MR. CHURCHILL ARRIVING AT YALTA FOR THE CRIMEA CONFERENCE (see pages 485-86) early in February 1945. Returning to England on Feb. 6 by way of Athens, where he met with a considerable reception, he discussed the war against Italy with President Roosevelt at Alexandria, and at Cairo met the Emperor of Ethiopia, the King of Soud-Arabia, the King of Egypt, and the President of the Syrian Republic, in "the most important conversations ever held on the future of the Middle East."

Photo: British Office

NO. 203 WILL BE PUBLISHED THURSDAY, MARCH 29
Red Army Keeps a Birthday as it Nears Berlin

FOUNDOING OF THE RED ARMY 27 YEARS AGO was celebrated by the Soviet people on Feb. 23, 1940. A few days before this great anniversary one of the leading figures of the Red Army, Marshal Zhukov, is shown in close combat in Prussia on the border on Feb. 31—and Marshal Konievich. Marshal Shaposhnikov (left) congratulates his staff officers in Budapest, occupationally occupied by Feb. 13.
THE BATTLE Fronts


It has been shown that a commander can commit to greater strategic aims than to allow his field army to become involved in the direct defence of a frontier, sacrificing its power of manoeuvre and thereby imposing on his remaining mobile troops tasks not in keeping with the main strategic objective.

The dispatch of Panzer Divisions from reserve in Poland to take part in rescue operations in Hungary almost certainly contributed to the collapse of the Russian front. Moreover, these divisions have apparently been transferred in Hungary and been used to counter-attack Malinovsky’s rear-guard on the north bank of the Dniester with little prospect of achieving any result of importance. German strategy is indeed difficult to understand, and one can only suppose that it is all subject to Hitler’s milleinfluence. With the storm brewing in Poland and Danzig, which would then have a real menace to Zulukov’s flank as he drove to the Oder. Moreover, the lower Vistula would have provided a strong defence line on which to check Cheremeshov’s and Rokossovsky’s advance, and at the worst a further retreat to the lower Oder would still have been possible. In the event the East Prussian front is encircled and has lost strategic significance even should it maintain the struggle for a considerable time. The forces in Poland and Danzig seem likely to be forced to attempt to retreat behind the Oder. They are not a serious menace to Zulukov’s flank.

HAMMERING at Back Door of the Southern Stronghold

Thus the situation has been an amazing and unnecessary dispersion of German military strength. The situation has grown so desperate that it has been suggested in many quarters that the Germans have abandoned all intention of using their remaining strategic reserve for the defence of Berlin and northern Germany and that they intend to retreat into the more defensible regions in the south and there prolong the struggle.

GERMAN’s Draw an Main Reserve

In More Immediate Danger

There are, however, no indications that they represent the opening of a major counter-offensive, but rather that the Germans have been compelled to draw on their main strategic reserve to meet immediate danger. Meanwhile, Zulukov is evidently almost ready to attempt the forcing of the Oder on his front. The German report that he has already secured footholds on the west bank and Kosmin is now in a position to protect his left flank in any further operation. During the pause on the Oder, Zulukov brought up his right in a thrust towards Stettin, which increases the danger the German forces in Pommerania and Danzig are in. Furthermore, Rokossovsky is now advancing the Polish front from the corridor west of the Vistula and has cut the Danzig-Prussian belt. This extension of his front has enabled Zulukov to draw in and concentrate his right wing.

In East Prussia the Germans are being drawn steadily into a smaller space with their backs to the sea and Königsberg is under close attack. However, Rokossovsky has suffered a great loss by the death of Cheremeshov; but the Red Army has produced such a brilliant group of generals—who may rank even higher than Napoleon’s marshals—that it should not be difficult to find a successor to Cheremeshov, even if it is necessary to assume command on this front.

DOWN on the Hungarian front Tolbukhin’s operations, made, as was expected, a clean job of Budapest, and, as it was known, a job which must have cost them over 200,000 men, apart from the heavy losses in their abortive rescue attempts. Once again

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All Clear Again in Philippine Islands Capital

THREE WEEKS AFTER the American forces entered Manila City, supported by tanks (1), the battle for the Filipinos capital ended on Jan. 15, 1945. In the streets of Intramuros, Manila's central fortress, Japanese guards guarded the grotto and burning buildings which loved American forces (2), as on the watch from above the main bastions near the defenses (3). A few days later, the Japanese soldiers lay down in their thousands, some more than 2,000 prisoners among them several hundred Americans. The American soldiers entered Intramuros in a long column, moving through the thickened and shattered streets, a Filipino family (4) inspect the destruction wrought by the Japanese, and the fighting of the American and Filipino forces. Many of the streets were full of the streets, as the dead bodies lay in the streets, and the American troops joined the Japanese remnants. This was the end of the battle for Manila.  

PAGE 276  Pulitzer, Associated Press.
"Nothing's So Bad that It Couldn't be Worse!"

This cheerful soldier—typical of the British soldier—was made by the injured man, here seen receiving urgent advice from a stretcher party, in return to encouraging words from the sound patrol. The scene is Montgomery's British-Canadian attack south-east of Nijmegen in 1944.

Photo: Armstrong
THE WAR AT SEA

by Francis E. McMurtrie

I n the Pacific events continue to demonstrate the immense advantage which command of the sea confers upon the Allied. In the latter part of February it enabled a strong force of aircraft carriers under Vice-Admiral Mark A. Mitscher, U.S.N., to approach the eastern shores of Japan while flying off planes to the total estimated number of 1,500. These aircraft attacked various military objectives in the main industrial area, notably around Tokyo and Yokohama, but their prime object seemed to have been to prevent the use of airfields by the Japanese and to destroy hangars and grounded planes. An escort carrier in Yokosuka Dockyard was so badly damaged that she capsized.

This operation was mainly intended as a diversion to prevent any interference from the mainland of Japan with the attack which was simultaneously being made by the main body of the U.S. Fifth Fleet, under Admiral R. A. Sprague, against Iwojima.

Iwojima is actually two islands, the second of which, "Jima," is often written "Ika." It is a small island, and is the result of American marauding inevitably spooking of this place as "Iwo," without the termination. Though few people had heard of it before the war, it had been made into an extremely strong fortress by the Japanese. It is the only one of three islands comprising the Okinawa group which was suitable for the purpose. It is about eight square miles in extent, with a volcanic cone 664 feet high at the western end. There is only one satisfactory anchorage, protected by a reef running out to seaward for a distance of 2.5 miles, and most of the island's surface is bare rock, with occasional bushes.

To protect the two small airfields laid out on the island's flat spots, the Japanese mounted numerous guns around the circumference of the island. Their calibers have not been reported, but they may well have been 94-m, coax defense pieces on disappearing mountings, of which Japan bought a large number from the Schmeisser Armament concern in Le Crotoy many years ago. It was never explained for what purpose the Japanese could require so many weapons of this type, but the present war has solved the puzzle.

For four days the island's defenses were bombarded by Admiral Sprague's forces, the principal ships in which were the battleships Texas and Arizona, the aircraft carrier Bunker Hill, and the carrier Yorktown which was damaged with 14-in. guns, and the New York, Texas, and Arizona, mounting 12-in. Two of these ships, the Nevada and Tennessee, received a considerable amount of damage from Japanese bombing at Pearl Harbour on December 7, 1941, and since been modernized. The New York, Texas, and Arizona are the oldest capital ships in the U.S. Navy, and in the normal course would have been scrapped before now. All three formed part of the Allied covering force during the invasion of Normandy last June, an example of the mobility of naval forces.

