THE NATIONAL FIRE SERVICE has sent a unit, with their own vehicles, to the Western Front as the first Overseas Column for firefighting duties with the U.S. Army, it was announced in January 1943. They wear N.F.S. uniform with Army webbing equipment and a beret, but carry no arms. Trailer pumps are being hauled across a disused English gravel-pit by way of training, whilst N.F.S. girl motor-cyclists essay battlefield conditions on the stony track below. (See also illus. p. 36.)
Stalin’s Berlin Thrusts Approach Journey’s End

In E. Prussia, Soviet tanks rolled through Neidenburg (2) towards Elbing (captured Feb. 19, 1945). Southwards, troops of Marshal Koniev’s 1st Ukrainian Front took Gliwice (Jan. 21) in street and house-to-house fighting (3). On Feb. 11, it was announced that Marshal Koniev had eliminated the Oder as Germany’s great defence line, leaving Breslau surrounded in the rear, and was within 50 miles of the Frankfurt fortress. Map shows lines reached by Soviet forces on Jan. 26, Feb. 1 and Feb. 9.
THE BATTLE FRONTS

When the Russians were once again confronted by a great river line strongly held—by the Oder—it was interesting to see if they would pass it as successfully as on former occasions. If the line held, it is possible that the momentum of Zhukov’s great drive would have caused him across a river as a front at some point where the ice would bear tanks. In December of 1939, at the time of the German retreat at Uman, the Donistler in his stride without that assistance, but then there was little resistance to overcome and little fear of meeting a counter-stroke on the other side.

Zhukov was bound to be more cautious, for it is certain that much of his supporting infantry had been left far behind and that his communications had been stretched to the limit of their capacity; moreover, the Germans had had sufficient time to muster a defence force, numerically powerful, though probably composed largely of partly trained and inexperienced equipment or troops, while in addition it was almost certain they were making strenuous efforts to assemble a reserve army capable of delivering a formidable counter-attack. I cannot, therefore, feel that it was wrong for Zhukov to force a crossing he would have postponed if the chances of weather and craft were not fear of making a considerable pause and waiting to extend his front; though no doubt he would have established strong bridge-heads on the west bank.

WHY Zhukov’s Spearhead Force was Isolated on the Oder’s Bank

It was certainly fascinating to read of the ever-shortening distance to Berlin, but I noticed with some surprise and disappointment of what remained to be accomplished and, in particular, the large number of German troops when an untimely thaw came. It is certainly probable that thaw checked the speed of Zhukov’s advance and may have caused him to modify his original intentions. It must have added greatly to the difficulties on his lines of communication, but it is unlikely that it was the real reason why a pause on the Oder was necessary.

The true reason, I am sure, was that his spearhead force was entirely unsuitable for a decisive’ attack, being a mixed force, largely infantry, and unlike a battle group which the Germans were now using as a counter-stroke. Zhukov had not the necessary trained troops for a major offensive, but he had a large number of troops which he could employ in his operations on the east of the river. The main bridge-head Koniev has now secured must go far to reduce the value of the Oder as a defensive position.

WESTERN FRONT on Feb. 8, 1945, when British and Canadian troops of the Canadian 1st Army opened Field Marshal Montgomery’s new offensive into Germany by attacking outer defences of the Siegfried Line. (Copyright by Wikipedia).
At Colmar the Nazi 19th Army Was Destroyed

**ARMoured columns of the French 1st Army** entered Colmar, third largest city in Alsace, on Feb. 2, 1945, to write off the German 19th Army. Here and their U.S. comrades were welcomed (1) by this little girl in national costume seen with the Mayor, as well as by vast crowds (2). A giant Nazi pillow, containing 30,000 lb. of explosives, was blown up by U.S. troops near Ketschnach in Germany (3). Civilians in Sarreille, Alsace, housed about their business when, after blizzard, a sudden thaw set in (4).

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From War to Peace in a Central Burma Village

VILLAGERS OF CHANTHA, near Yau (see map in page 655), were led by rumour to believe Allied troops would arrive on Dec. 18, 1944, and a thanksgiving service was held. But the Japanese came instead, and carried off the priest, the Mother Superior and several nuns. Then, when 14th Army troops appeared, in Jan. 1945, villagers and soldiers worshipped together. Leaving the church (1), happy women and children gathered outside (2). At the approach to Chanta troops manhandled girders (3) to build this Bailey bridge (4) across the River Wa. PAGE 643
H.M.S. UNDEFEATABLE, BRITAIN'S NEWEST AIRCRAFT CARRIER, was first reported in action off Formosa on January 14 and 15, 1945, when her pilots and crewmembers of the British Fleet struck the island with a series of damaging blows. The force was accompanied by Rear-Admiral Sir Philip Vian, K.C.B. O.B.E. (right), in the battleship King George V. An improved type of the Indefatigable class, this Indefatigable was built at John Brown's Clydebank. With a speed of over 30 knots, she is believed to carry at least 150 aircraft, besides about 2,000 officers and men. Her two 4-in. dual-purpose guns are said to include some 5-in. dual-purpose guns. Our first quadruple-gun carrier, 52,000 tons, her speed is computed at 30 knots. See also facing page.
THE WAR AT SEA

by Francis E. McMurtrie

It is a truism to say that modern warfare depends entirely upon supplies of oil being plentiful. Ships, aircraft, tanks and transport all rely for propulsion upon petroleum in a there or less refined form. Nowhere is this fact better exemplified than in the Far East. One of the reasons which deterred the Japanese from risking war with the United States at a much earlier date was the lack of mineral oil deposits in the chain of islands which constitute Nippon. Similarly, it was the abundance of petroleum in the East Indian archipelago which made that area such an attractive target for Japanese invasion.

Now that the tide has turned and the enemy is slowly but surely being expelled from island after island, the oil problem is bound to be a main factor in hastening Japan's downfall. In the million or so tons of shipping destroyed by Allied submarines and aircraft, oil tankers have figured prominently. As a consequence, there are no longer enough of these valuable vessels to transport to Japan in adequate quantities the petroleum that is needed to keep the war going. For the time being, no doubt, the stocks previously accumulated in Japan may suffice, but a future shortage seems inevitable.

To conserve home supplies as far as possible, ships are being rinsed near the place where they are produced, so that ships and aircraft may take in their fuel at bases in the East Indies. It will be remembered that the bulk of the Japanese fleet which took part in the Battle of the Philippines last October came not from Japan, but from Indo-China and Borneo. Undoubtedly it had been based on those regions with a view to the conservation of oil supplies, despite the obvious objections to dividing forces in this way. As a result, the fleet arrived on the scene of battle in three detachments; it could not therefore concentrate its full strength in one blow, and so was defeated.

SAFETY of Vital Oil Refineries
A Very Real Worry to Japan

It seems clear that one of the weakest features in the enemy's oil situation is the fact that most of the crude oil has to be refined before it can be utilized. This work has been carried out at a number of refineries in Sumatra, Jawa and Borneo; it may be assumed that every effort has been made by the Japanese to extend the capacity of these installations. By far the greatest of them is at Soegoei Gerong and Padjadjar, close to Palembang, in Sumatra, which had a combined capacity of over 60,000 barrels daily before the war. Another important refinery is at Pangkaluran, in the north-east of the same island, with a pre-war output of 12,000 barrels daily.

On December 20, 1944, British naval aircraft of the East Indies Fleet were ordered to attack the Pangkaluran refinery, but low cloud over the target prevented this from being done. Bombs were dropped instead on the harbour and shipping at Belawan Delta, where oil and petrol tanks were stored. A second attempt on January 4, 1945, was more successful, bombs and rockets being showered on the refinery, most of the buildings of which were set on fire.

Three weeks later, on January 24, a heavy attack was launched on the Padjadjar place. It was found to be defended by large numbers of Japanese fighters, an inner and outer ring of anti-aircraft batteries and an extensive balloon barrage. Fighters were first encountered by our carrier-borne aircraft some miles short of the target. At least 11 and probably 19 of the enemy planes were shot down, while 34 more were destroyed and about 23 damaged on the airfields around the refinery.

On January 29, Soegoei Gerong, the bigger of the two plants, was dealt a heavy blow, the attack being pressed home in spite of the balloon barrage and heavy anti-aircraft fire. Many of the principal buildings received direct hits, and were afterwards set on fire through the adjacent oil reservoirs igniting. One particularly violent explosion shook our aircraft at a height of 3,000 feet. There was less fighter opposition than on Jan. 24, the enemy evidently having been unable to replace the losses then suffered. At least 12 and probably 15 Japanese aircraft were accounted for in the air or on the ground.

SURVIVORS FROM H.M.C.S. CLAYQUOT—A minesweeper torpedoed and sunk in the North Atlantic in January 1945—climbed aboard the Canadian corvette Equal, from rubber dinghies. Eight of her complement of 81 were missing. The Clayquot was the third Canadian minesweeper and the 20th Canadian warship to be lost in this war.

Attacks on the fleet by enemy aircraft were repelled, six being brought down in flames by British fighters or the guns of the ships. The fleet included four fleet aircraft carriers, the Indefatigable, of 30,000 tons (see illustration facing page) and the Indomitable, Illustrious and Victorious, of 23,000 tons; the battleship King George V, of 35,000 tons; the cruisers Argonaut, Black Prince and Euryalus; and the destroyers Grenville, Kempenfelt and Ursa, all under the command of Rear-Admiral Sir Philip Vian.

