BOMB-LINE PROVIDED A BRIDGE across the flooded airfield for this L.A.C. of the Mediterranean Allied Air Force on the 8th Army’s front in Eastern Italy where, in February 1945, heavy rain and snowfalls transformed many of our forward fields into lakes. The M.A.A.F. F.L.A.S. used by the M.A.A.F. F.L.A.S. to mass under a bridge in the Po Valley, later to be converted to the production of industrial goods.

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Tokens of Defeat Once the Rhineland's Pride

In Cologne's dead city, the still-standing spires of the Cathedral and the nearby bridges are only scars of devastation. The great spires of the Mohrenkopf Bridge and the Rhine Bridge are shown in the photo. Below, a view of the devastated Allied air attack, captured in the main railway station, which was immediately destroyed after the attack. Less than twenty-four hours after the city's fall on March 2, 1945, the U.S. 1st Army crossed the Rhine at Remagen, 18 miles southeast of Bonn (map in page 717). See also this page 717, and story in page 716.
SEEING THE WAR AT FIRST HAND

"The War Illustrated" Sends its Own Representative to the Front

CAPT. NORMAN MACMILLAN'S FIRST IMPRESSIONS

In response to an official invitation received by the Editor of "The War Illustrated" some time ago to make a personal visit to the British Armies now advancing into the heart of Germany, we nominated Capt. Norman Macmillan, M.C., A.F.C., our well-known Air Correspondent, for this important task, and brilliantly he has discharged his mission. During his four and a half months' tour of the front, he has been at the headquarters of all the Armies in the field, with the Air Force and the various Armies in rapid advance. His experience is, therefore, of infinite value to us, and, in so far as it is possible to do so in a few words, we ask him to impart to our readers a few of his first impressions, as he now returns to England.

I was asked to say what was my basic impression of the war after visiting the British 21st Army Group and the Royal Air Force 2nd Tactical Air Force fighting in or from Holland, Belgium, France and Germany, I would answer without hesitation in the following words: The changed character of war.

No one who has not seen the present war in the field can fully appreciate how it is conducted. Those who visualize it through a film of the battles of Waterloo or the scarred battlefield of the First Great War can comprehend how different war has become. The young men, aye, and women too, who are immersed in this great conflict as the first grand-scale experience of their lives, take it in their stride and scarcely question that war can ever have been different since the days of the long-boat positioned in the colour film of Henry V which many of them are flocking to see while on leave in London or Brussels.

That film is a scene of the English archers erecting a block of shot-proof stakes, driving them into the ground to stop the charge of the French horse; except for the materials there is not so great a difference between that scene and the concrete teeth of long-lined, Line, and the purpose of both is the same. Yet at Amiens there was fought a pitched battle in the space of Hyde Park. Today the battle lines run from the North Sea eastwards along the course of the river Waal (Rhine) as far as Emmerich, where it turns south to follow a long line, curving in salients and re-entrants, to the Swiss frontier. In places there are Allied bridgeheads across the Waal/Rhine, at other parts of the broad river the scene is a nightmare of destruction as the bridgeheads are slashed and ourselves on the other side.

It may be asked why we do not attack towards the north to drive the enemy out of the Netherlands and Belgium and from the great Dutch cities of Rotterdam, Amsterdam, The Hague and Utrecht. From the area around The Hague, Amsterdam and Rotterdam, and from farther east, between the Dutch-German border and the V-weapon sites that fall in Southern England. Curiously all the operations of Operation "Market Garden" to the world's end Holland by exposing all Holland? Perhaps we could. But it would almost certainly be a greater sacrifice of life and property among our own forces and among the Dutch civilian population.

We have nearly captured that part of Holland without firing a shot. On the first occasion, when the Allied advance after the break-through at the Rhine gap carried the columns in one fast surge to Emmerich, the Germans began to pull out of the bridgehead and surrendered to the Arm of the Army Group Centre in the Ruhr. They were driven out of other places. When they found that our main advance had cut out our supplies, so that the sappers had to halt, they returned and took over the bridgeheads. Again, during the airborne battle around Arnhem, they prepared to evacuate Holland west of that Gildersland town. For the second time they tried. If they were to be clear-out for the third time, as they may be forced to do by the present penetration from Germany to the Netherlands, it will be the work of various Armies and Holland will have been liberated without adding the total of our losses in the Netherlands cities to the other losses suffered by our vast numbers of people. (I will tell you later of my impressions of the Dutch people I met, and how their actions were those while I was among them.)