FIREBREATH Firing in Pacific

Got 3,572 U.S. Casualties

Occasional attempts at interference came from Japanese aircraft, but though they suffered considerable losses, and their fire did not slacken, the enemy air forces were shot down by U.S. fighters and anti-aircraft weapons. These enemy aircraft seem to have come from bases in the Ogasawara (Bonin) Islands, lying a hundred or more miles to the northward. These are larger and more numerous than the Volcano Islands, though it is doubtful if they are so strongly fortified as lwojima.

It is remarkable how the three obscure and almost unknown islands which comprise the Okinawa group have been fought over. They were first discovered in 1643 by the Spanish navigator, Bartolome de Torres, who called the smallest of them, 28 miles to the southeast of Iwo, San Agustin (now Minamotoro Iwo). Similarly, Kita Iwo, which lies at somewhat greater distance to the north-westward of Iwo, was originally named San Alejandro. Forgotten for over two centuries, the islands were rediscovered in 1779 by Captain King, who succeeded to the command of Captain Cook's third expedition after the latter's death at Hawaii. King gave the name Sudjur Island to Iwo, Sudjur being its only exportable product.

Though the islands were, by virtue of King's survey of them, long regarded on British, French, and American maps, they were not included in the 1877; and in view of their important strategic position, 600 miles from Japan's biggest naval dockyard at Yokosuka, their fortification was later undertaken. Following the intensive bombardment already mentioned, U.S. Marines succeeded in effecting a landing on lwojima, and after over three days strenuous combat, gained the summit of Mt. Suribachi, an extinct volcano on the southern side of the island, which the Japanese had converted into a fortress. This success, which included the forest fighting yet known in the Pacific, cost 5,372 casualties, including 644 killed.

In their desperate resistance the Japanese garrison, thought to have numbered 30,000, used rifles, machine-guns, hand grenades, demolition charges, and a species of mortar, firing rockets. Heavy rain did much to hamper the progress of the assaulting, whose numbers, according to the latest reports, have been increased by reinforcement to about 45,000. Tanks and artillery are in the process of being sent to the island, as are several hundred tons of ground-soil ash alternating with volcanic rock—does not lend itself to the use of these weapons. Whether it is possible to get at the Japanese, whose strongpoints are said to consist of caves dug deep into the rock, fierce house-to-house fighting is proceeding. In due course the island's resistance will be subdued, enabling its airfield to be used to extend the range of U.S. bombing. No doubt the next step will be to occupy the adjacent Ogasawara group, whose airfields have already been under attack.

In the Philippines, Vice-Admiral Kinkaid's Seventh Fleet has been instrumental in effecting the occupation of Buri and Capul, northernmost points of the Sarawak and Sabah, between Luton and Samar. This is on the direct route connecting Manila with American bases at Guam, Saipan and Hawaii. Only small forces of Japanese were on these islands, and their occupation was rapidly completed. Manila Bay staff the island fortresses of Corregidor was stormed by American troops after a heavy bombardment. Its possession goes full control of the entrance to the bay, the peninsula of Bataan opposite having already been secured. Thus with the evacuation of the remnants of the Manila garrison, the port and naval base are again firmly in U.S. hands.
Loud Sounds the Knell of Fate for Nippon

ASSAULT ON THE HEART OF JAPAN began on Feb. 16, 1945, when 1,300 U.S. carrier-based planes struck at Tokyo (map inset). Three days later U.S. marines landed at Iwojima, to make possible fighter-armed attacks on the enemy coastal. Mighty battleships of the U.S.S. 1st Fleet, J. Nimitz, U.S.S. Washington and the San Francisco, entered the Philippines in Jan. 1945 and 1944. These ships, along with two large carriers, made heavy weather in the 1000-foot-high seas. The invasion fleet was protected by the Pacific Fleet, directed operations at Iwojima.
U-Boats With Funnels Are Prowling the Seas

The menace of German submarines, shrouded in mystery, keeps us on edge. Now, the threat is greater than ever, and our shipping losses have risen. WAP Coastal Command has had a large hand in forcing the U-boats to adopt new devices, of the kind shown in the picture above and commented on here by Capt. JOSEPH HAWKINS, who has spent 49 years at sea.

"You keep your schnorkel out of this!" is a remark that may be heard in any sailor's 'arena' alongside any night of the week. Thus Hitler's latest secret weapon, the Schnorkel, has become a salt-jake-of-sorts. These men who pass, with Death, as in the way of all seamen, know that the Schnorkel device may bring a U-boat within harbor, or enable it to approach unseen up to the side of their ship at sea.

The Schnorkel is a tube or funnel device fitted aboard a U-boat, enabling the latter to draw down fresh air from the surface and to discharge exhaust gases from the engine and used air from the crew's quarters. By this means the vessel can remain submerged almost indefinitely—indeed, it can breathe freely from the air and from the decks of ships; it can approach convoys unseen, and perhaps penetrate harbors when the booms are opened for our ships.

This latest weapon would also enable Germany's submariners to plan a craft so seaworthy as to be able to travel fast under water and to go deeper than ever before. Completely new designs of submarines to travel fast under water and go deeper will certainly be evolved. Submarines up to now have had to surface for an hour or more in every twenty-four hours to renew air and recharge engines for underwater travel, batteries being necessary because the furnaces of Diesel engines could not be tolerated below the surface. But electric motors give only a poor underwater speed—usually 4 or 5 knots. On the surface, Diesels give a speed of about 20 knots. Underwater Diesels, if they could be used, would give, perhaps, half that speed or more, thus doubling the effective under water speed of a U-boat and enabling it to keep pace with a convoy without ever surfacing for air.

Though the Schnorkel may be an Allied submariner's joke, it is likely to be the death of a good many of them; for it was very largely due to aircraft of Coastal Command and the Fleet Air Arm that the U-boat was beaten earlier in this war, after grievous losses. If aircraft lose their effectiveness almost completely against U-boats that can remain submerged all the time, and yet keep pace underwater with the convoys they are shadowing, the Hun will have a fruitful innings. Hydroplanes, aircraft forced them under water, are not now able to remain submerged for more than 4 or 5 knots, and that was too slow to keep pace with a convoy.

Extreme Discomforts for Crews

But that insidious, however short it may be, will be packed with discomforts to an extreme degree. For the new Schnorkel U-boats are a nightmare to the hardest-hued Nazi crew; for one thing, the submarine with this new breathing device cannot, while on a mission, surface at all. U-boat Command spokesman Heinrich Schwach has said on the German radio, "Not a single man, through-out the cruise, ever has a dry piece of clothing on his body; the crews are subject to a physical and psychological strain for which the term gigantic is not an over-statement."

According to a Nazi radio commentator has said: "We sometimes live under the water, breathing through the funnel, for as long as ten weeks. The hardships and strain are incomparably greater than ever before. There is hardly a quiet moment, and no chance to come up for fresh air or to send a radio message. There is no respite available. The light can be used only once during each 48-hour period, to save current. The men cannot even listen to the radio. As the days pass, and weeks, the atmosphere gets more and more humide."

And, on top of it all, the men are driven to the depth of the bowels of the ship. They have been buried in the bowels of the ship and buried alive in the bowels of the ship! A secret weapon that is not a battle weapon—though it may be a death weapon to the men who man it.

An underwater periscope mine, that can be launched from a submarine, is another example of these aids. This is not to be confused with the periscope mine that is a number of bombs attached to the closed end of the periscope, which is fired by a remote control or by the winch operator.

