of the 6th Platoon Light infantry captured an enemy machine-gun nest, single-handed, in France. His comrade, a corporal, was captured, but before himself being killed by snipers. He was the first Maharaja V.C.

Captn Michael Allmand
How of two magnificent feats of arms. In Europe, in June 1944, in which, though in great pain, he proved his mettle by crossing the Rhine and making a bridge. This officer of the 6th Gurkhas later died from wounds.

Capt. Naifur-Maj. Chiklu Ram
This officer, very wounded in France, showed great courage by commanding his company to hold a vital position with only bayonets and rifles. This is the only known portrait of Chiklu Ram.

Maj. David Yewian Currie
Also of the Canadian Army, Major D. Y. Currie, who later served as the Commander of the 4th Canadian Army, is seen being congratulated on his T.C. award by the Commander of the 1st Canadian Army, during the Battle of Normandy. This is the only known portrait of Currie.

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Photo, British, Indian and Canadian Official, Daily Mirror, Press News
Nazis Failed to Establish Greenland Radio Base

THREE DETERMINED ATTEMPTS by the Germans, between July and October 1941, to establish radio and meteorological bases on Greenland were foiled by U.S. Coast Guards, the service losing three armed vessels, their equipment, and over 60 officers and men. After sinking their ship, the Nazis recovered the U.S. combat cruiser which had trapped their vessels in the ice. (l) White shears (2) surrendered their guns. The latter (Northland) in background, stranded in the ice this German cruiser after a 56-mile chase.
I WAS THERE!
Eve Witness
Stories of the War

British Fought Like Tigers at the Ardennes Tip

Operating under Field-Marshal Montgomery's new command, troops—mainly of the British 69th Airborne Division—in early January 1945 battled magnificently for the fortress-village of Bure, at the extreme tip of the northern sector of Gen. Eisenhower's front in Belgium, which Hitler's crack Panzer divisions had penetrated in their drive toward the sea. Operation is described by Richard McIlhany, B.U.P. war correspondent.

I watched them go into action in a wilder- ness of snow and ice resembling the Russian front at its worst. The Germans hung on at the cost of great bloodshed until they were forced back yard by yard by the superior fighting power and superhuman valor of the British. For a whole day and a whole night the British hurled themselves in waves against the fiercely defended fortress into which Bure had been converted.

The fighting was grim, but it was hardly more ghastly than the weather. The whole battle-field was like a cake of ice, with snow several inches deep and a front which turned the normally gentle landscape of the Ardennes into a wave of iron. Against this background, fierce for human beings but fairy-like as the snowclad trees and frozen hedges sparkled in the light of the gun flashes, the town of Bure stained the whole night with a tremendous blaze. The British attacked just before dawn, and were thrown back. They went in again, held a few houses, attacked again, and got to the other end of the village. The situation was bad.

Two platoons which had been cut off at the eastern end of the village were relieved, but they, too, had casualties. The Germans had turned tanks at the closest range against the houses in which they sheltered. Their gallant resistance alone is described as an epic. But they knew the quality of their comrades, and knew that they were never forsaken. It was the spirit of Arnhem all over again, only this time with the certainty of victory for us.

A U.S. officer who came up from the scene of that bloody shambles exclaimed: "You couldn't believe it unless you had seen it, that human beings could fight like these British boys. They are tigers!"

As I went up towards the line the creak of the Ardennes peaks showed as patches of grey grey through the white. Then we came on scenes of war. German tanks and tracked troop carriers were smouldering, making black smudges in the quiet glades. Next we came on a scene of Lorraine guitars, struggling and stopping until with their huge barrels digging random guns to the sky the British tanks had cleared the way. British with a stroke of their guns reached our ears more clearly every minute from the other side of the hills. "I think we'd manage better with skin or sledge," remarked a man from Wales. Those looked like an impossible task—this struggle to haul those steel monstrosities from the valleys up these icy passes. But they were through.

In the Front-Line Foxholes North of Bastogne

The way Allied troops were living and fighting and dying in snow-bound foxholes on the northern flank of the German salient west of Bastogne is the grainy image of an everyday atmosphere. It is translated into words by Walter P. Freeman, correspondent of the Daily Mail, in this dispatch dated January 9, 1945. See also above, pages 538-539.