It may be assumed other refineries in the East Indies will be attacked in due course. There are at least three in Java: at Theope, Kalattoeng and Kapoenoen, with a combined capacity of between 15,000 and 20,000 barrels; an important one at Miji, in Sarawak; and a very big one at Balikpapan in South-East Borneo, which has been bombed at least twice by U.S. naval aircraft in recent months. Its pre-war capacity was 35,000 barrels daily; it may be greater today. Unless the Japanese can repair these refineries very quickly, or re-establish them eventually be cut off from all communication with Japan, and their fall cannot be averted. The former fortress has been heavily bombed on several occasions by United States aircraft, coming presumably from bases in India or Ceylon; and the great floating dock, salved with such difficulty by the Japanese in 1943, has again been sunk in the channel between Singapore Island and the mainland of Johore, where the naval base is situated. (See illus. p. 666.) Loss of this dock to the Allies will be offset to some extent by the building of the mammoth new graving dock at Sydney (see illus. p. 582).

THERE is nothing the Japanese can do to arrest the steady crumbling away of their conquests. If their depleted fleet should again sail out to meet the Allies in battle, its destruction may be regarded as certain, dissipating the main defence which the enemy can still muster to guard the homeland of Nippon, so long inviolate. It is scarcely surprising, therefore, that the Government, as reported by General Kido, is beginning to show signs of decay, which are not likely to be arrested by the replacement of two or three of its less prominent members.

underground, their ability to provide enough refined oil fuel for the navy and mercantile marine—to say nothing of high octane spirit for aircraft—will soon be at an end. From the conquered bases in the Philippines the United States Navy is already ranging far to the southward. Air attacks will inevitably be followed by naval bombardment wherever necessary, and in due course Allied troops will be landed to occupy strategic positions for use as bases for further advances. It has been estimated that Japan may have an army of 250,000 in the Netherlands East Indies, but this force has had to be scattered over various islands to hold the conquered peoples in subject, and is thus liable to be overcome in detail.

DESTRUCTION of Japanese Fleet
May Now be Regarded as Certain

What part the British Pacific and East Indies Fleets will play in this programme remains to be seen; but undoubtedly it will be an important one, as the attacks on the oil refineries in Sumatra have already illustrated. Singapore and Hong Kong must
These Men and Ships Aid Burma's Liberation

THE ROYAL INDIAN NAVY

spares two motor launches to undergo a refit at a rear Indian
base (1) where they will in for
meral gulf the numerous
Coastal Forces have taken part
in the Burma campaign by patro-
lising enemy waters in search of
Japanese shipping, bombarding
coastal positions and supporting
Allied seaborne raids. Ratings
strip and clean Lewis guns (2).

As towns along the Kaladan River
in the Arakan are freed, villagers
row out to greet our men and
ships, waving the Burmese flag (3).

The first minesweeper, Punah,
now back in charge, was the first
ship to pass the deep Kamaing
canal, since she was commissioned
in 1911, has steamed over 50,000
miles. Her principal task—
with the rest of such craft attached
to the R.L.N.—is to escorting war-
ships and merchantmen bound
for the E.A. Asia theatre of war.

Outstanding among engagements
in which the R.L.N. was concerned
was the landing on Ramree Island,
battling protecting Taungus, was
landed on the Arakan mainland, Jan. 21, 1945.
How India's Proud New Navy Came Into Being

Although the Royal Indian Navy has a record and a tradition dating back to 1615, its history during recent years has not been a happy one. It has suffered from neglect and disappointment ever since it was rechristened the Royal Indian Navy, and unless there had been a splendid spirit animating those officers and men who constituted the Service before the present war it would have decayed. In this short article I must confine myself to setting out the principal incidents connected with the growth and expansion of a Service that started from practically nothing and finished up as a Navy complete in its training and organization with a large number of modern men-of-war and many thousands of fully trained and efficient officers and men.

The story is one of striving against difficulties, most of which, fortunately, were successfully overcome. In order to allow the reader to visualize the conditions under which the work had to be done I will refer to the fact that in those pre-war years the sea was given no thought by any authority in India. Such plans for expansion as were envisaged had, therefore, to take into account a mental attitude that had to be completely altered if any success were to be achieved in the building-up of an efficient Naval Fighting Service. Lack of understanding, lack of funds and a tradition that gave the Army first and only place in India's defences all had to be eliminated if any success was to be hoped for. I hitched my wagon to a star which gave me and those who helped me so splendidly an ideal which, even if it was not completely achieved, spurred us on to continued effort.

The Châtfield Commission which visited India in 1938 did a great deal to help the progress of the Royal Indian Navy. The crisis of September, 1938 was another event that enabled plans for the expansion of the Service to be pressed forward. The outbreak of war found India unprepared, but the plans, having already been thought out, were ready for immediate implementation and no delay was encountered in the commence-

With an expansion such as was envisaged, the provision of adequate training staff and facilities became one of the most serious bottle-necks. This difficulty, like most of the others, was overcome and it was found possible to provide fully trained officers and men for the rapidly increasing fleet. The technical schools under the Royal Indian Navy today are all of a very high standard, and it is considered that the training given is comparable to that received by the personnel of the Royal Navy.

Many major factors had to be considered in this large-scale development. Shipbuilding was one of these and it presented a number of problems. Where to build the ships to come from? By 1942 Hong Kong and Singapore had gone, and India had no shipbuilding industry worthy of the name. Eventually ships were built in England and Australia, and Indian shipbuilding capacities were examined and organized so that, come what may, every available slipway in India was utilized. It was indeed heartening to see the Calcutta when the Naval dockyards were being well under way and to see lines of hulls in various stages of completion where no similar sight had been seen before the war.

Naval bases were non-existent in India, so much had to be provided. No longer were there so well equipped and efficiently run Naval bases on both sides of the peninsula capable of dealing with the care and maintenance of all vessels that were likely to use the ports. The question of personnel was, without doubt, the crux of the problem: proportionate numbers of officers of the three types of officers and men was far from easy and their training presented another major difficulty. But I am happy to say that even these obstacles were successfully over- come, and the Royal Indian Navy produced not only the requisite number of ships but a full complement of officers and men.

The R.I.N. Fought in Many Seas

Ships of the Royal Indian Navy were employed in many seas. The Battle of the Java Sea claimed some of India's ships while the Red Sea, Persian Gulf, Arabian Sea, Bay of Bengal and Indian Ocean were also the scenes of much of their activity. Royal Indian Navy craft also operated in and around Singapore and as far south as Australia. In the Arakan campaigns of 1944-45 full scale operations were offered, as were the employment of the smaller ships and on many occasions they played an important part in these operations. Wherever they were used they gave an excellent account of themselves and a very fair proportion of the war service fell to their lot.

The Royal Indian Navy suffered its full share of casualties by torpedo, mine and gunfire; aerial attack became a matter of routine for many of them. Perhaps the most outstanding performance was the action fought by H.M.I.S. Bengal (Lieutenant-Commander W. J. Wilson) on her way from Australia to India in Nov. 1942. This fleet minesweeper was escorting an oiler to India. One fine morning smoke was seen on the horizon, and the Bengal closed to investigate. She found two Japanese armed merchant cruisers, one of 10,000 and the other at 863 tons, each armed with a broad side of five 5-inch guns. Without hesitation the Bengal closed the nearer enemy ship at full speed and opened a rapid fire which was not long in taking effect. The Japanese abandoned the fire and the situation became critical.

Undeterred, the Bengal pressed on and maintained her fire, gallantly supported by the other, the Dutch Ondine, which received such severe damage that at one stage of the action she had to temporarily be abandoned. Soon the result of the Bengal's good shooting began to show and in a short time the larger of the two enemy ships, Kitoku Maru, was ablaze from stern to stern, finally sinking as the outcome of a heavy explosion. Her consort, seeing how the battle was going, made off at full speed and was not seen again. Armed with nothing heavier than a single 4^-in. gun and manned with the greatest determination and courage, the Bengal had achieved a notable victory.

Looking back upon the record of the Royal Indian Navy, I have nothing but praise to offer to the Indian sailor. He has done his work unerringly in extremely difficult and hazardous conditions. At all times and in all places he has shown himself courageous, determined and excellently disciplined. When well led he is capable of anything. To the officers also must be accorded their meed of credit. Starting from the very beginning, as so many of them had to do, they took their work seriously and learned and acquired the knack to learn in a remarkably short space of time. Their keenness and enthusiasm were of the highest order.

No account of the creation of India's new Navy would be complete without reference to India's Press. I found them extremely helpful at a time when the Royal Indian Navy o\vem a great deal of that which was necessary to help and assistance offered freely at all times. The building up of a navy is a work that is not given many people, and it ought to make myself proud and fortunate that it should have fallen to my lot to create the Royal Indian Navy as it is today. The battle was a long one and at times difficult, but I think that I can say that most of our problems were overcome and that, in the end, we did produce something of which we can all be proud.

Security prevents me from giving numbers of ships and personnel, but it may be taken as correct that the increase registered would need a large figure by which to multiply the numbers existing before the expansion was commenced.

(Williams, Fighting Ships, the ships include 10 destroyers, 14 corvettes, 10 fleet mine- sweeper, 40 cruisers, a survey vessel, and numerous light escort vessels. Pensions in Nov. 1943 numbered 27,000.)

Commander J. W. Jefford, R.N., and his flagship, the 19,350-ton H.M.S. Indiaman, led the invasion of India, Sir J. G. J. M. Singh, R.I.N.R., on board H.M. S. Indian, sleep aboard, special personnel of India's new navy.