PERISCOPE MINE is another example of Nazi submarine equipment that is causing alarm to men of the Allied Navies. Although we have no fixed belief that the mine is a U-boat. The German versions are classified as new U-boats. This seems unlikely, but we have to consider it possible. The Hun should have the ability to pack submersion devices on their submarines. The German submarine has a new trick in its coat that has not yet been unearthed. The Hun's new device is a periscope mine, that can be launched from a submarine and destroyed a warship.

Royal Navy's 'Surprise Packets'

I can speak of the bitterness on this point of some of the Masters who are my acquaintance. There have been times when we have not signed out of our clothes for two months at a time, and hardly slept—just a col-lapsing and then with the First Officer's elbow in your ribs as soon as you shut your eyes, to fancy back to the bridge again for some emergency. Some skippers know I have been turned down ten times. One skipper, the Denny-Brown, once had six "fishes" running parallel with her after the bow made a sharp turn to port to avoid taking them broadside-out. As many as 30 U-boats have been sighted from the air in a single convoy battle with assorted wolf-packs.

What of the coming days when the 30 raiders will be there, but invisible beneath the waves, and able to keep pace with us unseen? Well, we shall have our 4-in. guns, our 12-pounders and our half-deck Defkorks. Aboard the escort vessels they still have the Asdic, and the depth charges, and one or two other surprise packers I am not at liberty to mention. If the enemy have developed a target-seeking torpedo, we shall have to perfect a torpedo-dwelling device, or a U-boat-seeking bomb.

Our shipping has been decimated, and our losses of seamen have been very heavy. More than 4,000 of them still languish as prisoners on German soil today. But every ton that runs more than 2,000 vessels flying the red Red Cross actually on the scene of the world, and British seamen are not the only ones doing service. They are bringing us more than a third of our food, as well as most of the fertilizers that enable British farmers to produce the rest. Not a ship, not a man of them all will be missing from his job, and as for the new U-boats—well, they had better keep their damned Schnorkels out of this!
Nazi Navy Throws Up Fantastic New Devices

WATER-DONKEY is the Germans' name for their new deep craft. The name is derived from the small, four-legged mammal. The U-boat's head is encased in the water under the surface, and is made of electric cable, and on opening the enemy's doors the cable is exposed. The water-donkey has an electric motor which runs on the electric current passed through the cable. When the U-boat is about to attack the target or destroyers begin to fall, the water-donkey releases fragments of wreckage from its sides, and it sinks by opening ports 35.

R.A.F. COASTAL COMMAND'S SUCCESSES have forced the Wielandnasse to erect their still-impressible U-boat fleet, with new weapons to reduce their underwater vulnerability. The U-boat's head is encased in the water under the surface, and is made of electric cable, and on opening the enemy's doors the cable is exposed. The water-donkey has an electric motor which runs on the electric current passed through the cable. When the U-boat is about to attack the target or destroyers begin to fall, the water-donkey releases fragments of wreckage from its sides, and it sinks by opening ports 35.
Crimea Conference: The Big Three Determine

ARRIVING AT YALTA, Prime Minister and President inspected the Moscow Guards' guard of honor. Refer to recent stories on Long by a Russian newspaper which states who, according to U.S. info, most accompany the President on all public appearances. On the extreme left is Mr. Molotov, People's Commissar for Foreign Affairs.

REAR-MARSHAL STALIN meets a Soviet Red Army officer at the Crimean Palace. The Princess wear the uniform of a national of the Russian Army. The Marshal's only decoration was the star of the Hero of Socialist Labour.

Defeat of Germany

We have considered and announced the military plans of the Three Allied Powers for the final defeat of the German nation. The fullest information has been interdicted. The timing, scope, and co-ordination of new and concerted efforts to bring the hated Nazi nation to terms which will lead to its destruction have been unveiled.

The Three Powers have agreed to the defeat of Germany as the result of the Alliance of the Three Powers, as announced by the Three Powers, as announced by the Three Powers, as announced by the Three Powers.

In the interest of the peace of the world, we are determined to destroy German militarism and Nazism and to ensure that Germany will never again be able to disturb the peace of the world.

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Repatriation

We have considered the question of the return of the people of Germany to their homes and to their former way of life. The Three Powers have agreed to a joint statement on the subject.

In future they will meet in Yalta, in the Crimea, for the final defeat of the German nation.
Germany's Fate and Reshaping of the World

The Tehran Conference took place in an atmosphere of utmost intensity. Much of the business was done over or immediately after meals, at which the food was exclusively Iranian, prepared by the staff of a leading Persian hotel brought for the occasion. The three leaders each had their own quarters. Mr. Churchill lived at the Palace of Prince Zanjan, son of a former ambassador to Persia, and had been used by a German general during the Occupation. President Roosevelt stayed at the United States Embassy residence under the care of a tiny Negro fille who could barely carry the cigar-stained menus from the table to the stables. Stalin’s headquarters were at the Palace of Prince Yusupov. There three palaces were almost the only buildings left standing by the Nazis, at the Lidna Palace that had remained even the door-handles. The general procedure followed at the talks was for the three Foreign Ministers to meet first, followed by the Big Three. Meetings took place every day and were lasted into the small hours.

In Serious Mood. President Roosevelt and Mr. Churchill go into conference on their arrival. Rex was accompanied by a daughter. Premier Stalin, with Secretary of State Hull, was greeted by a Premier. By Service Officer Oliver, W.A.A.A.

Forbidding Conference

We are resolved upon the earliest possible establishment of our Allies of a general international organization to maintain peace and security. We have agreed that a Conference of United Nations should be called to meet at San Francisco, in U.S.A., on April 25, 1945.

Liberated Europe

The establishment of order in Europe, and the reshaping of national economy, must be achieved by peoples which will enable the liberated peoples to destroy the last vestiges of German domination, and to establish democratic institutions of their own choice.

This he is a principle of the Atlantic Charter—the right of all peoples to choose the form of Government under which they will live, the preservation of sovereign rights and self-government to these peoples who have been forcibly deprived of them by the aggressor nations.

In order to carry through the principles in which the liberated peoples may exercise those rights, the three Governments will jointly assist the people in every part of the world, in their struggle to achieve these fundamental purposes. Hence the establishment of a United Nations Organization in Europe to establish conditions of peace to carry out emergency measures for the relief of distressed peoples, to form common governments, the national authorities, to establish the earliest possible establishment through free elections of Governments responsive to the will of the people.

Poland

The Provisional Government which is now functioning in Poland should, therefore, be regarded as a freely democratic basis.

The agreement was reached that the Eastern frontier of Poland should follow the Curzon Line. Poland, must receive additional accessions of territory in the North and West.

Yugoslavia

We have agreed to recommend to Marshal Tito and the Yugoslav that the agreement between times should be put into effect immediately, and a new Government formed on that basis.

Unity for Peace

Our meeting here in the Caucuses has reaffirmed our common determination to maintain and strengthen an organization for the common purpose and of action which has made victory certain. We believe that this is a sacred obligation to the people of the world.

Unity with continuing and growing co-operation and understanding among our three countries and among all the peace-loving nations can the highest aspiration of humanity be realized—a secure and lasting peace which will, in the words of the Charter, 'secure for succeeding generations the rights of which our peoples and our ancestors have fought so long and so nobly to win.'