I think I've found the war's worst job. It is worse than dodging flying bullets, worse than being fed on by mosquitoes; worse than making a holding on a hostile beach, worse than fighting in submarines or shooting a well-defended target in a plane, or attacking Japs in the jungle.

The news is that here is fighting this winter battle in a frozen front-line foxhole cut among the snow-covered hills north of...
NEAR BASTOGNE, IN THE ARDENNES SALIENT, these men of an armoured division were moving us on the U.S. 3rd Army front to dig for themselves foxholes in the snow-covered ground. Writing from the front on January 19, 1945, war correspondent Alan Price had declared that had there been a landscape to look down upon, the scene was more terrifying than any vision of the last Bastogne—there was a noble thrusting through the rows of icy trees, of men and their machines, of the nothingness of everything and the crunch of the snow, the steady rain falling, the smothering snowdrifts, and the grey world stretching to the horizon. You stare out across the snow. By day, after you've stared at the great, white, unbroken landscape for hours, you begin to see the "German" all over the place. A flurry of snow blown up on the crest of a hill by the wind looks like a German raising party. You can look at a snow-covered trench or a shell 400 yards away and slowly convince yourself it is a crutching German. The wind, the whiteness, and the cold strain your eyes. Often it is difficult to move about enough to keep warm or keep awake, yet you cannot relax, for a swarm of German tanks and infantry can, and occasionally does, take you completely by surprise. "Foshole Row," you think, the winter nights must be worse than the days. Out on patrol, every crutching your feet, every footstep折磨ing your ears, you fear the enemy may strike, and the waiting enemy can't fail to tear you. When you are listening for enemy patrols every noise sounds like a footsteps.

The Germans have devised some little tricks intended to annoy our men in the Foshole Row. Some nights, when the moon has been blackest of nights, a huge German police dog comes bounding in at you. You are faced with a lot of such well-trained dogs. Astonishingly enough, not a man up here in "Foshole Row" has a cold or cough, thanks, I believe, to their tremendous stamina and the fact that, as good soldiers, they have quickly learnt how to look after themselves.

Most of the people in "Foshole Row" haven't had such a thing as a whisky, a cognac, a drop of gin, or even beer, since they came here. Five of them went down the hill to a house in the valley this morning because they thought they saw a face flash past one of its broken windows. They surprised 20 Germans, brought them back, and eagerly sought two pleasant-looking bottles they were carrying. The bottles had no labels, but they gave promise of whisky. "Foshole Row" was excited—but they turned out to be full of vinegar!" Foshole Row's, no opinion of the fighting ability of the Germans—and it is worth noting carefully—so that they don't fight as well as they used to, but that they can still put up a remarkably good show. The better cold here not only makes it difficult to feel cold, unless they're careful it freezes the oil in their gas bottles, even freezes the water in their water bottles.

Mud-Slogging with the 5th Army in the Apennines

No swift, spectacular advances are being made in the British part of the 5th Army sector in Italy. It would be miraculous things were otherwise for weather and ground conditions are almost invariably bad. In this story, dated December 15, 1944, a sergeant writes of one of the 8th Army's wettest periods of the war—of rocky gorges and appalling hills, continous rains, and ordinals of the Arrange on their way to the driving-showers.

Bitter troops for three months now have been moving forward, hill by hill (many of them higher than Snowdon), under filthy weather conditions, through the harres faithness of the Apennines range. The price of the rich Lombardy plain is now withheld by the torrential rain, tidal currents on the one hand, and still more hills and a nervous enemy to overcome before our men plant their feet firmly on the ground. The other day I went forward almost as far as one can get. To reach there one has to climb through a range of mountains some 3,000 feet high, over a narrow, twisting road spread with a coffee-coloured soffit of tracheanous mud which conceals a multitude of potholes. This road is the supply route for two divisions. One climbs up through the clouds, wearing chains on one's wheels, past what was once a pine forest. Woodcuts have finished what American artillery began, and now all that is left of the tall trees is an expanse of splintered stumps, un...
lilte houses, straw stuffed into holes made by sheflife, give a little better protection from the almost inceasant rain, but they are mostly taken by headquarters, and those who live there, braving a hagin of rats, can count themselves lucky indeed.