Photo, British Official

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Bound for Mandalay Across the Shwebo Plain

SHERMAN TANKS AND ARMoured VEHICLES of Lieut.-Gen. Slim's 14th Army in Burma (1) waited for the signal to advance again after a brilliant 30-mile dash between Kalewa and Shwebo, rail town (finally cleared of the enemy on January 1, 1945) and last important centre before Mandalay, 50 miles away. Near Pyonging, British armour was assembled in strength for the first time in the Burma campaign on Christmas Day and Boxing Day 1944: three days later, against stiff Japanese resistance, it had advanced 30 miles, linking up with other Allied forces. British troops (2) display considerable heroism and endurance in Shwebo area. Vital importance in our advance across the Shwebo plain to Mandalay was the Ebo weir on the River Pin, and General Slim's men approached it with such speed that the enemy abandoned it intact. This is Burma's dry belt and each division of troops needs 3,000 gallons of water per day. Anticipating a Japanese counter-attack, British troops, well dug in, guarded the approaches to the weir (3).
On Myebon Peninsula in Jap-Infested Arakan

Reconquering the Arakan, whose ancient capital, Myahtung, was occupied on January 19, 1945, Indian troops were ferried along a tributary of the Kyauk-kyaw, in landing craft of the Royal Indian Navy (1). British commandos (2) on route to the Myebon Peninsula, 14 miles south-east of Akyab (see page 412), and map opposite, where they landed on January 15—the fourth Burma landing in three weeks. A Sherman tank of the 35th Indian Division (3) pursuiting the enemy beyond Myeboe.
Can Hitler Wage War Without Front Lines?

Elaborating the fascinating and widely debated subject as to how Nazi Germany might fight on when the last of her organized forces has been smashed, DR. EDGAR STONE'S TUNABRETT outlines the probable plot of the Nazi strategy after the inevitable collapse. His statements are based on special information and searching study. See also page 491.

A r first sight it would seem an inevitable consequence of the complete break-down of Hitler's coherent and organized front lines that Germany would have to acknowledge defeat. That means, of course, "unconditional surrender," since the Allies have announced that there will be no negotiation.

But because they realize what that means for them, Hitler and his gang long ago decided otherwise. And, if without a hope of turning the tables, they have an eye to protecting their forfeited lives, possibly by making us weary, negligent, and more tractable after a number of months.

This, then, is their scheme: all that is left of the German front lines is securely held. Relentless and indomitable, "Nazified"—is prepared to follow the lead of the tide of battle and perseverance must be salvaged. In larger or smaller units—armies, corps and so on—they must be kept together and positioned in a new variety of Hitler's once successful defence areas, the "hedgehogs," each under a faithful and reliable commander, provided with huge stocks of food and ammunition, surrounded by impenetrable fortifications and with indestructible shelters for the whole garrison. These hedgehogs would be connected with each other and with their central command by short-wave transmitters—centres of resistance intended to become thorns in the flesh of any army of occupation.

"We cannot hold lines any more. Well, we shall hold fortresses!" Can we defend cities? Then let us hold mountains, caves and tunnels! We can afford to take a favourable decision? Then let us go on harassing the enemy until he comes to realize our will. Will not the country any longer? Then let us intensify it!" That, approximately, is the Nazi philosophy. It is directed with Hitler's mania, which for the last six months or so has occupied his attention to the exclusion of other military interests: the survival of National Socialism as a doctrine, a religion, for a thousand years, irrespective of losing this war, the latter to be dismissed as a "more episcopic." It is crazy and blasphemous in its intended parallel with Christianitiy forced under-ground. For the time being proscribed and outlawed by Roman Caesars. There exist a number of these hedgehog-citadels of the Nazi forces, and few of them have stood siege for over half a year. One comprises the three Atlantic strongholds of Lorient, St. Nazaire, and the larger one embracing La Rochelle and the whole coastal area of western France down to and including the mouth of the Garonne, one of France's main doors to the sea.

Another is Col.-Gen. Schoener's domain in Lurvia where, with the encircled 16th and 18th armies, he holds the line from Riga to Libau. The one around Budapest has just been abandoned by the Russians.

East Prussia, the C-in-C, though less successful than Schoener, had orders not to evacuate his forces, the 3rd Tank Army and the 6th Army, even had there been a fair chance of doing so; but while the armies in the Baltic prove able to prevent the huge Russian forces from compressing them in a narrow corridor, General von Tippelkirch's defence lines were overrun when the fortification chain of Lötzen, and the natural protection of the Masurian Lakes, fell to Chorniakovsky's and Rokossovsky's astutely planned onslaughts.

There are at least five more hedgehogs, mostly of much greater importance and size, and rushing streams of that sub-alpine landscape.

The fifth, and main giant hedgehog, Hitler's own perfect fortress (see page 494), is of incomparably larger size and elaborate design. Its outer lines cover, and exploit, practically the whole Austrian chain of Alps, from the Swiss border to the neighbourhood of Varna, in the south, and the Bavarian out-skirts of the Alps, probably meant to include Munich, in the north. Within that outer fortress, covering an area of about 10,000 square miles, there is an inner citadel of much smaller size, with Hitler's own citadel at Berchtesgaden, the town of Salzburg, and the natural range of caves—another, minor fortification suited to this new purpose—interconnected with all the latest gadgets, in the middle of it. Here will be the headquarters and elaborate and head-quarters of a Nazi army segment, and hundreds of veritable framents, waging war without front lines.

There are at least four more famous ones — the Nazi organization and German forces can stem the Allied assault long enough to prepare and equip them. The first is Berlin itself, or at least part of her huge defended area intersected with many river-arms and lakes. The second, the Drachen Mountains, 3,000 to 4,000-foot ridges along the Czech border (round Annaberg), where remnants of the famous "fortifiable Czechooslav "Maginot Line" could be combined with the natural defences of the thickly wooded heights.

The third (round Detmold), in the Ruhr basin, remains west of the river Weser, a minor yet difficult chain of hills which might be preferred to the higher Harz. The fourth (round Bornholm south of the tip of Sweden, 120 square miles) has long ago selected as an experimental station for new weapons, ultimately to become a well-garrisoned stronghold. This has its historical associations, for from there, the "old Burgundia," more than seventeen centuries ago the Germanic tribe of the Burgundians, later the heroes of the Nibelungen Saga, started their fighting and conquering trek which ultimately led them to the wine lands of France.

It may seem ludicrous to connect up-to-date military planning with considerations of national mysticism. But since the advent of this future war—possibly preceded by a giving-up of the North-German plains and a strategic move for protecting southern Germany as a whole—originated in a sordid mind, and was bucketed and elaborated by its henchmen, it is no more incredible than Hitler's other dreams and hallucinations. It has his eyes for the last six or seven months from military realities, and it is totally unaware of the fact that the sweeping Russian armies have made light of his hedgehogs as originally planned. It remains true for the Nazi leaders to realize that their new, perfected, gigantesque variety is similarly doomed.
With Sinews of War Through the Persian Gulf

FOUR AND A HALF MILLION TONS OF SUPPLIES TO RUSSIA were delivered through the Anglo-U.S. Persian Gulf route by the end of 1944. A heavily boredomed convoy (top) alongside the new Allied-built Port of Khormaksar on the Persian Gulf, from which by rail and lorry, across some of the most difficult terrain in the world, supplies are carried to Caspian seaports of the U.S.S.R. Lorries climb the zigzag route (bottom) to Persia's central plateau. (See also pages 370-371.)
Enemy Forces Lured to Their Doom by Bluff

One of the most ingenious tricks of the war, resulting in two fighter planes being shot down by a "ghost" pilot, has been revealed in the official story of the air battle of Malta. It was in April 1942, when the Luftwaffe in strength was making its most determined efforts to finish off that "unkillable aircraft-carrier." Ammunition and planes were short. Sometimes the handful of planes went up without ammunition and bluffed the Messerschmitts, which showed great respect for the few Spitzers and never knew whether these were armed or not.

One day German bombers came over with a fighter escort when no British planes could be sent up. Group Captain A. B. Woodhall, in charge of the Operations Room, had a happy inspiration. He created an imaginary "Pilot Officer Humfrey" and started giving him orders over the radio. The orders were "received" by a Canadian pilot with an unmissable voice who happened to be in the Operations Room at the time. He replied in the name of Humfrey as if he were in the air.

The Germans intercepted the messages, and soon came the cry: "Achtung! Spitzenkette!" The enemy had picked up the "ghost plane," which presumably they imagined was above them and coming out of the sun. Just what they thought we probably never know, but their confusion was such that they proceeded to shoot down two of their Messerschmitts. Those two planes were credited to the imaginary "Pilot Officer Humfrey."

One of the most spectacular bluffs was carried out in Libya by a small party of the South Nottinghamshire Hussars. It was necessary to keep the Italians in Maktila, which they held very strongly, while an attack was mounted in another direction. The instruction to the Hussars was: "Keep them on the hop!" They were given a fairly free hand—and four wooden guns with a number of dummy men. For some days they patrolled round the Italians' outer defences but the Italians stayed in their strongpoints and refused to reveal themselves. It was therefore decided to mean a fake attack to stir them up.

In darkness the four dummy guns and about twenty dummy men were placed in position. Then the party's one real field gun was concealed about 400 yards from the Italians' position. The attack was made at dawn, with a maximum of noise and much bomb throwing, which the Italians apparently mistook for shelling. They decided to retire into the fortress in the face of such a strong attack, and were followed up by the one real gun firing shells as fast as it could.

When they reached the fortress, the Hussars began to prepare to follow up the success of their attack. But before they could do so the defenders, convinced they were surrounded by a powerful force, put up the white flag and surrendered. Over 5,200 men laid down their arms to a handful of live men, twenty dummies and four wooden guns!