Winston S. Churchill

Franklin D. Roosevelt,

J. V. Stalin

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Lions Guard the Entrance in Lido. Prince, which was hastily removed by Russian workmen to make it habitable for the Three-Power Conference. It is about 20 miles from Yalta, and was near the property of the Tsar, to which it was presented almost a century ago by Count Leo Tolstoy. It has a magnificent estate covering over 585 acres.
Nightmare landscapes of one of the most difficult operations of the war was the Ardennes invasion. An extensive advance occurred the road to Ciney in the Scapparige sector. British troops were seen taking up positions after an advance. The efforts by General Quevillon's Canadian 1st Army were successful in the sector.

British tanks and troops entered Ciney, a town that had been surrounded and had to withdraw. A tank and an infantryman were needed to clear the town from SS troops. British troops took cover as shells burst over them. A reckless Canadian corporal studied a warning notice posted on the road junction. See also, pages 484-485.

Pic: British and Canadian official, British National Paper, Brussels.
Has Tito the Key to the Macedonian Problem?

Deeply rooted in the Yugoslav political conflict is the centuries-old Macedonian question which Modern trends are partly incorporating Macedonians in a federal Yugoslavia. Here Henry Baker Lenin presents the problem in an objective historical perspective, offering a glimpse at a possible solution.

There are Yugoslavs who look back upon Marshal Tito because, although he was born in Croatia, his parents were Czech and Hungarian. But if he succeeds in only one of his ambitions—the settlement of the age-old Macedonian question—the Yugoslavs will owe him eternal gratitude. He now proposes that this problem should form a link between Serbia and Bulgaria, and should take its place in a federated Yugoslavia, which would, of course, include Bulgaria.

The Macedonians were for centuries at a distance from either the Slav they still their national consciousness—what many thousands of them, in the days of the vast, loose empires of Dushan and Samson, never possessed. Sir Charles Ibbet, author of Turkey in Europe, and a well-known authority on the Balkans, was of the opinion that it is not easy to distinguish Serb and Bulgarian beyond the boundaries of their respective countries, that it is wiser to note that those who became Franks were commonly called Bulgars, while the Patriarchy was called Serb. "Exarchize" and "Patriarchate" are the names of two political-religious parties in the Near East, the former emperor, while the latter represents the jurisdiction of the Greek patriarch of Constantinople. But even here we are in error. It is true, as I have found in the past, that there was a certain degree of contact between the two parties, and that the Bulgarians and the Franks were often at loggerheads. On the other hand, there was also a close relationship between the two peoples, though it is not easy to determine the exact nature of this relationship.

There have been learned dissertations on the Macedonian dialects, as to whether they are more Serbian or Bulgarian. Investigators have traveled through the provinces, measuring heads, but thousands of Macedonians have themselves no idea whether they are more Bulgarian or Serbian. A little farther on, the Macedonia was a school of chivalry, and chivalry. He said it was the prey of

Albanians, who were a scourge in the old Turkish days, and the professors—that is, of unmanageable savages and of laborious agents of foreign propaganda.

Devoid of an age-old national sense, the Macedonian Slavs have Bulgarian or Serb sentiments, for the most part drawn upon them or created by these foreign propagandists. They rapidly transform themselves into Serbs or Bulgarians; and in their wavering, they have thousands of precedents—about the year 1400, for example, a Slav chief called Bogomil attacked the town of Artve and, in order to gain an easier victory, announced, the chronicles tell us, that he was of Serb, Bulgarian, Albanian, Bulgarian and Greek descent. One must therefore be a little shrewd of maps which suggest the Macedonian Slavs to any particular nationality. Kiprijan's famous ethnographic map was adopted by all the statesmen of the Berlin Congress, but, alas, not one of the travelers whose observations Kiprijan used was acquainted with the Serb or Bulgarian language.

Wanted—Another Solomon! Serbia having gained her independence a good many decades before Bulgaria, rendered the name of Serb more disagreeable to the Orientals, and so that the Bulgarian name was more popular. The Serbs were looked upon by Turkey as a revolutionary element, while the Bulgarians were then apparently aiming at nothing more than an independent Slav Church, the Exarchate, within the limits of the Turkish boundaries. Of course, after Bulgaria's deliverance and its annexation of Moesia, Rumelia, there was less eagerness on the part of the Slavs to let their Turkish rulers think they were Bulgars.

The Macedonian question was being discussed by a Bulgarian professor and a British military attaché. The latter suggested a division between Serbia and Bulgaria. "No," said the professor, "at the country remains whole, like the child before Solomon." "Would you be satisfied," asked the attaché, "if this question were now decided once and for all?" "Yes," said the professor, "if the judge be another Solomon."

Those who were most active in trying to solve the question were the interests whose field of operations extended from the parts contiguous to the Bulgarian frontier and as far as possible into the interior of Macedonia. It was their object to play a predominant role in a greater Bulgaria, and they were not going to be reconciled to the Macedonian problem being peacefully solved without their co-operation. They voiced the idea of it being included in a Serbo-Bulgarian federation.

For many years they compelled the peasants of Macedonia to give them shelter, to feed them, and to subscribe to their funds. No guardsmen were ever allowed to have a balance-sheet, and it was generally known that, at least, one Serb called Boraxi allowed himself each year, after having provided for his family, to give two thousand roubles. Their activities were often turned against them, and the movement of Sofia's main square was frequently disrupted by the arrest of a dying member of one of the bands.

"I used to be a Bulgarian and now I am a Serb," said a man with whom I was walking one day in Montana, "and so long as I live I shall be perfectly contented." The Macedonians might not have done worse than to have passed under the rule of an old gentleman called Lapchevitch, whose brother was a Bulgarian, and whose Secretary was a Serb. At least, he never allowed himself to be accused of any intrigue, or of any kind of intrigue, or of any kind of intrigue. The Macedonians were never so well served in this respect as in their war against Austria, when they were overthrown. Let us hope that the efforts of Tito will be crowned with success.
The Fruits of Allied Control of Burma Skies

The virtual air monopoly which we have established in the South-East Asia Command largely accounts for the fact that the Japanese in Burma are now on the high-road to defeat. On the air front the Army depends almost everything, and the close support which they give to the troops has been brought to a full air. Thus, Sept.-Lieut.-Col. G. GARDNER, R.A.F., reviews the situation.

A power is indeed the key to defeating the Japanese in Burma, and I think it is the means by which the Allies will win this war. In Burma, in the same way, a similar instance of the Japanese offensive effort (Imphal) the opposite was true — the grinding of our air forces would have spells certainly defeat, and may well have lost the Japanese invaders through the gateway into India.

On the Burma front in 1944 they made two major attempts to invade India. On both occasions their plan was riddled with holes — a measure of success. In Arakan they succeeded in re-occupying the division, and cut all its lines of communication. They stepped up their air attacks, and reinforced their bases.

The Japanese, who knew the value of air power, used it to the best effect. The Japanese had the advantage of being able to throw in more and more men, and all the time they were advancing. The result is they are now on the high-road to defeat.

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Jap Invasion Tides Smashed

Late in 1944 the Japanese land plan was a complete disaster. On the Burma front, their air power won the day. For three months they committed their air forces in massed attacks, and stepped up their air attacks, and reinforced their bases.

The Japanese, who knew the value of air power, used it to the best effect. The Japanese had the advantage of being able to throw in more and more men, and all the time they were advancing. The result is they are now on the high-road to defeat.

Almost Resigned from the Fray

On the Burma front in 1944 they made two major attempts to invade India. On both occasions their plan was riddled with holes — a measure of success. In Arakan they succeeded in re-occupying the division, and cut all its lines of communication. They stepped up their air attacks, and reinforced their bases.

The Japanese, who knew the value of air power, used it to the best effect. The Japanese had the advantage of being able to throw in more and more men, and all the time they were advancing. The result is they are now on the high-road to defeat.