Where the track ends one stands on the shore of this sea of mud; if one wants to go forward now one does so on foot. This spot, known as the Male Bane, is the meeting place for hundreds of miles, tough, rough little animals that will not stretch for more than a couple of miles with a full load without demanding a rest, and if someone should dare to put one bolt of ammunition in a gun, he would certainly try to throw it off on the first hundred yards. They cut up like a pack of wolves and have to be brought up in the few available jails means a corresponding reduction in other supplies. But it would be hard to carry on the war here for a day without them, for they carry everything—ammunition, water, food, clothing, and a hundred and one other things—needed by the men in the forward positions.

From Male Bane to the forward companies takes about three hours of staggering through the worst mud in the world. Even the mules sink up to their hips. Wellington boots are useless; one either dislocates a joint trying to free them from a mix of mud or leaves the boots behind and goes barefooted. Most people wear homemade boots with sucking wound round their legs, and carry a stout staff. Even so, in the darkness, when one cannot pick one's way, one falls continually, and it was for the telephones alone one would easily get lost altogether.

I went forward with one mule train as far as it could go. a few miles in daylight—the rest of the incident, which is under sheriil order, is made at night—and I can tell you that when I got there I was so sick I could not imagine what it is like for the infantry carry-

ing their arms and equipment. On this particular day there was a thick mountain mist, not inefrequent occurrence, which lent a rather masonic effect to the scene: the long line of mules, grunting and sweating, those in the east shaded by the mist: the pervasive cries of the Italian matelots in their feathered Alpine hats; little, broken farms, with dodoí children standing with wide, increscent eyes; abandoned German trenches strewn with rushing machine-gun belts—ground that our men had fought over not long before.

An almost secure hill hung over the rolling hills, over the ploughland and the vioyards and the sudden steep ravines, broken only by an occasional burst of machine-gun fire or the muffled thump of a shot. In the trenches and the farmhouses that are the front line the strain on such days must be intense, for one cannot see what is moving out there in the mist, and the nearest snipe positions are only eight hundred yards away.

The worst problem is the evacuation of wounded. Not long ago an officer wounded in a night attack lay for eight hours in the lane that was being heavily shelled before he was found. He had been conscious all that time with a compound fracture of the leg. It took a further eight hours to get him back on a stretcher to the nearest dressing-station, where he could receive appropriate treatment. Somewhere he survived the journey.

**Our Diary of the War**

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**January 2, Monday**
1940. 1st Division, 1300 U.S. soldiers and equipment perished in an air raid over London. Over 300,000 civilians were killed in the attack.

**January 4, Wednesday**
1940. The Polish army was defeated in the Battle of Bzura. The German army pushed on to the outskirts of Warsaw.

**January 6, Friday**
1940. The Battle of Britain continued, with heavy losses on both sides. The RAF launched a successful raid on Berlin.

**January 8, Sunday**
1940. The Allies launched a successful raid on Berlin, but the Luftwaffe retaliated with heavy losses.

**January 10, Tuesday**
1940. The Battle of Britain continued, with heavy losses on both sides. The RAF launched a successful raid on Berlin.

**January 12, Thursday**
1940. The Allies launched a successful raid on Berlin, but the Luftwaffe retaliated with heavy losses.

**January 14, Saturday**
1940. The Battle of Britain continued, with heavy losses on both sides. The RAF launched a successful raid on Berlin.

**January 16, Monday**
1940. The Allies launched a successful raid on Berlin, but the Luftwaffe retaliated with heavy losses.

**January 18, Wednesday**
1940. The Battle of Britain continued, with heavy losses on both sides. The RAF launched a successful raid on Berlin.

**January 20, Friday**
1940. The Allies launched a successful raid on Berlin, but the Luftwaffe retaliated with heavy losses.

**January 22, Sunday**
1940. The Battle of Britain continued, with heavy losses on both sides. The RAF launched a successful raid on Berlin.

**January 24, Tuesday**
1940. The Allies launched a successful raid on Berlin, but the Luftwaffe retaliated with heavy losses.

**January 26, Thursday**
1940. The Battle of Britain continued, with heavy losses on both sides. The RAF launched a successful raid on Berlin.

**January 28, Saturday**
1940. The Allies launched a successful raid on Berlin, but the Luftwaffe retaliated with heavy losses.

**January 30, Monday**
1940. The Battle of Britain continued, with heavy losses on both sides. The RAF launched a successful raid on Berlin.

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**Flashbacks**

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**January 3, Wednesday**
1943. The Axis forces launched a successful raid on Moscow, but the Soviets retaliated with heavy losses.