Arms now have officers who are specialits in the art of bluffing. An officer appointed to carry out a big deception has to go to work like a stage manager—in fact, one of the experts was formerly a famous stage manager. He must be prepared to use his ingenuity in producing "props" to convince the audience of enemy reconnaissance pilots that his "show" is genuine, and may have to carry real human or fake, hockwinkel friends as well as enemies.

General Platt, when he was G.O.C. for East Africa, revealed after the Abyssinia campaign that on one occasion a "deception officer" he selected for a vital task was so good that he deceived everyone, including General Platt. The occasion was the attack from the Sudan, when it was planned to go for Kassala. But the Sudan is not an easy country in which to conceal large numbers of troops, and it was important to deceive the Italians about the direction of the attack because if they had had time to reinforce the attack would have been fruitless.

Sudan was full of enemy spies and the deception officer had to back his bluff with some real stuff. He persuaded the Royal Navy to start lengthening a warship at a Red Sea port. He had hundreds of men extending a railway. He erected a field hospital and even sent doctors and nurses there. The whole operation lasted a month and it did the trick. Long after that the Navy discovered its leg had been pulled. No troops ever travelled along the railway extension, and doctors and nurses at the field hospital waited in vain for calls. But the bluff was completely successful. Spies sent back plenty of false reports that very reason the Italians were completely deceived.

The attack on Kassala was successful, and although hundreds of men had laboured at installations never intended for use they had not laboured in vain.

Bluffs tanks were probably the invention of the Germans, and when the full truth is known it may be found they carried out one of the biggest bluff exploits in history in the years immediately before the war. We used them effectively in North Africa at different times. On one occasion 7,000 Axis soldiers surrendered to 25 wooden tanks and eight wooden planes. Success at El Alamein was at least partly due to the way the enemy was bluff led over the 10th Corps. This Corps was engaged in very convincing training some fifty miles from the front just before the battle. It was completely effective at the critical moment and the enemy thoroughly deceived.

One of the quiet pieces of bluff carried out by deception officers was discovered when we captured Tobruk in January 1942. Documents complete with many details were found in the Italian headquarters, describing a newly-arrived Australian division in Egypt. The Italians even had the exact date of disembarkation, figures for the equipment and names of the ships from which it had landed. This would have been splendid for the Italians if the Australian division had existed. But it was entirely imaginary. Someone had "planned" it on an enemy who probably paid quite a lot of money for the map of the dummy forces!

The air war has given rise to camouflage of vital targets, and the Germans have spent millions on building dummy towns, concealing landmarks and so on. It is all a very delicate business, calling for keen appreciation of the concept of the thing.

On one occasion the Germans boasted that the R.A.F. They put a few landing lights on a dummy airfield, and turned all the lights full on at the real aerodrome. They guessed our bombers would go for the dummy, thinking that the excessive lighting at the other aerodrome was intended to catch the eye. This trick, of course, does not work twice... We have been equally successful and have attracted bombs to dummy targets by camouflaging them just badly enough to enable them to be blown up.

The simplest bluffs are often the most effective. Three men ordered to delay advancing Germans in a village took six beer bottles and placed them across the road at even intervals, then retired to a house to watch. A German appeared, eyed the bottles cautiously, and went back, evidently not satisfied. Others were ensured, but another half-hour was wasted before the Germans moved on. The bottle was blown up by one from a safe distance, then, finding nothing happened, they became even more cautious, thus lengthening the delay we desired.
Once a private in the army of the Tsar, now First Deputy of Marshal Stalin (Supreme C-in-C of the Soviet Armies),


launched in Central Poland the mighty offensive which liberated Warsaw and within three weeks was closely threatening the

Reich capital. Saviour of Moscow in 1941, he organized the defence of Stalingrad in 1942, and relieved Leningrad in 1943.
Italy's Worst Winter in Living Memory

The snow came, and biting wind and bitter frost gave skating-risk surfaces to the roads. On-the-spot ingenuity and improvisation became the order of the day - spades of an anti-tank regiment of 8th Army used home-made ploughs drawn by oxen to clear a mountain path (1). Moving up to relieve forward troops in the 8th Army a section near the end of an arduous climb (2). Fighting alongside British on the 8th Army front, Italian man a 17-pounder anti-tank gun (3).

Froze Contending Forces to Immobility

Only sticks and shovels enabled Lt. Col. W. Cherry, of Kent, in charge of 8th Army reports, to attempt his daily rounds (4). Gargantuan lumps failed to impair the appetite of Sapper P. Vose, of Surrey, rolling by the Sut DVR's tank (5). After a snow on the 8th Army front, the Sut DVR's propeller was sheared off, became a raging monster and ripped this precious bridge (6) to pieces. whilst Royal Engineers made desperate efforts to save what they could of it.
No German Remains in Warsaw or Memel

Through the stricken streets of Warsaw, reconquered Jan. 17, 1945, marched troops of Marshal Zhukov's 1st White Russian Front (top) with men of the Polish 1st Army who shared in the battle for the capital. Completing the liberation of Lithuania with the capture of Memel, German stronghold port, with its naval base and shipyards, on Jan. 20, these warriors (bottom) of the 1st Baltic Front, commanded by Army-General Bagramyan, were among the first to reach the Baltic coast in that area.
In the Wake of Our Armies Marches U.N.R.R.A.

Mighty labours of the United Nations Relief and Rehabilitation Administration (U.N.R.R.A.) are under way. Of its various Liaison Missions to Allied Governments in Europe, those to France and to Lebanon and Iraq are outstanding, and there is a U.N.R.R.A. Yugoslav camp in the Sinai Desert. Work to be accomplished is explained is explained by JOHN ALLEN GRAYDON. See also page 46.

The freeing of the countries in Europe occupied by the Germans is being accomplished in two ways: from the military aspect, and with relief measures necessary for the life and health of the community. The Allied Armies have already gone far on the military side. Now experts are studying more closely than ever the full meaning of the word “ Relief,” and in this sphere of operations U.N.R.R.A. is playing a leading role.

In some of the countries the people are in their lowest state of health for many years. That is why Dr. Wiburg Augustus Sawyer, World Director of Relief for U.N.R.R.A., prepared vast plans for the speedy relief of those who have for so long suffered at the hands of the Germans. Dr. Sawyer, who fought as a

United States Army infantryman in the last war, is 61 years of age, and for the past nine years has been Director of the International Health Division of the Rockefeller Foundation. Best-known for his vaccine against yellow fever, he has an international reputation. Doubtless much of the credit for the present post makes colossal demands upon his skill. A native of Wisconsin, he has twice visited Britain since the outbreak of war: the first occasion was during the blitz of 1940, the second in September 1944.

The department of U.N.R.R.A. which Doctor Sawyer heads has called upon medical science for all latest developments; as an example, the new D.D.T. insecticide, so efficient against malaria, will play a prominent part in keeping down epidemics. During their occupation of France and Belgium the Germans sent to the Reich most of the medical drugs they could lay hands on. Hospitals were destroyed, and trained medical staff were put to work in war factories. The result is that many health services will have to be built up all over again.

Emergency medical units, each with enough drugs and other requirements to meet the demands of 100,000 people for one month, have been constructed, and every unit has a hospital with beds for 200 patients, an operating theatre and X-ray equipment. Five small hospitals, with forty beds, for use in small towns and villages are included. There is also a standard unit which has supplies for one million people for three months.

Eighty crates of medical supplies provided by U.N.R.R.A. were in January 1944 being flown from Britain to Moscow on the first stage of their journey to liberated Czechoslovak territory. This consignment, consisting of drugs, dressings and instruments, is only the first instalment. A much larger consignment, from the U.S., will shortly go by sea, including drugs and dressings packed as units to supply 100,000 people for one month, hospital units with equipment for 40-bed and 200-bed hospitals, wash basins and X-ray units with mobile diagnostic sets, for the use of a team of Czechoslovak doctors. The shipment of these supplies to Czechoslovakia and also of U.N.R.R.A. relief to Poland was facilitated by the Soviet Union agreeing to the use of Black Sea ports.

One of the most urgent and important of the Health Department’s problems is the return in the quickest possible time of millions of displaced persons to their homes, without increasing the health hazards of Europe by the spread of epidemics. In no case as Military and Allied Governments do not undertake this responsibility themselves, the Displaced Persons Division of U.N.R.R.A. will be in charge, advised on health matters by the Health Division.

The object is to ensure that uniform and co-ordinating measures of medical inspection, decontamination, and so on are carried out in the countries of departure, transit, and arrival; so that, on the one hand, the danger of epidemics is reduced as far as possible, and on the other that displaced persons are not unnecessarily detained in quarantine on frontiers and their return delayed.

150 Million Distressed Europeans

Another high U.N.R.R.A. official to whom Europe looks for assistance is Toronto-born Miss Mary Craig McGeachy, 39 years old, World Director. Her duty is to superintend the essential relief for displaced persons in liberated areas, and it is thought she may have about 150 million Europeans relying upon her for help before the end of the present year. As Britain’s first woman diplomat, in 1942, she became First Secretary of the British Embassy in Washington, and it was while filling this post that she showed such skill that the Welfare Directorship of U.N.R.R.A. was given to her. The complex organization of which U.N.R.R.A. has always to be preparing for new needs, and one of the latest developments has been the establishment of a residential Staff College at Reading under the charge of Major D. C. Arnold-Forester. At this college the members are prepared for the work of assisting the Allies in the repatriation of 10 million Allied Nationals now in Germany and Austria. Forty-five members took part in the first course. They spent two weeks in an

INOCULATING A SMALL CHILD, against diphtheria, at an U.N.R.R.A. camp set up in Palestine for refugees of Greek origin.