Aeroplane Time Tables. A recent time table of the Japanese Air Force Command in Burma shows the lines of communication and gives the movements of the Japanese forces. The table indicates that the Japanese air force is preparing to attack the allied forces in Burma. This is based on the assumption that the Japanese air force is preparing to attack the allied forces in Burma.

The table shows that the Japanese air force is preparing to attack the allies in the following areas:

1. In the north of Burma, the Japanese air force is preparing to attack the Allied forces in the north of Burma.
2. In the south of Burma, the Japanese air force is preparing to attack the Allied forces in the south of Burma.
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With Thunderbolts of Eastern Air Command

In the brisk rooting-out of the Japanese night in Burma, the R.A.F. is as ready to work closely with the infantry as it is to fly for yield on patches of its own. Thunderbolt fighters (top left) help to clear the ground as well as in the air. Members of another Thunderbolt squadron (bottom) are F/O L. A. Doreign of Eire, indicating a target to (left to right) F/Lt-Lat. H. L. J. L. J. Lowen of Winnipeg, F/O P. C. Walker of Ottawa, and F/Lt-Lat. J. E. Franks of New South Wales.
First German City to Fall to British Arms

Road and rail junction and enemy troop concentration area, S.E. of Nijmegen and beyond the Reichswald Forest, Cleves was captured by Montgomery's infantry and armour on Feb. 11, 1945. Bombardment softened it, so that even Bren-carriers had difficulty in surmounting the rubble - here (top left) one is towed by a A.V.R.E.. Churchill, with its powerful mortar.

From this strongpoint at Cleves (bottom) our infantry extracted 90 prisoners, then checked up on captured equipment.

Massed to Enter Blasted Reichswald Forest

British and Canadians under General D. D. G. O'Connor smashed through the barrier that was the Reichswald Forest—barrage-flattened, thick with German defence posts, its roads incredibly muddy and potholed. Deep in its heart advance units were fighting when from British infantry rolled up to support them. Crazed on tanks and anti-tank guns they smashed the approach road. The forest, along whose northern side runs the Siegfried Line, was cleared of the enemy by Feb. 13, 1945.
Burma Airstrips Bulldozed from the Jungle

Keeping pace with the advancing Allied forces, R.A.F. airfields have a way of appearing from "nowhere." At a forward airstrip, local Manipur natives paused to stare at a Thunderbolt fighter with Flight Sergeant F. W. Richard of North Ferme, Middlesex, in the cockpit (top left). Men of the R.A.F. Regiment (top right) go on guard. At the operational "Ops." room of this airstrip (bottom) pilots of a R.A.F. Bomber squadron study their target maps.
A hope of the war in Europe ending the higher so to all men of war are given and controversies will follow as soon as that hope begins. It is suggested then that "Power Politics" may return again, that we may ever see so traditional British effort to maintain the "Balance of Power" renewed.

Well, that is generally regarded as a failure. And the failure to organize nations as the States of the American Union, or loosely the component parts of the British Empire and Commonwealth, are organized must in some measure go to explain the appearance of the two world wars, though in both of these catastrophes the aggressor power was clearly Germany.

The question of the world is whether this new war is being fought justly or not, and as far as the present author is concerned it is a war begun by Germany.

But Miss Crisp has done more than this. She has, I think, from the point of view of the British public, cleared up the confusion that has existed about the question of the British Empire and the Far East.

Miss Crisp has also written a book which is a brilliant piece of work, and it is not, I think, an exaggeration to say that it is the most important book on the British Empire and the Far East that has been written for many years.

I have read a pamphlet containing articles from Blackwood's Magazine strongly denouncing the "delegation" of the world that the Council or Assembly should be of any value; and on one of that I have read also a book by Dorothy Crisp, Why We Lost Singapore (Dorothy Crisp & Co., Ltd., 12s. 6d.). Miss Crisp is a regular contributor to certain widely circulated newspapers in Britain and Australia, so what she has to say reaches a large number of readers. Her book might be described as a rather violent attack on those statesmen who have managed our affairs generally, not only for what they did in the past, which we believe led to the loss of Singapore, among other misfortunes, but for what they intended to do in the future.

I must say that the book has been better received by those who have read it than I had expected. The reviewer in The Times, for instance, wrote: "Miss Crisp's book is a brilliant piece of work. It is not, I think, an exaggeration to say that it is the most important book on the British Empire and the Far East that has been written for many years.

Regarding the question of the war in Europe, it is a matter of great interest to the British public, and it is not, I think, an exaggeration to say that it is the most important question of the day. The British public is well aware of the dangers that are in the world, and it is not, I think, an exaggeration to say that it is the most important question of the day.

The British Empire is a great power, and it is not, I think, an exaggeration to say that it is the most important power in the world. It is not, I think, an exaggeration to say that it is the most important power in the world.
Australia's Task in the South-West Pacific—

RAINFALL, once Japan's most forward base, is again in the news, this time not by reason of Australia, but because of Japanese raids on New Britain. Just over a year ago, Japan had lost its last foothold in New Britain, but now it appears that Japan will attempt to re-establish a foothold in the area.

From the early days of January 1944, when radar stations in the area detected the approach of enemy aircraft, the Allied forces have been preparing for a possible attack. The area is believed to be part of Japan's South-West Pacific command, and the attack is expected to be a serious threat.

The Allied forces on New Britain have been preparing for this attack for some time, and have been intensifying their defensive measures. The Allied forces have been increasing their air and naval presence in the area, and are ready to meet any challenge.

The Japanese have been noted for their air attacks on Allied positions, and it is likely that they will attempt to use their air power to their advantage. The Allied forces are well prepared to meet this challenge, and are confident of their ability to repel any attack.

In conclusion, the situation in the South-West Pacific remains tense, and the Allied forces are ready to meet any challenge that may come their way. The Allied forces are determined to protect their territory and maintain their position in the area.

Garrison Was Stormed by 17,000

When the Japanese swept southward in January 1943, the port which promised to make such a fine naval base was pitifully, inadequately defended. It was garrisoned by only 1,400 Australians and in its defence had only two 6-in. guns (destroyed in the first enemy air raid), protected by five Schneider Witrwaas—Australian-built army-cooperation machines. Displaying heroic tenacity, the Witrwaas pilots opposed the first intense attack on Rabaul on January 20 by eighty Zep planes. They scavenged for two enemy machines before one of their own was destroyed.

Seventeen thousand Japanese stormed the garrison the following day and overran their rich prize without a great deal of trouble. Only a few of the officers of the Australian garrison have been lost in their defence of the tiny harbor. Nothing has been heard of the day's loss of American lives, but it is generally believed that the attack was a complete success.

In conclusion, the situation in the South-West Pacific remains tense, and the Allied forces are ready to meet any challenge that may come their way. The Allied forces are determined to protect their territory and maintain their position in the area.
Includes Round-up of Japs in New Britain
Over to Belgium With the A.T.S.

First M.R. Battery for Overseas Service was one which helped to defend Britain in the Blitz. Some of its girl members that with Belgian children by a window during (1) near their own quarters (2) in the centre, Lutine Commander Mary Churchill; Princess Maria Smith, of Barnes, and Signorina (3). En route through famous Uccle (4) to their own where they help to build their own quarters (5). The Smith town of Warrington, Manchester, with their signal gallery (6). This particular battery numbers 100 A.T.S, girls and 10 men.