It was therefore a drive to the east that was set in motion by the Allied High Command after the counter-attack from the north. At Arnhem, instead, on February 2, 1943, the Canadian 1st Army (part of which is formed of United Kingdom troops) attacked from the Netherlands zone, eastwards and southwards from the Rhine to the Sauer river in Luxembourg, and from Germany, to clear the area westward of that part of the Rhine where it bounds the Netherlands from west to enter Holland on its last course to the sea.

This opening move by Field-Marshal Montgomery's 21st Army Group (containing the Canadian 1st Army, the British 2nd Army, and the U.S. 9th Army) is the first order from north to south was succeeded by the 21st Army Group's next move, a drive even further south, in the direction of Cologne and Dusseldorf.

A glance of the Canadian 1st Army lay the Reichswald, a German State forest, whose trees grow not on flat ground but on low rolling hills, ideal for the country for defence, where the new types of defense posts with entrances camouflaged by trees and branches are difficult to spot. The Germans used this forest for storage dumps where they concentrated a heavy flak defence within it, so that R.A.F. pilots on sortie had a healthy respect for it on their outward and homeward routes; and the success was gained when the Canadian 1st Army winked the enemy out of it.

But I was writing of the changed character of warfare. It was well illustrated in the zone over which was made the initial attack that led to the capture of the Reichswald Forest. All around the eastern side of the forests, wherever there were open fields, the skeletons of the great German dyke. Only when they were woods or farmlands-this farming country—were bordered with elm trees, there were no dykes. But in the fields where the dykes were beyond ploughlands I saw them in great numbers, certainly running into hundreds, with their wings torn, their silk-covered fuselages tipped by the storm of bullets and shrapnel by the soldiers. This is the knowledge of nature. German artillery had shelled them to put
them out of action. It was not hard to visualize the struggle for Nijmegen—the following episodes of the parachute, the twinning, turning gliders making for the ground and backing to a standstill in every encounter as their pilots put them down in the quickest possible way; the men coming off the scene—helmeted, kit equipment, wearing small, close-fitting helmets, scurrying, and perhaps digging in shallow slit trenches. Behind them the valiant Groes Bridge over the River Maas was taken intact, although one span was later slightly damaged by a Jerry dive-bomber.

Hastily Scratched-up Earthworks

The most advanced of the gliders landed on a flat area below a dip down into the Rhine valley; then they drove halted, and the field of action became No Man's Land; on February 9, 1945, the corpse of both American and German soldiers still lay embittered on the battleground, in the open or behind hastily scratched-up earthworks.

Over that field the advance moved in the attack that began at 10.30 a.m. on February 8 to the north bank of the Reichswald Forest. And the set gun on the upturned face of an American paratrooper's corpse somehow seemed to lose its horror, and to accord with the sense of triumph that the airborne battalions of Nijmegen were at last all cleared of the invading Boche.

On the rising ground behind, batteries of 25-pounders backed, their munitions rolling into their armoured mobile carriages as a torrent reaches its head within its shell. These mobile guns are part of the changed technique of war. They shell whined away across the Rhine valley, broadly watered by floods which the Germans had purposely created, to burst among buildings only dimly visible in the winter haze overlooking the farther side of the river.

PROJECTORS BEING LOADED WITH ROCKETS in the Reichswald Forest area in Feb. 1945. A group of 16 projectors or “guns” each with 30 batteries can lay down a barrage whose frequency of rate of delivery can confuse and disorient a column of troops.

On the whole battle zone in from there was a stillness like the hush that surrounds a thunderstorm. There was no sound of small arms fire. As I went forward over the No Man's Land that had existed since the airborne action of September 1944, there was evidence of the great change in tactical warfare. There was no trench line. There was no elaborately wired system—just a thin solitary line of coiled wire pegged crudely down to the ground.