**January 5, Friday**
1943. The Allies launched a successful raid on Berlin, but the Luftwaffe retaliated with heavy losses.

**January 7, Sunday**
1943. The Battle of Britain continued, with heavy losses on both sides. The RAF launched a successful raid on Berlin.

**January 9, Tuesday**
1943. The Allies launched a successful raid on Berlin, but the Luftwaffe retaliated with heavy losses.

**January 11, Thursday**
1943. The Battle of Britain continued, with heavy losses on both sides. The RAF launched a successful raid on Berlin.

**January 13, Saturday**
1943. The Allies launched a successful raid on Berlin, but the Luftwaffe retaliated with heavy losses.

**January 15, Monday**
1943. The Battle of Britain continued, with heavy losses on both sides. The RAF launched a successful raid on Berlin.

**January 17, Wednesday**
1943. The Allies launched a successful raid on Berlin, but the Luftwaffe retaliated with heavy losses.

**January 19, Friday**
1943. The Battle of Britain continued, with heavy losses on both sides. The RAF launched a successful raid on Berlin.

**January 21, Sunday**
1943. The Allies launched a successful raid on Berlin, but the Luftwaffe retaliated with heavy losses.

**January 23, Tuesday**
1943. The Battle of Britain continued, with heavy losses on both sides. The RAF launched a successful raid on Berlin.

**January 25, Thursday**
1943. The Allies launched a successful raid on Berlin, but the Luftwaffe retaliated with heavy losses.

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**January 3, Wednesday**
1944. The Allies launched a successful raid on Berlin, but the Luftwaffe retaliated with heavy losses.

**January 5, Friday**
1944. The Battle of Britain continued, with heavy losses on both sides. The RAF launched a successful raid on Berlin.

**January 7, Sunday**
1944. The Allies launched a successful raid on Berlin, but the Luftwaffe retaliated with heavy losses.

**January 9, Tuesday**
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THE WAR IN THE AIR

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

But war has been responsible for the introduction of new methods to solve old problems in aviation. Often these new ideas have been put into practical use long before security restrictions have allowed the public to be let in on the secret. Three of these innovations have just been made “officially” known, and at least one has been “secretly” employed for at least two years. They are (1) the anti-blackout suit, (2) an aircraft equivalent of the telephone, and (3) a new flak curtain to protect aircraft.

The anti-blackout suit has been called in some reports a flying pressure suit. This is an erroneous term, because it might be confused with the pressure suits worn by Squall Leader F. R. D. Swain and Flight Lieut. M. J. Adam, of the R.A.F., who successfully broke the world altitude record for aeroplanes in September 1936 and June 1937. These were real pressure suits, worn with a circle around the waist so that the pressure of the oxygen fed into the suit part would induce respiration in the atmosphere where atmospheric pressure falls too low to “feed” normal breathing.

The purpose of the anti-blackout suit is to maintain equilibrium in the bloodstream when an aircraft is manoeuvring irrespective of height. When an aeroplane changes direction, loads are imposed on its structure and, naturally, on the persons flying in the aeroplane. The greatest loads occur when the aeroplane makes a fast turn or pulls out of a steep dive. The effect is to force the occupants down into their seats. The blood forces the pressure of the face, and the heart becomes unequal to the task of pumping the blood back to the head against it. The result is brain anaemia, with loss of sight, until a pressure patch is removed, when the vision returns to normal.

In war, fast manoeuvring with complete absence of facilities is vital, and one anti-blackout suit was invented by W. H. Meredith, of W. H. Frank’s, Toronto University. It is a rubber suit, filled with a fluid in columns, and worn close to the body from feet to head. The fluids in the suit is driven by the current in the wings so that external pressure is automatically created around the lower limbs, and relaxed around the torso, thus restoring an even balance of forces so that the heart functions normally. Pilots say it is quite comfortable and that they can make terrible pull-outs without noticing them. The American Berger suit, waist-high, is operated by air pressure fed to live struts from the exhaust side of the vacuum pump. On January 11 a Mosquito shot a Me 109 into the sea off Norway, after making a turn inside the circle described by the Measurement. A second Me pilot, who saw the pressure build up, said it was the result of safety. It is possible that the Mosquito’s aircraft were wearing anti-blackout suits.

OBSERVATIONS Dictated by Air.

Crews Over Enemy Territory.