Page 224

Photo: Robert Wright
War-Stricken Dutch Children Happy in Coventry

FIVE HUNDRED HOMELESS youngsters, from Rotterdam, Helenlands, adopted by Coventry, arrived in England on Feb. 1, 1940. A few days earlier, the Dutch Red Cross had appealed in London for the children of that city. All the children were killed in private homes. At present, there are no private homes in Coventry. The children were welcomed by English schoolgirls with smiles and handshakes.

Brave Birds and Animals Have Their Own V.C.

Captain Philip Sidney, V.C., presents "Rob," a cross-breed police dog, with the Dickin Medal for Gallantry to his handler, "Rob," awarded for saving the lives of 12 people during the London blitz. Other medals include Dickin Medals for "Winston," a messenger pigeon, and "Talbot," a border collie, for their roles in saving fowl from the flood. PAGE 280
I WAS THERE!

Eye Witness Stories of the War

It's a Watery War on Our Part of the Front

We have turned the original Siegfried Line and its supporting Krenchel line from the north and now, seven days after the attack, the British and Canadian forces have a sure foot in Hitler's dying Third Reich. There is devastation here worse than any I saw in Normandy, Belgium or Holland, save maybe for the town of St. Iza. This is the death we are bringing to the Germans. The longer they resist us the wider still the devastation must spread.

Back in Holland a week ago I saw the graves of German soldiers. They were neat. They had the cross at the head, the helmet on the breast, and round the graves white tape, fluttering a warning but tanks coming on should disturb the soldiers whose battle is done. But here in Germany the German dead lie in the rain, for nobody has had time to bury them. There is more work to be done by the living.

Now we have that dreary Reichswald Forest behind us. In it, behind the fighting, the Gothenburg, the East Lancs, the Welshmen, the Somerset men, the Seaforths sit round pine fires and brew up their tea, waiting for the next battle to begin. The shunned trees cry and crack under their heads and the end of the tracks on which their lives depend bubbles gaudily.

The first talk into Cleves, first city of the Recht to fall to British arms, veered its great gun warningly from window to window. The turret top was down. But round the muzzle of the gun was spied a four-by-four picture of Hitler, and perch'd on the "beak" of the tank there rode a happy little man with a blathering petrol tin, brewing up the tea. So wet is this battle that the troops call their commander Admiral Graf. The men mostly sing the Bing Crosby ditty, "Oh would you rather be a fish?". The wounded come back from the battle front, riding high in ducks across the floods. The general directing the battle wears fisherman's waders; a para troop's camouflage smock and fisherman's jersey.

At any hour you are likely to meet Field Marshal Montgomery among the floods. Then this happens: A patient column has been wading on the road for many hours. The flood laps slowly at the wheels of the horses, rising higher. Then the troops jump from fender to fender, singing out, "Aye, aye, all right," and less printable musical remarks.

Suddenly, along the boomed road marked "Clear or mines only to verges," there comes a busy little jeep with a great red light flashing on and off by the radiator. Two grim-looking M.P.s with red caps ride the bumps with stiff backs. Behind them comes the biggest car I ever saw, shining black and shining silver with an amusing Union Jack flapping at the bonnet. And inside alone sits Monty, who never misses a salute.

In the upland, where our gliders landed at Arnhem time, there are search-parties out, for although the Germans have been here now for four months, they did not bury our dead. In the rich and gloomy suburban houses of Cleves there is no sign of war shortage. The town is good and ample. The black-out material is neat and good. The kitchenware is perfect.

Talk of the week here has been the flight of the Seaforths against the paratroopers to the south around Geenweg. The Jocks had their pipes playing at full blast in the forest to put the attention of the enemy while they sent a company round to take them in the rear. The Jocks went in with bayonets and took heavy losses, but won the day. It has been fighting like the American Civil War in the forest, with both sides...
combing out into clearings, seeking the enemy, and charging recklessly. The infantry have been predominant. The Nazis are fighting well, almost as well as we do. They have honed of 15 is their paratrooper units against our forces of 16. We have taken the place in the cutting edge of the British infantry of the men lost since D-Day.

The Germans are fighting well because they do not know any other way to live. They lack any picture in their minds of a world at peace, and do not want the quiet way. It is an asset to be added to the tally of this offensive that we have brought elements of seven German divisions to the battle to be beaten west of the Rhine.

How the Parachutists Came Down on Corregidor

After three days of almost continuous daylight bombardment from the air and sea, American parachutists and ground forces stormed the island fortress early today. In the past days Corregidor has taken a terrific pounding, during which more than 2,000 tons of bombs and shells have rained down on the island. Zero hour was at 8:30 a.m. Just before the bombing was due, Liberators and Bostons went over the fortified areas, dropping heavy bombs, incendiaries and anti-personnel bombs, while a protectively screen of fighter-circled overhead and a swift-moving fleet of P.T.A.s went close inshore. Shortly after 8:33 the first C47 Douglas transport planes, carrying troops, were sighted.

As far as the eye could see from the flagship, tramp steamers, stretching for miles in a line. The last-minute bombing was like one prolonged explosion, with smoke, flames and dust rising high into the air. When the smoke against a background of cloudbursts, the first 47 saluted in low and parachutists

I Watched Koniev’s Tankmen Cross the Oder

I was a frosty day. The tank crews took off their fur-lined “coyote,” rolled up the silly sleeves of their tunics, and started to fell trees in the woods. They lopped off the branches and hauled the logs down to the bank. German shells crashed into the woods from time to time. The tankmen flopped down, then grabbed their guns and got busy again.

I confess that at first I could not guess what they were intending to do. Surely they could not be building a bridge—there were no piles in the river. "And it seemed absurd to build rafts in the winter. The ice was thick enough to impede a raft, though too thin to bear a man’s weight. Anyway, what raft could carry a heavy tank?"

Meanwhile, the infantrymen were busy on their own accounts, building something that was not merely brick or silt—something they called a siege bridge, a flimsy affair, it is served to get them across the freezing, cracking ice. Beyond the river, they at once engaged the enemy. Fresh German divisions were rushed to the Oder. Tanks and infantry poured along the highways and railways from the heart of Germany, even from Holland. The panzers tumbled off the train at the nearest railway stations and headed towards the river.

It was clear that our infantry, no matter how high their courage, could not hope to hold them. The punishing strength of armored forces would have to be added to human daring and skill. And now the finest work of the tankman was
the woods bared fruit, and my curiosity was satisfied. The crew dragged two large boulders down to the river and launched them, smashing the ice for the bank. A log platform connected the two. This contrivance, neither sail nor ferry, assured the purpose best under the circumstances. It was a little over one hundred yards to the opposite bank. The tankmen reckoned to manage without a cable by breaking up the ice in front, and pushing along the edges of the ice, curve they had made.

As last everything was ready. It only remained to roll the first tank on the log platform linking the barges. The tankmen, in keep their spirits up, called the chorus, "chuck, shabby affair-" the battle-hymn," but I could see that they were keeping their fingers crossed. Would the thing tip over? Or would it simply settle on the river bottom, together with the tank?

We all held our breath. The barges slumped heavily under the weight of the tank, and rocked violently. Pieces of broken ice tumbled inside. Then the rocking stopped, and we breathed again. The barges stayed on the surface. They were going to get the armour across all right.

Meanwhile, the infantrymen dug in on the far bank, resisted all attempts to push them back into the water. Next morning a gun turned up— it had been ferried across on logs. Half-an-hour later, men with armoured-plating rifles crawled up and lay down beside the tanks. The tanks were to advance across the ice on the end of ropes. Self-propelled guns made the trip on the stout little contraption that had brought the tanks across— by this time every one had dropped the nickname- "battleship" and was discussing "tank" with an impropriate "Noah's Ark."