How different from the First Great War, with its fantastic barricades of wire and wood, its pontoon trenches in depth which defied the attack, its mud-clogged artiller y trenches leading from the firing line! Here there was no communication trench, no front line trench. Merely a few slit trenches each a few yards in length, and on the side of the narrow road that ran across the farmlands, little circular hovels were cut out of the steep but shallow bank of sandy soil. Little俑s were stuck into the ground by the roadsides, like the Keep Off the Grass tablets in a public park. But these read Road and Verge Only Cleared of Mines. Mines have taken the place of trenches and wire.

What has brought about this difference in the waging of war? It is the internal combustion engine, whose power carries men and weapons up to the fighting zone and into action, that enables them to ride into war in armoured vehicles. Extensive earthworks are no longer valuable against this mobile fire power. The continuous line has given place to the screen of outposts, with perhaps a thousand yards separating the opposing armies' most advanced troops. In an attack these outposts are quickly driven in or overhauled, and the mobile units cannot be stopped until they come up against the main defenses of guns, armoured vehicles, pillboxes, anti-tank obstacles, and built-up areas situated, perhaps, several miles behind the men who manned the slit trenches and camouflaged hovels. So it is the modern mobile combination of tanks, aircraft, and artillery that makes the modern battle, and Allied outflanking of the Westerwald's obvious surface and airborne mobile firepower is now easily driving the German Armies inwards to defeat upon their own territory.
THE BATTLE FRONTS


So far the great—I am tempted to write the greatest—of the Eastern theatre has gone faster and faster than could have been expected when at the beginning of last year Germany appeared to have made a remarkable recovery. In the east she was strongly entrenched on the Volga and in East Prussia, while in the west, where the Siegfried line had been breached at Aix-la-Chapelle (Aachen), she had formed a stronger line on the Roer. It is true that she had lost the line of the Danube and had been tempted into committing a large force to hold Budapest in order to maintain a block on the main communications across the river.

Her intervention in the case of a really adequate strategic reserve, owing very largely to her having clung to the Baltic States till her armies there became isolated in Latvia and in her having refused to withdraw in Italy to a shorter front. Her intervention to hold the dangerous East Prussian salient with a strong contingent of her best troops also tended to increase her reserve strength. Nevertheless, Germany was in a strong defensive position, and if her High Command had not committed a series of strategic mistakes the task of the Allies would have been much more difficult. Without in any way underestimating the power of the German Army, the skill with which they have been conducted both to the east and west, I feel convinced that by these mistakes Germany threw away her prospects of postponing the war.

MISTAKES Generally Attributed to Hitler's Own Influence

That she would have succeeded eventually under the processes of attrition and the ever-increasing weight of air attack cannot be doubted, but it is improbable that she should have seen the rapid collapse of her defensive position that has occurred. Most of the mistakes were of the same type—the type generally attributed to Hitler's influence—continuation of a strategy which had failed, postponement of operations, followed by belated decisions to carry out some operation that might have been made on the main strategic reserve. The decision to hold on to the Volga and the loss of the main strategic reserve by Malmedy and the failure of the Luftwaffe to support the operations of the particular series of mistakes, and it was true to type.

Once the city was surrounded the chances that the people would come out on its own accord diminished, and its ultimate fall was inevitable unless rescued from the outside. The loss of the city was bound to show how weakly the Wehrmacht would naturally weaken the Austrian front, and rescue attempts which a timely withdrawal might have made unnecessary had to be undertaken. But the rescue operations would have had no chance of success without reinforcements from the central reserve. In the event, the reinforcements were insufficient to make the rescue successful, and, what was equally serious, they could not be brought into reserve without a fatal weakening the Austrian front.

This disorganization of reserves was the more important in its results since so large a part had already been assigned to Rundstedt's counter-offensive. One can only be surprised that the German command underrated the danger that Tolbukhin's encirclement could have been turned and was left to face the loss of prestige a timely withdrawal from the front might have prevented.