Photo, British Official.

intensive study of the purpose and organization of U.N.R.R.A.; the relations of the organization with the Governments and citizens of the United Nations, as well as the Military. The repatriation of Displaced Persons also received a careful examination.

To attempt is made to train experts in a particular field, for the members on the course are already specialists when U.N.R.R.A. engages them. Many are Welfare Workers, Doctors, Nurses or Administrators. The men and women who study at the Reading Staff College are of different nationalities. Several are ex-soldiers with experience in transport, feeding services and camp administration; others are experts at civilian relief; many have lived in Europe under the Germans; still more gained their experience during the blitz on Britain. All, in their respective roles, have an important niche to fill in Europe. The Staff College helps them to understand in full their responsibilities.

When the students have finished their two-weeks course they give way to another class, returning to London for a further fortnight of hard training. When the first batch of students returned to London they met U.N.R.R.A. officers newly-arrived from the liberated countries and who gave them accounts of conditions there. Also the students talked with officials of interested Government, who explained special problems and back-grounds of their own nationals who await liberation when the Allies march into Germany in strength.

U.N.R.R.A. OFFICERS AT SCHOOL AT READING, ENGLAND. In this residential Staff College members are intensively trained to undertake the highly responsible work described in this page. Here soldiers, airmen, policemen, social workers, nurses, doctors, engineers, men and women specialists, journalists, all specialists in some particular field.

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Photo, British Official.
we are given proof that in ferocity the men of the Fourteenth Army could give the Japanese points every time.

They were not, of course, have entered Burma so quickly if the French in Indo-China and the Siamese in what is now Thailand had not given them a good deal of assistance. Thanks to this, the enemy, fought to strike at the very fair chances of success. An Order of the Day to the invaders issued by the general in command of this invading force said: "Every time the Japanese plan to advance, we shall fight, and destroy as many as they can."

We must therefore, he ended, expect a very profound, effective, and bold effort to achieve our purpose.

Tribute to Our Troops in Burma

Well, they did all they could. That general could not blame his armies for the failure which probably led to his suicide. They were thoroughly well equipped; they were well trained, they were clever in jungle war. They were not, of course, innumerable, but his effort collapsed because he brought them up against men who, though not so rarely, were not so poorly trained and equipped with the machines that war today requires, much better than they did, and threw them back. There were times when it seemed as if only miracles could prevent the Japanese from invading India. Every one of those times the necessary miracle happened—or rather, it didn't happen. It was worked by the courage and doggedness of our fighting men under terrible conditions. That of the Fourteenth Army, which Army that has earned a place in history that will never die away.

When Imperial Was Besieged

There was, however, something in the miracle of a nature on conventional lines which helped a great deal. They were small in the quick, inventive mind of General Wingate. When he proposed to lead a force, that would operate far behind the Japanese lines and play havoc with their communications, he asked, "What about your own supplies?" He said, "We'll get them by air.

And that was how they did receive them. Regularly the aircraft loaded with all the expedition needed found out where it was and dropped parachute cargoes, scarcely any of which missed their mark. This method means once ward off disaster.

For instance, when Imperial, that place to hear of every day at one time, was besieged last spring, the enemy counted on forcing our surrender by starving out the garrison. They relied on this so confidently that they announced the town's capture in Tokyo. But they had not reckoned with the method of supply from the air. The men of the Royal Air Force, by day after day the hungry Japs on the surrounding hills were constantly on the move, and the stream of troop-carriers, delivering food, fuel, ordnance, ammunition, supplies, men and even water. They brought out the wounded and over the very gun-sights of the enemy. Behind them supply units, transport

men and L. of C. troops slogged to keep the dykes and the magazines filled for the men in the line. Unbelievable reports flattered the world of the impending grief. The men of the 4th Corps on duty at Imphal severely stuck it out!

The use of that word "serene" is an example of the fault I have mentioned. It is silly to suggest that any troops in such a position as those at Imphal are "serene." It was a lie to suggest, as Japanese radio did, that "confusion and alarm" prevailed. It was a stupid lie to be put about by a com-

mander whose forces were being destroyed daily by the "confused and alarmed" garri-

son. But though those 4th Corps men were neither rattled nor bewildered they would grimly at the idea that they felt "serene".

Except for the Australians in New Guinea, no troops have ever had to fight a prolonged series of battles in such frightfully difficult country against an enemy who had managed to occupy the best positions before we were able to turn and rend him. Of the Many range of mountains in the Arakan area the Japanese command wrote, in an order to its forces, "It is a fortress given to us by heaven, to furnish us with defences, obstructions, conical mound, with water, with quarters, with supplies of building material unlimited. Its height and rocking have become an unforgettable, a new battleground.

All that was true. The prediction in the line. The final sentence was fulfilled. But the battleground proved fatal to the invaders, not to the British defenders. The events of that campaign will never be forgotten by us, but the enemy will try not to think about them, for with all those catalogue advantages on their side the Japanese were soundly defeated.

Full tribute is paid to those who were not actually fighting, but whose brave and uniting toil made victory possible. Everything depends on the regular arrival of all the army needs. Without that the most daring courage, the most carefully laid plans, can accomplish nothing. Throughout the Burma campaigns. Aiding as they call it (short for Administration), never failed. "So the vast spaces, the dark, dense, treacherous jungle, were overcome; the evil beasts and insects and snakes, the leeches, lice and ticks, the sun's high blaze, the night's dew and lonely terror: rain, mist, mud, and the foulest of all, the Japanese enemy"
This is How South-East Asia Command Works

FORMATION of South-East Asia Command, with Headquarters at New Delhi, India, was announced at Quebec on Aug. 20, 1943. In April 1944, its Headquarters were moved to Kandy, Ceylon. On Nov. 26, 1944, Lt.-Gen. F. A. M. Browning succeeded General Sir Henry Pownall as Chief of Staff.

SUPREME ALLIED COMMANDER
SOUTH-EAST ASIA

Adm. Lord Louis Mountbatten

DEPUTY SUPREME COMMANDER

Lt.-Gen. R. A. Wainwright (U.S. Army)

CHIEF OF STAFF

Lt.-Gen. F. A. M. Browning

EAST INDIES FLEET

Adm. Sir A. J. Power

ALLIED LAND FORCES E.A.

Lt.-Gen. Sir Oliver Leese

ALLIED AIR V.-in-C. S.E.A.

Air Marshal Sir Keith Park

EASTERN AIR COMMAND

Maj.-Gen. E. F. Stratemeyer

14th ARMY

Lt.-Gen. Sir William Slim

N. CHINESE ARMY COMMAND

Gen. Sun Li-jen

1ST CHINESE ARMY

Lt.-Gen. Danl. Sullivan (U.S. Army)

3RD TACTICAL AIR FORCE

Lt.-Gen. M. Davidson

10TH U.S.A.A.F.

Air Marshal W. A. Eyre

STRATEGIC AIR FORCE

TROOP CARRIER COMMAND

Maj.-Gen. W. D. Old

Lt.-Gen. Sir P. Christian

XXXIII CORPS

Lt.-Gen. Sir M. Stopford

IV CORPS (Commander not announced)

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Air Commodore G. W. Bollesoh
When the G.I. Joes Swarmed Ashore at Luzon


Gen. MacArthur is seen (2) talking from his seat in a jeep on Leyte with Mr. Churchill's personal representative, Lieut.-Gen. Her- bert Lumsden—who was killed on the bridge of a British light cruiser during a Japanese bombing attack in the Pacific on Jan. 4.

Watching convoys go by, from a U.S. ship (3). Off Lingayen, an infantryman (4) leaps from jeep-seats to craft below (6). Although Allied planners had urged the Filipinos to take cover, youthful pioneers (5) braved the dangers to welcome the troops. A further Luzon landing was made Jan. 26; light news of historic Jan. 20, last week of historic Jan. 20, in Newsweek, page 629.

Photo, U.S. Official; Sport & General PAGE 662
Australian Forces to Clean-up the 'Island Front'

MIXED PATROL OF AUSTRALIANS and native Melanesian troops set out from Awic in New Britain in search of Japanese rearguards. Australian forces, it was announced on January 10, 1945, have largely taken over from U.S. troops the 'Island Front' in the South-West Pacific, to deal with by-passed units of crack Japanese divisions strongly held at strategic points in the Solomons, New Britain and New Guinea. A further Australian amphibious landing on New Britain—on the eastern end of the island—was reported on February 6.
V.C.s of Burma, Italy and the Western Front

Nain AGANSING RAJ
On June 24, 1944, a company of the 5th Royal Gurkha Rifles was ordered to recapture from greatly superior enemy forces two outposts desperately
menacing our lines in Burma. A determined enemy fire and constant air attack were under constant air attack, killing ten Japanese and so
inspiring his men that they routed the enemy and captured the positions. In
the words of the citation, his "magnificent display of initiative, resource,
bravery and coolness in the face of overwhelming odds, and his unflinching
spirit saved the situation.

Riflemen T. PUN
During an attack on the railway
bridge at Myagun, Burma, on June
19, 1944, Corporal P. PUN (left) and
Riflemen T. PUN (right) were engaged
in a fierce battle. The enemy's fire was
assaulted, and all but himself
in a trench with a machine gun. The enemy's fire was
threatening concentration of automatic fire,
he continued to advance alone, snake
deep in mud, through shell-holes and over
fallen trees, then killing three enemy
officers and two men. His action enabled the
remainder of his battalion to reach the
objective.