The sight of the little tanks was a real tonic for the infantrymen. They went into the attack in high spirits, their hold

**Flash-backs**

1941

February 25. Yugoslavs, capital of Italian Somaliland, captured by East and West African troops.


February 27. Battle of Jajce began. Allies forced across the Dual Frontier and six destroyers.

February 28. Marriage coup against Nationalist regime captured.

March 4. Spanish army rebelled against Fascist government.

March 5. Spanish army captured.

March 6. Spanish army captured.

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THE WAR IN THE AIR

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

Born strategic and tactical air warfare increased in scale during February when the British Air Ministry decided to exploit the strategic advantage of the Luftwaffe in defence of Germany against the build-up of British, Allied and Soviet power. At the stage of the war it is difficult to say to which of the various factors the most potent in bringing about the present German air-defence power. There have been (1) the continuous blows of Bomber Command against Germany's industrial heartland; (2) the destruction of German airfields and R.A.P. and U.S. aircraft by attacks upon the German aircraft assembly plants; (3) the combined R.A.F. and U.S. attacks upon German fuel and storage tanks; (4) the assault by strategic and tactical aircraft against the German rail, road, canal and sea communications; (5) the deterioration of German aircrew training resulting in less efficient tactical handling of the defense; (6) the German switch from day to night fighter defense, resulting in poverty in day fighter and aircrew; (7) the overtaxing of German training airfields in Silesia and Posenania by the Red Army; (8) the concentration of German industry upon VI and V2 weapons and A.A. guns. It is now the exception to find German aircraft over the zone of Western Europe from which the Wehrmacht has been driven. When a Nazi aircraft or small formation does come over there is terrific competition among Allied pilots to score a kill.

HANDLING OF Air Forces Set an Art

by Air Commodore E. A. C. Topham

Yes, if a small force is well handled it can achieve much. That was demonstrated in the battles of Malta and North Africa. The German commanders do not appear to have learned how to handle air forces. In the past they fiercely threw them away. Recently they have reversed policy, conserving their small forces to the point of useless futility; for aircraft destroyed on the ground are a dead loss, but aircraft destroyed in combat have at least had a chance to inflict damage on the enemy.

The strategic and tactical handling of the Luftwaffe have been often ineptly handled. It almost appears that the German air force leaders never really learned the art of using air power—fortunately for the United Kingdom and its people. How differently has Allied air power been wielded! And yet there is no mystery about the employment of air power. Its processes are logically, more logical than the unfailing of either land or sea power.

Recently Air Chief Marshal Sir Arthur Tedder, the chief British exponent of strategic air-army integration, visited a Russian headquaters to give his counsel on the range of action over all Germany to produce the most effective forces for the service on the West and East Fronts to deliver decisively the last concentration of the Wehrmacht armies. No doubt his conclusions will affect the overall strategy of Allied air action, particularly in the U.K., Western Europe and Italy; for in his capacity as deputy to General Eisenhower, the overall commander in the west, Tedder's views will carry weight.

After Tedder's visit to Moscow, the British Cabinet, and the United States supreme executive.

The isolation of a combined east/west air attack plan became news on February 13, 1943, when, after daylight, Bomber Command Lancasters made two heavy attacks on Dresden. Subsidiary attacks were made on synthetic oil plants at Bohnen and railway targets at Nurnberg, Dortmund and Breslau. These attacks were covered by Bomber Command night fighter and in-truder attacks against airfields where air-strike opposition to the main bomber force might have been expected to come. The force consisted 1,100 aircraft. Six bombers were lost.

NEXT DAY, 1,380 Liberators and Fortresses of the U.S. 8th Air Force based in the U.K., escorted by more than 500 Mustangs and Thunderbolts, again bombed Dresden— and Chemnitz, Magdeburg and Wesel. Losses were eight bombers and five fighters: 19 German fighters were destroyed. In the following night Bomber Command attacked Chemnitz twice. On February 15 the U.S. bombers attacked Dresden, Kottow, and an oil refinery near Magdeburg.

In these attacks, isolated mainly against towns behind the German armed opposing the Russian forces, there is evidence of a co-ordination of effort among the Allies. The Red Air Force is not equipped with so many strategic heavy bombers, and the application of British and American heavies to focal points feeding German resistance to the Eastern Front must be of great value to Marshal Zhukov and his associated commanders, and should ease the life of the forward groups of the Red Army.

LIBERATOR'S CREW, on patrol over the Western Front. One of the many bombers in the campaign, giving a heavy barrage of machine-gun fire on the ground, and strafing German troops. (Bild ARCHIV "BILD"

On February 22, after a few days' lull in the air on the Western Front (due to the laying off of the tactical air forces by bad weather) between 8,000 and 9,000 aircraft attacked communications throughout Nazi Germany under almost cloudless skies but through a gale force. The purpose of this assault, which was delivered against 138 targets in Germany, Denmark, Austria and Yugoslavia, was to impose a temporary paralysis upon the Wehrmacht's communications by road, railway and canal. The big American bombers from the U.K., 1,600 strong, each dropped ten 500-lb. high explosive bombs (see map in page 675).

MOST Widespread Demonstration of Air Fire-Power Ever Seen

B-24 Liberator aircraft bombed the southern zone of German-held Europe. The tactical air forces from France and the Mediterraneans added their quota of bombs, rockets, shells and bullets. The slain were filled with astonishment at the ferocity and strength of the Allied bomber attacks. The German forces in France, Belgium, Netherlands, Luxembourg, France, and Belgium, were bombed. The Red Air Force and 400 other bombers, Liberators, Liberator's Mitchell, Bostons, Invaders, Tempests, Typhoons, Spitfires, Thunderbolts, Lightnings. It was the most widespread demonstration of air fire-power ever seen in war, and it followed night bombing of western and southern industrial centers by 1,100 Halifaxs and Lancasters.

Below dawn on February 23 the forward elements of the American 1st and 9th Armies attacked. They were crowning the first assault in various fronts with the aid of heavy and amphibious craft, to pile bridgeheads on the eastern bank from enemy-fortified positions which should have been cut off by a substantial reinforcement by the strategic bombing of German coastal industries.

In the Orient the air war has reached new proportions. On Feb. 16 a force of 1,600 aircraft raided Tokyo, Yokohama, and their environs for nine hours, attacking airfields and other military objectives. Fifteen hundred of the aircraft flew from a carrier task force protected by warships. One hundred SuperFortress bombers flew from their Marianas island bases. The task force sailed under the flag of Vice-Admiral Mark Mitscher, and among the ships were some of America's newest and largest battleships. Here is proof, were proof needed, that the United States is now the leading sea-air Power. The two-ocean navy policy has produced the world's greatest maritime air fleet, which has not yet reached its full expansion.

This attack on Tokyo covered an assault on Kuredome, the island base in the Volcano group from which the Japanese have sent interceptor fighters to attack the SuperFortress bombers operating from the Marianas. Capture of Kuredome will give the U.S. air forces an advanced island "aircraft carrier" which will be able to escort the SuperFortresses to the Japanese mainland and so bring about the preliminary air conditions there which in Europe preceded the collapse of Germany's military power.
At Balikpapan in Borneo Jap Oil 'Goes Up'

"RIGHT ON THE BUTTON" was the pilot's description of how bombs from Liberators of the U.S. 8th Air Force ruined down on Japanese oil installations at Balikpapan in Borneo, sending up thick white smoke which was judged at 12,000 feet. Thronged by a cloud of smoke and dust, right from their appearance the bombers, led by Lt. John Something, and 10 other B-24s, delivered four powerful attacks in which they released 120 tons of bombs, destroyed the tank farm and refinery of 100,000 tons capacity. The ensuing explosion and fire, it was estimated, caused immediate and lasting damage to the refinery area.