HISTORIANS will, I suppose, dispute whether Rundstedt's offensive was a justifiable gamble or a far-reaching strategic mistake which should not have been made. Alerting and brilliantly executed as it was, I agreed from the first with those who believed that the utmost it would achieve would be to distract temporarily General Eisenhower's dispositions, and that it's eventual effect would be to accelerate Germany's final defeat. Rundstedt's plan, which made such heavy demands on reserves, seemed to ignore the danger in the East, even more formidable than that in the West. Some day we may learn whether Rundstedt himself fancied the plan or whether it was made in compliance with Hitler's directions. I am disposed to think that it was Rundstedt's own idea, though presumably it had to receive Hitler's sanction.

For one thing, we can be fairly certain that Rundstedt had originally advocated a meeting (no doubt by a powerful counter-offensive) and although Rundstedt's opposing views at the time carried the day, we may be left him wiser than he originally was. On all counts, therefore, we can now see that his offensive was a strategic failure of a major order. How far it actually delayed the development of General Eisenhower's plan we do not know.

We do know it caused the postponement of the Canadian 1st Army's offensive, but the delay may in the long run have been advantageous, for it is questionable whether the operation could have been closely co-ordinated with the Roer offensive so long as Rundstedt resisted control over the reservoir dams. I suggest that without reinforcements from central reserve Rundstedt might well have been able to maintain the Roer front moved forward. The Roer offensive had been attempted while the possibility of the Roer front extended the chances of its rapid immediate success would have been small. It is true that eventually Rundstedt's offensive had to be launched under desperately unfavourable conditions and that Rundstedt was not strong enough to retain his hold on the dams and so forced to blow the sluice gates prematurely.

SEVENTY-FIVE-MM. SELF-PROPELLED GUN, such as those employed in the battle of Arnhem, took part in many operations against enemy forces on the River Meuse, near Arnhem, Italy, early in 1944 when the Western Allies were advancing from the North and from the South to meet the Germans in the Bullockhead.
THE WAR AT SEA

by Francis E. McMurtrie

MANY inquiries have reached me as to the result of certain statements made in Australia by an American correspondent whose name happens to be the same as my own. These statements were contained in an article written by Pearl Harbor in the "Christian Science Monitor" of December 16, 1941. As briefly summarized by cable, the main contention appears to be that joint offensive operations by British and American fleets in the Pacific are impracticable, "because British warships are slower than American, and cannot put enough aircraft into the air." It is suggested that the British fleet was designed for "close-range defence of the British Isles," and for "extensive engagements such as the Battle of Jutland." Unless these assertions are deliberate distortions of the truth, it is evident that the correspondent responsible for them is wholly ignorant of naval matters in general and of British warship design in particular. If there is one thing beyond question concerning the British Navy it is that the majority of its fighting ships are designed to be able to fight in any of the Seven Seas, a necessity enforced by the world-wide extent of the British Empire. Moreover, "close-range defence of the British Isles" is an idea totally opposed to the offensive spirit which has always inspired British naval strategy and which has been particularly prominent during the present conflict, as the Battle of Jutland and German rotary know to their cost.

Even in recent years a considerable part of the British fleet is always to be found at great distances from the United Kingdom on foreign stations where there are important interests needing protection. In 1919, when the cruisers still stationed in South American waters that tackled the German raider Graf Spee fought her to a standstill in a single engagement.

If individual ships of the British and United States Navies of similar size and date are compared, it will be found that there is, in fact, no great difference between their main characteristics. Examples of this may be found in comparing details of H.M.S. King George V with those of U.S.S. North Carolina. Both these battleships were laid down in 1917, and have a standard displacement of 35,000 tons. Other details are:

King George V N. Carolina
Exterior length 787 ft. 789 ft.
Armament 16 x 15 in. 16 x 15 in.
Speed 25 knots 25 knots
Maximum speed 33 knots 33 knots
It is evident that so far from the British ship being slower she is the faster by over two knots. To obtain this extra speed, which implies a greater weight of machinery and boiler, a slightly lighter armament has had to be accepted, but the critic does not seem to have comprehended of British ships being too lightly armed for operations against Japan.

Comparison of aircraft carriers also shows no exceptional disparity. Our latest aircraft carrier of which particulars have been released is H.M.S. Indefatigable, of nearly 30,000 tons. She is reputed to have a speed of 22 knots, to mount sixteen 4-5 in. guns and to accommodate at least 100 aircraft. The U.S.S. Essex, of contemporary design, is over 27,000 tons; her speed has been unofficially given as 33 knots. She mounts eight 4-5 in. guns and can carry 100 aircraft.