All reconnaissance pilots and observers used to have to write notes. A midget recording apparatus has been invented so that they can “dictaphone” their information. A four-in. speed carries 11,500 feet of 0.01 inch diameter wire. This wire records the voice from a microphone in the same way as a gramophone record. Aircrews over enemy territory are able to dictate their observations, a much faster and therefore more accurate method than recording them by pencil on paper with a constant struggle to catch up with the brains, road transport, tanks, guns, flashes and other items of military information that pass underwing.

The third device is an anti-flak curtain made of overlapping squares of marmogal suit and able to stop a 20 millimetre cannon shell travelling two feet away. The curtains are placed in planes and strip around crew stations in aircraft. They enable the heavy armoured plates to be taken out of Fortresses, Liberators, Havocs and Marauders, and so enable them to carry bigger bomb loads. They were designed by Brig.-Gen. Grew, chief surgeon to U.S. Strategic Air Forces in Europe, whose headquarters was recently moved to France to correlate the activities of the 8th and 15th Air Forces based in the U.K. and Italy.

Britain’s Bomber Command has been returning to old targets. Gestapo headquartes in Oost was again bombed and the Mosquitoes on New Year’s Eve. (First attack was on Sept. 25, 1943.) The Dorn-
With the 2nd Tactical Air Force of the R.A.F.

AIRFIELD OBSTACLES — wooden tripods mounted on wheels—were designed by the R.A.F. to disrupt the advance of Allied glider forces as we advanced in Holland and Belgium. These were captured by a R.A.F. officer serving in their removal (1). The enemy left stores anti-tank weapons (2) behind during their pullout, including one huge beam which was fitted with fuses which were set on fire.

Striking factor in the German offensive in the Ardennes was the counter-attack staged by the Seventh Army, 20 Nov. Two days later, an attack by Allied fighters and A.A. guns threw down the enemy aircraft in flames. In one group of 1000 planes, 636 were destroyed. With another 61 probably destroyed, the Allies reported a victory, setting a record for the early part of the war. The 2nd Tactical Air Force of the R.A.F. effectively helped in the drive in France and Belgium: 10,000-pound bombs (3 and 4) were dropped on a captured airfield.
Blazing Hellcat Roars Home—to Fight Again

FOG 4 45S M.P.H. SINGLE-SEAT FIGHTER returning home and the crew of a carrier pilot heavily against fierce attack from enemy aircraft, successfully on the carrier King, during operations in the Pacific late in 1944, scoring both his own life and the Hellcat.

With superb skill he jettisoned his armor plating from the carrier's fire fighters, pierced the plane, and still on board, he continued to fly it. The carrier's fire fighters stayed on the plane and struggled to save the plane from burning.

While the carrier's fire fighters battled the blaze, the crew worked to save the plane from burning. The plane was successfully saved, but the crew was praised for their brave efforts.

Photo: R grands

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That oil has been worked in England for some time past and that we are now...in the world for the use of the French.

It surpasses most people—indeed, it is often considered as a major contribution to the economy of the country. The village which does not...in the vicinity. Since the outbreak of war about 70 million gallons have been produced there.

The first oil-field I saw was in South Russia—made me think that a town might have been wiped out by fire. The whole landscape was filled with oil fields, forming the derricks, which are necessary for the boring of oil-wells. The village I visited has been since in various parts of the world have had some success, despite...limited funds, oil may be more beneficial.

Fortunately, this area of our countryside is not thus drained; all that can be observed are the leisurely-moving areas of electricity-operated pumps (admittedly occasionally along the fields) bringing the crude petroleum to the surface, with cows grazing contentedly on the surrounding pasturage.

I cannot pretend to feel much consideration for Germans whose cities, towns, and villages have been...from the others; and we have been...to beautiful places. For instance, wars in the news the other day, as having been heavily burned, and I found it hard to imagine the severity of that country.

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Shattered Relic of Rundstedt's Offensive

GERMAN MOBILE GUN, camouflaged with branches, spangled with frost and wrecked, was found abandoned in the Ardennes after Field-Marshall Rundstedt's campaign, temporarily accommodating the U.S. 1st and 3rd Armies in addition to British and Canadian Armies, had halted the northern flank of the German invasion of the United States. The gun, originally destined for the siege of Berlin, is employed extensively by the Africa Corps in Libya; originally intended for A.A. purposes it was later adapted to fire at any angle. Photo: British Official