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From Ypres to Lambeth with Our Roving Camera

AT THE MENIN GATE, YPRES, in Feb. 1916, British troops of the Fourth Division passed the hoists of the Menin and Lierneaux and a brass band playing "The Ghosts" from "The Hunchback of Notre Dame" while the traffic passed through the gate.

DRAWING THE LUCKY LEAVE NUMBERS from the drum of a ballot in the Old Barge, at R. B. S. & C. R. & C. L. & C. L. a commendation breaks the good news. On Feb. 21, 1916, an official statement was issued declaring that the ballot system for leave ensured no favoritism.

ROPS FOR OUR LIFEBOATS is being handled (above) by a Naval man employed at the Royal National Lifeboat Institution depot at Ramsgate, Kent. There were 179 men in the British Royal Navy, including 128 footmen (128 ft.), in a Westcott Navy call, but only 152 sailors in Royal Navy calls.

HUTS FOR THE BOMBE-DOUT at Loughborough, Derby, are being erected at the Royal Air Force Station, Larkhil, for the Royal Air Force. There are 179 men in the British Royal Navy. More than 700 similar huts are being built here.

ONE OF BRITAIN'S NEWEST SUBMARINES is seen watching the fitting-out bays after being launched. According to the vast co-operation in operation at the shipbuilding yard in London, the ceremony was performed by Mr. Thomas Blanck, an assistant turner-drummer, one of the many "hands" who had helped to build her.

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A
tune of the times is the growing ten-
dency of people to exchange vows
on how to celebrate the coming of
the peak. One person's coffee is the
next person's concert, and vice versa.
Such discussions are harmless enough amuse-
ment, but it is surprising to see how
far into the war as clear-cut as in 1918, when the exact
matter in which the present war will end is
to be abandoned. In
1918 people were taken unawares. There
was no precedent for the occasion, and the
newness was so great, so unprecedented—and
therefore impossible to repeat. The
most remarkable thing I recall about that
great November morning was the first irre-
sovable instinct of everyone to get out into
the open. All the unthinking helping and
muff-diking came later. Incidentally, if the
end is as sudden this time, there is one class
of worker who will be too busy for much
celebration. This is the harassed journalist,
who will be working overtime to change his
day's or week's notes into one that
will more accurately reflect the hopes
of the prevailing mood.

Donat外资 and his company recently
reset themselves from a summer season at
the back of the house. Shakespeare shows around more enthusiasm among the troops, as Welford was told, then
"anything since the Halle orchestra."—I
have no doubt that they will not agree with
success on their next venture, which is a trip to
the Middle East. The standard of public
taste has improved enormously since the last
war, and people are hardly as uninvitedly
right when they say that a man's taste does
not change because he gets into sedentary.
Compare a 1945 list of London's entertain-
ments with one of 1917. The,Tudor
promenade concerts, or the pecu-
liarity of Gertie's current preoccupations,
the Haymarket Theatre, or the patient queues
on the outside of the stage would
be for the film version of Henry V. Neverthe-
less, I have no doubt that the public's
interest, while it seems more
shallow, would be just as
longer. While Beecham and Shakespeare
are tireless in their concern, the
cheerful talk commentators still draw their tenet
of thousands, both in and out of uniform. What
may happen to the concerts, or the next time the
forces shall have the very best entertainment,
for they deserve nothing less.

A number of people have been
letting me tell tales about eye-strain,
and usually they tell the smallest
newspaper and other journals. I
didn't expect much of them, but they were,
the other less black than in happier times, and
the words do not help the eye strain read-
early, especially if you are striving to read
in the blackest light or the dimmest light of a
train, bus, or tram, as the foolish habit is
with us elsewhere, which are really nothing more than
a smaller type in a smaller type as the news in
newspaper cause, and then coming in
squeezed into a page. The width of the columns
gives the eye less to go by, and in a great
event, because the eye is accustomed to read
in groups instead of a line and a large type
in a narrow column spoils the grasping and
makes for slow reading. Anyway, as
the eye strain is a thing to be
regarded, it is said by the National Health
Service that the eyes are the first
of the five senses to be affected in the first half of the 20th century.

The manager of a large transport company
in London has taken time off to protest against the siphoned away street
owers are placed—some on the ground level
others anything up to 20 feet high, and
often only on one side of the street. Could
nothing be done by the municipal
authorities to make an attempt at
height of all street names? he asks. In
1918-19, he was in charge of a branch
which has tackled this problem at all seriously in
the Royal Borough of Kingston, which has set
itself as a model—especially as regards its distinctive lettering—though just before
de the war Westminster ran it close. As for
the inner and outer suburbs, one has only
to journey to them by foot after dark to realize
how inconspicuous street names can become—and how good-natured our taxi-drivers are, for the most part, in the face of wholly
unnecessary mystification. While on this sub-
ject I might express the faint hope that in
the New World of the Planned Age on which we
are about to enter, suburban house-owners
shall not be compelled to buy new letters
"Balmoral," and so forth—and resort to
honest-to-God numbers easy to be identified
by postman, taxman and stranger-to-
the-neighborhood alike. There was talk, some
twenty years ago of the G.P.O. inflicting a
small charge on house owners wishing to
But nothing—unfortunately—even came of it.

O n my desk is a nine-page pamphlet titled
"Atlantic Bridge, which reads in seventy
pages one of the most significant stories of
today or any other war. It is a story.—The
Official Account of R.A.F. Transport Com-
mand's "Ocean Ferry" is its somewhat
untilted—which would have delighted
H. H. Askan and has instantly indicated an
awful amount of street noise in the
neighborhood of ours. There’s plenty of excitement in it, but that’s not the exciting part of it.

What affects me, oddly, is its detrac-
tion. Not that it isn’t highly personal and,
I might add, thrillingly personal at that. For
the anonymous author (why should he be
anonymous?) has sat on the not sufficiently
realized fact that the former C.P. of Transport
Command in November 1940 was, like the
Battle of Britain, a turning point in the
history of the war. In the dark fall of that
year, with the battle of Britain over, the
Germans had a clear field for the
project. Even Mr. Kennedy, the U.S.
Ambassador, thought so when he said:
"St. James’s for Washington. And then, on the
other side of the Channel, the master
of a single fang, seven Hudson bombers,
crossing the Atlantic from New-
foundland, touched down on the runway of a
British airfield. History had been made overnight;
bombers were no longer being shipped but flown from the U.S. An At-
lantic Bridge had it. "As fundamental and far-reaching as the introduction of railway
freight services from Liverpool to New York
as the 17th century, the trans-oceanic delivery
of the Hudson Limited in 1850 has a
considerableale value." To have lived through
History is not enough. We must have its
significance pointed out to us as well. That
is what this pamphlet—prepared for the Air
Ministry by the Ministry of Information—does
so unambiguously and yet so unobtrusively.
Roll Out the Barrel: Philippines Style

DRUMS OF PRECIOUS PETROL came to a Luzon beach-head from U.S. landing craft to keep General MacArthur's plans, armour and vehicles going, after the air and sea assault of the Philippines island on Jan. 9, 1945 (see News, page 62). Highlight of the campaign came a week later, with the opening by U.S. parachute troops and ground forces, after a three-days' blinding by air and sea, of the historic island-defence of Corregidor at the entrance to Manila Bay - story in page 49.