Sgt. GEORGE H. KEARLEY
Near Overloon, Holland, on October 16, 1944,
Sergeant Kearley, of the King's Shropshire Light
Infantry, armed with grenades and a Sten gun,
destroyed three German machine-gun posts
single-handed "under fire so heavy that it
dunted shots with him."

Private R. M. BURTON
Attacking an enemy-held height, through mud
and continuous rain, in Italy on October 8, 1944,
this private of the Duke of Wellington's Regi-
ments, displaying "magnificent gallantry,"
dashed forward and put out of action the crews
of three Spaniard posts.

Private E. ALVIA SMITH
While assaulting a wounded comrade, during a
fierce action at Arnhem, Holland, on
October 17, 1944, Private Smith, of the Sea-
mands of Canada, beat off attacks
by two German tanks besides enemy infantry.

Capt. I. H. RANDLE
This officer of the Royal Norfolks Regiment, at
Kahima, in Assam, on May 3, 1944, charged a
Japanese machine-gun post alone, and although
mortally wounded silenced it with a grenade hurled
through a bunker slit. He then flung himself
across the slit so that the aperture should be com-
pletely sealed. His battalion gained its objective.

L. Sgt. J. D. BASKETFIELD
Hear of Arnhem, Holland, this N.C.O. of the
South Staffordshire Regiment, on September 25,
1944, held enemy tanks at bay till his gun was
allied. Then he crawled to another bunker, killed
the crew of which five were dead, and, despite
his own serious wounds, remained in the
case of the Germans. His deeds of valour were a constant in-
spiration to all ranks.

Lient. TASKER-WATKINS
Superb gallantry which saved the lives of
his men during an action against numerically
superior forces at Balakliva, Russia, on
August 16, 1944, earned the supreme
honour of the Victoria Cross. Of the Welsh Regi-
ment, the only officer left of his company.

Three years ago I said "Goodbye" to my wife Virgina. I went to Bataan with General MacArthur's forces, but she insisted on staying behind as a nurse at the Santa Catalina Hospital in Manila. Today we were reunited. It might give the world some idea of the ordeal of this town under Japanese occupation if I say, simply, that my wife's weight today is only 5 stone 10 pounds!

No wonder that the half-starved people in the concentration camp at Santo Tomas University in Manila managed to summon up enough strength to hoist me on their shoulders when I broke into the main building there during the fighting last night. It was an honour that should have been reserved for the troops, but they were busy killing the Japanese outside.

Inside, it was pandemonium. Women wept, children screamed with joy, men broke down as they shook hands with us and could not utter a word, but just stood, their lips moving silently. Then they asked for food. They looked as if they had not eaten for weeks. Last June the Japanese had burned all outside purchases of food, and for the past two months conditions had been terribly bad, each person getting less than 700 calories a day. And it takes 2,000 calories daily to sustain a normal person!

It was a nightmare last few hours before 3,700 internees in the camp had been released. I came in with a flying column under General Chafe, which consisted of a small force of tanks, lorries filled with troops, and jeeps. At one o'clock in the morning we started off on a reckless dash towards the city, over a rough and seldom-used road. At Novaliches, 10 miles from Manila, the column had to stand and fight while it pushed aside some determined Japanese opposition, but all along the road brushes with the enemy were frequent.

As we broke into the city the column split in two, one half heading for Santo Tomas. The citizens of Manila went crazy with joy as we tore through the city. They stood by the sides of the road cheering until it seemed their lungs would crack. They offered us some of their own tiny rations and found some beer for us, too.

There was fighting at some points when we reached the University buildings. At others, Japanese troops were holding out on the second and third floors of some of the buildings. Below them the windows were filled with internees, wildly cheering the relieving troops. To have started a battle would have meant death to scores of them, so, finally, a truce was reached. The Japanese were allowed to leave the building in return for the safe release of the internees.

The Japanese, carrying guns and sabres, marched off silently, covered on both sides by grimy American soldiers firing their Tommy-guns. Not a man spoke, but everyone knew that if one Jap had touched a trigger of his gun even one of them would have died within ten seconds. After a few hundred yards the U.S. soldiers halted and the Japs kept marching on. "Down with MacArthur! Down with America!" we heard one Jap soldier scream as he was out of sight. The Americans fiddled their guns for a moment. Then all was quiet... nobody had been tainted into shooting.

To a British missionary, Ernest Stanley, goes much of the credit for saving the hostages. Mr. Stanley handled the negotiations between the American commander and Col. Hayashi, and agreed to walk unarmed across no man's land to meet Hayashi and get the matter settled.

**Down a Mine for a Night's Work with a Bevin Boy**

Serving the nation equally with those of their age who join the Armed Forces, the boys who are called up for work in the pits have no aura of glorioun. But they have the indomitable spirit of the soldier who could not get on specially for "The War Illustrated," so I went as a Bevin boy, Mr. T. Backland, written will interest parents—and others.

I worked at a pit called Claygill Colliery, at Glapwell in Nottinghamshire. To get there I have to travel five miles by bus. I then go into the locker rooms—the pinhead baths. We walk in at one side, take off our clean clothes, walk briskly through the showers to the dirty side, then change into work clothes. We each have a tin water-bottle—which we call a "Dudley"—and a soap tin which holds lunch and keeps out the dust and the rats down the pit.

We fill our "Dudley" with fresh water (it holds four pints) and along we go to the pit-
head. We each have a numbered porthole and as we pass through a kind of barrier we shout out our numbers and a man clocks us up and we are off to the lamp cabin, where we leave lamp check and locker key and receive a hand-lamp, which is quite weighty to carry about. We walk to the pit-top where the cage (lift) is. It is roughly a thousand yards from pit-top to pit-bottom and when you are in the cage water is dripping all over you. There are holes in the bottom of the cage, and when we reach the middle of the shaft we start traveling at about 60 mph with the draught through the holes blowing right up our legs, and it's cold!

When we get out of the cage at the bottom we report to the cabin where all the deputies are and they tell us where to go; every coal face is numbered. The nearest one to me is number 25, and it is quite a distance. For part of the way it is cold, but gradually it becomes warmer and you have to deposit your coat somewhere. It is roughly four miles from the pit-bottom to the point where I work, which makes it about nine miles from where I live.

Even Standing Still We Sweat

It is a steep, downhill walk, and parts of the way we have to bend very low. I leave you to imagine what it is like when one is returning, tired out! When we get to our working-level, we use the subway, walking on one short pant, hat and boots. My present job is making a new roadway, which they call a heading, in a temperature of about 70 degrees, and believe me, even when standing still you sweat. First, we see if there are any empty tubs handy. If there are not, we have to walk 500 yards for them. We get four each, and we lower them down the slope by a rope and then hoist them up again.

I am working with two other miners, and when we start shovelling up the rock the sweat really starts. It gets into your eyes, and it stings. Soon we are sweating from head to foot. Shovelling and picking at the rock all the time we fill eight tubs right off, and begin to feel there is no more sweat left to come out. Half-way through a shift I have generally drunk my four pints of water, and then have to go thirsty. It makes you value water!

The eight tubs filled, we have our "spot," which takes twenty minutes to fill an hour. Then we lower another four tubs, and by the time we have filled them and hoisted them up the top of the slope it is just about time to start walking back to the cage that will take us to the surface again. We fill between 12 and 16 tubs a night, each tub holding about one ton of rock. Twelve to 18 tubs a night isn't bad, is it?

BOT TRAINERS for the pilots, at Mulkaham Colliery, near Chesterfield, up to the old work in the mines was announced by Mr. Ernest Bevin, Minister of Labour. Photo, Topical

Singapore's Giant Floating Dock Was Our Target

In the great bencoolen raid on Singapore on Feb. 1st, 1945, the 100,000-ton dry dock was sunk—for the second time. We thought in Singapore, to the damage of our cause, but not to the damage, by no means, of our cause. The raid was described by Beuter's correspondent Alan Humphreys, who was in one of the Super-Fortresses.

I am taking part in this raid on the Singa- pore naval base, the biggest installation of its kind in the South Sea, of which the King George V Dock, towed out from Britain before the war, is the main target. The raid is being made by the 12th Air Force. The first wave of giant aircraft has already made its attack through cloud and heavy fire. My plane is in the second wave and is just making its run over the target.

It is 9 a.m. and this hour for the attack involved departure from a 10th Air Force Bomber Command base in India after midnight. We flew towards Singapore throughout the night. About 7 a.m. I learned that we were about opposite Penang, but little could be seen in the early dawn of the outline of that northern Malayan island. I also learned that Singapore radio was still on the air—500 miles to go and no apparent suspicion by the Japanese.

The Malayan coast was followed roughly all the way down the Strains of Malacca. At Port Swettenham a number of ships could be seen hastily leaving port, and the pilot, Captain John Siler, said, "I bet the radio is getting busy now!" He began to whistle. On the road to Malacca in a short talk to the crew before leaving, Captain Siler had stated, "Petrol will be the problem—we shan't wait long at the rendezvous, and go in and get it over with. This however, was not necessary as we approached Singapore island in formation.