It is true that there are 15 or more of the Essex class in service, and others building or completing, while so far it is not known what sister ships H.M.S. Indefatigable may have, beyond the imitable. But the same applies to various other categories of warships, in which the vastly superior shipbuilding resources of the United States have enabled a greater quantity of tonnage to be constructed in the past five years. In any case, the relative totals of warships available was not the point under discussion.

In heavy cruisers a comparison may be made between H.M.A.R. St. switched of 10,000 tons, and the U.S.S. Chester, of 9,700 tons, which were launched in 1928 and 1929 respectively. The former is armed with eight 8-in., and eight 4-in., guns, the latter with nine 5-in., and twelve 5-in.

While the St. Louis is designed for a speed of 32-25 knots, the Chester is half-knot faster. In radius of action the Australian ship has a distinct advantage over the American, with an oil fuel capacity of 2,100 tons against one of 1,300 tons.

Definite Assurances Given by Admiral Sir Bruce Fraser

It is possible that the correspondent may have been referring only to lighter craft, though this seems improbable from the sweeping character of the remarks used. However, assuming that the latest type of U.S. destroyer, the 2,300-ton Boston or Cleveland class, may have been in his mind as specially designed for long-range work in the Pacific, it is certain that no particulars have been published of contemporary British destroyers of the Caynutt class, and there is nothing to show that they are inferior.

In view also of the definite assurance given by Admiral Sir Bruce Fraser that there are no operational difficulties in the way of our fleet in the Pacific operating against the enemy, it may be assumed that the views emanating from the Pearl Harbor correspondent have no basis in fact. His only other complaint appears to have been that, while the United States fleet "is capable of striking with 2,000 carrier-plane planes," it would be impossible for the British to put "a fraction of" that number into the air.

How far this is from the truth may be judged by raids on oil refineries in Sumatra carried out from four British cruisers during the latter part of January. Though the number of aircraft engaged on this occasion has not been mentioned, the carriers included the craft described, which as already mentioned is believed to accommodate over 100 planes. It is stated to capable that each of the others, ships of 23,000 tons, may have carried 75 or more aircraft, which gives a total of over 500 planes for the four, which is a large fraction of the estimated American total of 2,000. But does it necessarily follow that these are the only aircraft carriers operating with our fleets in the East?

It is too often forgotten that this country has, if anything, a bigger score to settle with the Japanese than has the United States. The British Navy lost two battleships at Pearl Harbour, and the Princess Royal was so damaged that she had to be decommissioned in the same week. All the territory lost to America, with the exception of small islands like Guam and Wake, was in the Philippines. The British territories still to be recovered from the aggressors include Lower Burma, Malay, Borneo, parts of New Guinea and the Solomons, and Hong Kong, to say nothing of the important commercial properties on the Chinese cities such as Shanghai and Tientsin.
How We Stormed and Crossed the Roer River

WHEN MANY BRIDGES WERE DESTROYED during the desperate fighting on the Roer in late December 1944, the Allied troops in German and Belgium, a substantial part of the U.S. Ninth Army in an assault boat (1) lend to their papillas to cross the listless, wide, and deep river and advance toward the enemy. Under heavy fire, Allied combat engineers in the sector of the Western Front built temporary bridges across the Roer, which were planned to support the crossing of infantry units. These bridges were of steel and concrete, with a span of 40 feet. They were strengthened with tanks, field artillery, and other heavy equipment. The bridge at (1) is the pontoon type, an overwater bridge with rubber rafts, and a U.S. tank is crossing it. Photo: S. G. Gipson, smoke.
Precision-Bombing Spared Cologne's Cathedral

MORE REMNANTS OF HITLER'S WEHRMACHT SURRENDERED, outside the world-famous cathedral in shattered Cologne, when Germany's Third Reich's 700,000-man Population, now 300,000, fell on March 7, after two days' attack by the U.S. Army's 9th Assault Division and the Fifth Army. The great Church of the Cathedral (founded in 1381) was almost untouched. See also photo, page 730, and story in page 732.
Secrets Behind the Names That Sail the Seas

Why is it necessary
How are the names assigned to ships?