In seven years since I left Singapore, I had often wondered about going back there. But never did I think to see the city again as a passenger in an American aircraft going to bomb it. Certain features were easy to spot—the first was the aerodrome, a red-brown smear among the green of the western island. General Nishimura's dry dock was empty, and Keppel Harbour, where the Far Eastern liners used to dock, also seemed empty. There were, however, many small craft lying in the roads of Singapore Harbour. The Pandang Singapore Cricket Club sports ground and recreation ground showed as a green oblong along the seashore, but the hardest peering could not make out either Singapore Cathedral or the Raffles Hotel. The civil airport at Kallang was easy, but it was difficult to see if there was anything on it, and the same with the R.A.F. aerodrome at Seletar.

By now we had put on all our trappings, and by the door which we should drop if necessary was also cleared for quick use. Now we are over the target—I see one Japanese fighter coming in head-on to attack. The guns of the leading aircraft are quiet while our guns thump briefly. Smoke clouds from bursting 250-lb. shells float by. Twice more our guns fire, and then the bombs are away.

I heard the navigator tell me, "We had hit our target—buildings at the Naval Base!" The journey back was very much like the approach in reverse. Though we follow the Malayan coast all the way up nobody comes near to attack. Twenty minutes from Singapore Island to start, and the pilot's fourteenth mission. The final comment on the opposition was this from the nose gunner, "Those Jap fighters at Singapore are amateurs!"

They Wear as Badge the Burma Peacock

These stupefied of the Burma Rifles are the eyes and ears of every Chindit co. when they have been given little publicity up to now. This account of them is condensed from a broadcast talk (Jan. 25, 1945) given by Brigade-General Bernard Ferguson, D.S.O., who commanded a column in the first Wingate expedition and a brigade in the second.

I stopped for a night just outside a Kachin village a few miles north of Indaw, and a hundred odd miles behind the enemy lines. I had some Kachins of the Burma Rifles with me, and I told them they could go and have a "jolly" down in the village, so long as they were ready to join me as I marched through next morning.

When I arrived, just after dawn, I saw six Kachins of the Burma Rifles with me, and I told them they could go and have a "jolly" down in the village, so long as they were ready to join me as I marched through next morning.

"Well, sir, this is his own village; he hasn't been home for five years. That's his mother he's kissing now." Pawai La hadn't even asked me for leave, he was all ready to move on with the rest of us. When I asked him if he'd like three months leave there and then, he said he certainly wouldn't; I imagine, as we moved off, seeing him2's to be in the village, and uniform in, in case the Japs should come into the village on our track behind us. After the war, with the Kachins, it meant the people of that country have shown their
sympathy for the risk of their lives. I remember especially an old Burmese in a town which was known to be a nest of Japanese, who kept his balcony in full view of half the town, and shouted out, "God Save the King! Long Live the King!" at the top of his voice. That was in April 1941, in T琉gikun, which has just been liberated by the 36th Division.

These fellows wear as their regimental badge a silver fillet of the natives of Burma—Karens from the Irrawaddy Delta, Kachins and a few Chins. Once inside Burma they think nothing of stop putting on plain clothes and disappear ing to their homes. But they haven't. They came out with General Alexander in 1942, liberated the Krai and families behind. They went in again and shared our hardships in 1943 with the first Wingate expedition—and came out again, those who weren't killed or taken prisoner. And they went in with the Chinoshin of 1944 and out a third time.

They're not very big. I suppose they average around about five feet six, and when you see them marching along with a pack on their back they look as if they are all pack. They're very cheerful: they smile and laugh a lot, and they sing most beautifully—European songs, of course, but by smoke-chancers.

They're the most marvellous chaps in the world, both as both runners and swimmers, and they can make anything out of bamboo—chairs, cradles, and of course cooking pots. They'll eat anything, too. I've seen them eat, for instance, the sort of rats with their tails and all, and they get on frightfully well with the British soldier. It's a wise to use them as shock-troops, we've found, but you'll never get better guide or co- or Burmese. All the guts you could ask for, and more.

KAREN OFFICER of the famous Burma Riflemen in this page. Note the badge on his collar. Photo by courtesy of the Liverpool Echo.

THESE MEN of the Royal Navy in the South China Sea.

OUR DIARY OF THE WAR

FEBRUARY 3. 1943


FEBRUARY 5, Monday


FEBRUARY 6, Tuesday


FEBRUARY 7, Wednesday


FEBRUARY 8, Thursday


FEBRUARY 9, Friday


FEBRUARY 10, Saturday


FEBRUARY 11, Sunday

THE WAR IN THE AIR

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

In their advances into East Prussia and Brandenburg the Red Armies moved over frozen ground and water which offered a continuous unbroken surface for the passage of armoured and transport. (I have seen the ice on the Vistula more than a metre thick at Warsaw.) In these conditions, and provided there was not excessive snow or worse, a sudden thaw—conditions are almost better for an armoured division than in summer, when dust can do considerable harm to mechanization, both of engines and tracks. In an attempt to interfere with Red Army communications, the Luftwaffe bombarded the ice on the Masurian Lakes of East Prussia and the River Oder.

It is not known how effective this operation was, but the enormous surface of ice would probably take a lot of bombing to destroy it as a usable method of getting across it. It is probable that Bomber Command of the R.A.F. would make the best air ice-breaker, because it is the only force in Europe that specializes in 12,000-lb. armour-piercing bombs. It would be interesting to know whether the bombarding of the block-buster type of bomb would give the best results. It would be interesting to know whether the bombarding of the ice could be used as a sort of a wooden bridge for a retreat over frozen lakes before a continued Soviet advance. Bomber Command may well demonstrate what it can do to hamper the German withdrawal.

One classic example of air action against the one of a frozen lake for military purposes was the Luftwaffe counter-attack against the Gladiators of No. 223 Squadron of the R.A.F. on Lake Lesja, near Aasalidske in central Norway, in 1940. The R.A.F. squadron was out of action within 24 hours by comparatively light bombing. But it was defeated by the damage its aircraft sustained, not by the smashing up of its ice airbase. There the bombs went plop through the ice, leaving a small hole, but not breaking up the surface catastrophically. Probably in future bombing operations against ice the answer will be found by using special bombs timed to explode just below the ice surface by means of a hydrostatic fuse.

Bomber Command has co-operated strategically with the Red Army during its rapid advance (Marshal Tito’s force averaged 14 miles a day for 18 days from January 12) by bombing German rail communications to hamper the movement of troops across Germany from west to east. On the afternoon of February 1, and during the following night, Bomber Command dropped 4,700 tons of bombs on four main railway centres at Munchen-Gladbach, Mainz, Ludwigshafen and Siegen. (Previously Frankfurt-on-Main, Mannheim and Karlsruhe had been bombed.) Bomber Command used 1,450 bombers to make the rail attacks on February 1 and 2; twelve were lost from this force.

STRATEGIC Function of Bomber Forces in Surface Land War

After ordinary bombing it is possible to restore railway communications fairly quickly. Repair gangs can get the track straightened out and levelled and new rails laid with astonishing speed in war when all labour is mobilized. But difficulties are greatly increased by the individual weight of the large bombs used by Bomber Command, which do proportionately more damage than an equivalent weight of smaller bombs. The linkage of the German railway system in western Germany, which was strategically designed for war, lays itself open to renewed blows at a succession of important junctions, so that as one is repaired another is damaged.

In these two entirely different examples—one of the Luftwaffe attacking the ice communications of the Red Army and the other of Bomber Command attacking the railway communications of the Wehrmacht—a splendid example of the strategic function of bomber forces in surface land war; the tactical aircraft employed for close work with the armies in the field are not able to concentrate the weight of bombs upon specialized targets, and the army commanders must turn to the strategic air forces for this aid.

An important aspect of the work of Bomber Command and the United States Army 8th Air Force is the capacity of both forces to continue to operate from the United Kingdom as a base, despite the advance of the Army of Liberation to the German frontier. If they were unable to do so, and it were necessary to move them to the Continent, it would be difficult to find bases, and every strategic unit sited in France, Belgium or Holland would displace a tactical unit.

Not only that; but every bomb they dropped in Germany would have to be transported to the Continent by ship and taken forward to the airfields by rail or road truck, thus adding tremendously to the strain on the traffic lines. But these two strategic air forces are their own transport organization and the Continent was the scene from which the Red Army, in the words of Field-Marshal von Kluge, the German high command, "unequivocally demonstrated the strategical mobility of carrier-borne aircraft." Rocket and cannon-carrying Fireflies were used in these operations for the first time east of Passau.

While the heavy bombers have continued attacks against communications and oil-producing plants, the Light Striking Force of Bomber Command, equipped with Mosquitos, has punched steadily at Berlin. The Mosquitos can make the trip to Berlin and back to their bases in the Midlands in four to four-and-a-half hours, carrying either one 4,000-lb. bomb or 2,000 to 3,000 lb. of smaller bombs. For this journey they have an additional 100 gallons of fuel, in outboard tanks, one under each wing.

Sometimes these Mosquitos make one attack a night against Berlin, sometimes two. In the night of February 1-2, two forces of about 75 to 100 Mosquitos dropped between them some 300 tons of bombs on the Reich capital, adding to the strategic damage that the Wehrmacht were themselves making by blowing up bomb-damaged buildings to obtain materials for the construction of defence works within and around the city. These night-bomber raids can be made by delivering a sufficient amount of bomb load to break up the war machine, or to wear it down on their speed for safety. Their operational speed of nearly 300 miles an hour is obtained by flying at about 30,000 feet, with the crew of two seated in a slightly pressurized cabin.

From Berlin a Swedish correspondent reported to his newspaper that the demotions being made by the Wehrmacht in the capital did not matter much, as the city was already so badly damaged! Possibly this is a factor which the Nazis took into account when they decided to defend Berlin and turn it into a fortress. Time and tide again during this war a great city has been shown to be the most powerful obstacle to an advancing army. Berlin is far the largest city to be prepared to resist imminent attack by modern surface forces.

But it will be informative to see what part can be played in the assault by the strategic bomber forces of the R.A.F. and U.S. Army. No surface army assailing a fortified city has ever had the prospect of such powerful air support as has the army that has fought its way forward to Berlin within the German capital. Perhaps we may see a United Nations strategic air H.Q. working with the Red Army before Berlin.
Snow was the R.A.F.'s Bitter Enemy in Holland

CLEARING THE RUNWAYS on a deeply covered bomber station in Holland (1) was a task for a snowplough during the Arctic spell in January 1945 so that the battle against V2 might go on. One airfield used its entire year's ration of salt—15 tons—in one day in an attempt to make the runway usable; squads of snow-blighters included almost the entire personnel—bar the cooks. The ground crew load a bomb-trolley with secondary clusters (2). Spitfires in the snow; general view of a R.C.A.F. fighter station (3).
Our Roving Camera Salutes Balloon Command

PRESENTED on Feb. 5, 1945, Balloon Command had been in operation for 51 years. The Air Ministry, Sir Archibald Waddell, K.C.B., K.T., C.B.E., D.S.O., M.C., V.D., M.C., M.B.E., M.C., M.C., C.B., and other R.A.F., commanded the original personnel will be employed in other ways. One thousand balloons were stored in S.E. England to operate a curtain of nearly 2,000 balloons between the French coast and the English Channel. Illus. pp. 334 and 3377. They stopped 778 flying bombs.

MECHANICAL STEERING TRAINER aids a Merchant Navy recruit on board the Tour, a time French passenger ship now used by the National Training School at Gravesend. Other schools are also conducted by the Shipping Federation.

WORLD TRADES UNION Conference opened at the County Hall, Westminster, London, on Feb. 6, 1945, when Mr. George Jessop, M.P., for Southwark, N., and chairman of the World Trades Union, addressed the gathering of 160 delegates representing 10,000,000 workers. Largest delegation was the Russian (36), said to represent 17,000,000 workers. Representatives came from as far afield as India, Ceylon, U.S.S.R., U.S.A., China, Australia, South Africa, and Latin America. Only 20 enemy countries were invited. Sir Walter Citrine (above), just returned from Greece, addressed the conference.

PHOTO: British Official. Sport & General, Keystone

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O PIONS about the film based on the life of Woodrow Wilson differ widely.

Many think these biographical pictures are a mistake altogether. They certainly present, as a rule, very misleading views of public characters, and often they deliberately falsify history, in the hope of success. President Wilson which seems to be completely absent from the film is his humour. He had a strong sense of fun and he could laugh at himself, which not many of the great ones of the world can do. He was once in company with a number of people who were talking about beauty and ugliness, and whether these are decided by cast of features as settled by nature, or by expression which is under our own power. This has contributed to the discussion this afternoon:

"As a baby I am not a star. The others are more handsome by far! But my face, I don’t mind it," he added. "It’s the people in front who get the star."

Wilson used to go regularly once a week to a variety theatre in Washington and always laughed at the knockabout and buck-chat comedians. It seems to me that schoolboyish enjoyment of slapstick when it is clearly a long way too thick for making one feel that Presidents, Prime Ministers, and such like human beings, are the employment of prisoners of war. Many a war in various ways, chiefly on forests, is necessary few would deny. That it has a good many unpleasant consequences all who know about its working would readily allow. One result of putting Italians once a fire in a long way too thick for exterminating the small birds, especially the song-birds, thrushes, blackbirds, and, bats in particular. In their own country they kill everything that flies, and they have practically destroyed their birds in many parts of Italy. Partly this is because the birds are so miserably poor (because they are so wretchedly ignorant) that they want the birds for food. That cannot be so in this country. As prisoners of war they are well fed. They ought to be warned that we have a law against the slaughter of songbirds, and punished severely if they transgress it. Trying to persuade them that their music add enormously to the pleasures of life would be useless. Appealing to their "better nature" would be futile. The bird of war has become the bird of war. The inattention they have received, none have they are brought up to consider the natural world for their benefit, to be treated by them as harshly as they please.

While books on the last war were mainly about maps—and the great events worked out on them—this time, to adapt E. C. Bentley’s phrase, there is a great deal about the maps—mainly about ships. I am forcibly reminded of this by an anonymous little masterpiece, called "Arinth Loff," published by the Pilot Press at five shillingings and running to fewer than a hundred pages. No one ignorant of what the penny papers have for once very properly described as "Arinth Epic." Would follow from it is that there was an episode in the annals of British arms as deathless as the Charge of the Light Brigade: but they would know something in its way quite as important—the psychology of the ordinary soldier when faced with what seemed inevitable, slow-creeping destruction. Looking back on his battles, Mr. Lofthouse writes with the authority that in their conversation neither politics nor religion counted; they were quite as hardy staples of soldiers’ talk—sex, home, and families. "I really don’t think any of us thought, he says, "we were going to win or anything else." We were too busy loving and we seemed to set almost entirely by instinct. None of us will probably ever be so naturally again as we were there. We were completely without inhibitions, there wasn’t time for them. All of which may make the so-called psychoanalysis futurly to think. Or will it?

Two all the talk of the different “freedoms” which we want all the peoples of the world to enjoy, I cannot help feeling grateful to the Town Council of Southby, in Suffolk, who have refused a request from a Sunday School Union that children should be required admission to Sunday pictures show.”

"A matter for parents to decide," the Councillors say. Very good sense in that reply! If Sunday schools find they cannot compet with cinemas, they should alter their methods. They could give picture shows themselves.

To demand a monopoly, to insist that children shall be forced to attend schools against their will, is both a confession of Failure and an attempt to smother freedom.

I have known of one or two Sunday schools managed so well that children preferred them to any other form of entertainment.

Here is a note of a conversation, not one in which I took part, but which I could not help overhearing, while I was in a bus, which was at the starting place with some minutes to spare before its next journey began. The inspector had boarded the bus and was talking to the conductor. They talked loudly, so all of us in our seats received the benefit of it. "No, I don’t hold with it," the inspector. "What did he not hold with was putting soldiers under the command of A.T.S. officers. All of them had passed him with a woman in charge. Those of them ran across the road to a tobacconist’s shop. She called out sharply, “Come back, two of you. I said only one could go and buy cigarettes.” She was obeyed, but the inspector did not think it was right. Yes, it was. She did not think men ought to be ordered about by women, though she looked rather the sort that would order her husband about, if she had one.

The election of Mr. Churchill and President Roosevelt is bound to be remarkable of the Anti-Communism Francophile makes me smile when I recall what famous Frenchmen of letters have said about that Institution. Anatole France described how he was instructed to set about getting a seat among the Immortal French. He must go and see So-and-so, and say extravagant compliments. He must call on this and that counts and speak of certain authors of the past whom these ladies condemned so far as favour. He came to the conclusion that the whole business was one of intrigue, not of literary value at all. In fact, as Mr. de Pisan said about the Order of the Garter, "there’s no damned merit about it." From time to time, Mr. de Acacia has been forced to elect authors who have won their reputation with the reading public, which in France is a much larger proportion of the population than it is here. But its choice, when free, falls usually on writers who are forgotten as soon as they are dead. Long ago an Englishman who had been so pretreated: Cright Piron, qui fut riez Pas soi même académicien.

(Here lies Piron, who was nothing, not even an académicien.)

I doubt if Mr. de Acacia has raised itself in public estimation since that rhyme set all Paris laughing at its expense.

The other morning I passed through a district that had been laid waste in 1918. Thick as Milton’s autumnal leaves in Valfornos they striped the pavements and the gardens of tune real place in the villadom. No one was about; no one, that’s to say, except one inarticulate little man, with whose browsing-tered states piled up neatly along the garden path, was proceeding to refurbish his patch of faded greenery. I came to the conclusion that I’d seen many years ago in the little hill of Santiago—a native woman hurrying from her shed-hurning house, and carrying an old blue flowerpot, not her jewels, as you might suppose, but a geranium in a flowerpot! In moments of stress we clutch at straw. How many English aristocrats, I wonder, have been salvaged from the uncleared indicate? Recent news of German civilians streaming west before the Red Army provides further instances. R gouged through the神经s, the cartons of wooden cartons—such as vases and oil paintings which had been snatched up by the refugees in the moment of their flight.

One splendid effort made during this war, with a great deal of success, is the finding of jobs for ex-servicemen who in the past would have been considered too badly hurt for anything else work. It is true that such men can be taught to do, and which they do will, are really astonishing. Who would suppose that a soldier who was blinded and lost both hands in battle could work a lift? Yet that is what we are doing. The Hampden Regiment will be doing. He will have artificial hands and feet, and be fitted with an instrument for telling him which floor is calling. St. Dunstan’s has provided Mr. Higgs with this occupation and the ability to cope with it. This grand instance takes in much more than the all-limbs onlylistless but mutilated in some way as well, and it manages to place them nearly all in one way or another. A man whose war left helpless had to eat his heart out in idleness and palsy are, happily, many.
Pay Day Aboard One of India's Little Ships

IN TRADITIONAL NAVAL MANNER, a native rating aboard a motor launch of the Arakan Coastal Forces receives his pay on top of his cap. These small craft of the R.I.N. cover long distances with supplies for Allied troops in Burma, often through minefields and waters infested with Japanese submarines. They played a proud part in the Arakan invasion of January 1945, when four Allied landings were achieved in three weeks. See also page 168-169.

Photo, India Official.