W

hile there have been months to tell
officials that Vanguard was the name
British-built ship given to the U.S. Navy, the
name of the newest battleship—the greatest yet
in the British Navy—was announced on Nov. 30,
1944 (see page 519). The name was kept secret because it was con-
cidered it might enable the enemy to gain a
good deal about her and any ships of the
same class; nevertheless a German broad-
cast gave the name at the time of launching.
Names of battleships of the King George V class were announced before the outbreak of war, as international agreements called for the nations exchanging details of all warships under construction or projected. But the names of completed ships in this class
have never been announced until they have been some time in commission, with evidence
that the enemy knew their identity.

It is the custom in the Royal Navy to christen warships in "clasics," the names of all the ships in one class, similar in size,
speed, armament, and so on, being monograms.

Among our destroyers is the "Hunt" class, so
named because each bears the name of a famous British pack, such as the Queen,
Psychic, Gorty, and Southdown; one
called the idea further, the wardroom being
labelled "The Kennels," and the captain’s
cabin "Master of the Hounds."

Ordinarily, if the enemy knew the name of
a new warship he might then discover its
class and judge its size, armament and
other details. Now, the King George V class had the announcement of the names: King George V, Prince of Wales, Duke of York, Anson and Howe and the
two battleships in another class—Lion and
Temerarite—had been begun, the enemy
might have been able, from the name of the
new battleship previously mentioned, to make
deductions. These deductions might have been wrong, of course!

In the 1914-18 war the German practice
was a British destroyer named H.M.S.
Zulu. They called the ship in the same
way as the destroyer to which it was attached. Names of the Zulu and Zululand. These sister ships were both
damaged and a new destroyer built from the
hull part of one and the hull part of the other

There is a definite rule against using the
names of living animals; and, of course, a
sense of proportion is maintained. "Country"
names have been key to cruisers. Flower
names are more suited to corvettes than to
battleships. A number of classes of ships
bearing flower names, which did bravely
work in the last war, have been named as
the "Herbaceous Border."

The U.S. Navy is more consistent in
christening its warships. Its monograms
are based on the scientific rules that certain
genera are used only for certain types. For
instance, a vessel called after one of the States
will be a battleship: Montana, Ohio, Maine, New Hamp-
shire, and Louisiana were the names announ-
ced for the projected 16,000-ton class. The
gigantic building program of the U.S.A. gives rise to
wonder as to what name would be used if there were more than 48 battleships! If you see a ship named after a large city in the U.S., then it is a cruiser.

In the case of the U.S. and British naval authorities might be consulted over names, one fre-
quently finds two warships with the same
name, like the US.S. and U.S. Navy ships named
for the cruiser Lutine. It was transferred to the
German fleet in 1914, when the cruiser Emden
goes to the German fleet. The two cruisers have
names that are often used, such as a "packet-
ship," possibly an attempt to conceal the trans-

With British submarines the submariner's
name, or numbers first came into opera-
tion in the case of the battleships after the
1914-18 war. By 1939 only a few numbered
bases were in existence, and the experiment
of again giving numbers instead of names
was not a popular one when it was tried
early in the war. Submarine officers and
men found it difficult to orient any rating of
pride, enthusiasm or affection for an impor-
tant number: which is another way of saying that a name, with its associations, has the mark-making effect which a number so completely lacks. It is a matter
of respect, the submariner is a rating-
point, as it were, comparable to a ship's
hodge or a regimental Colour. The Germans,
however, have always numbered their
U-boats, but not consecutively as completed.

Tonnamen of merchant ships have been
launched in recent years, and on occasions
have been difficult to decide on an appro-
priate name. At one stage of the war, place-
names that came into prominence during
the North African campaigns were given
to merchant ships. Years hence, when that
fighting has been forgotten by most people, it will no doubt be wondered how such curious names for ships were found.

Months ago, when it was feared that the
enemy was gaining information from the
names of ships sterilized on packages that
were to form their cargos, it was decided that
henceforth all such packages should carry
imprinted an identity number, which gave no
information to any enemy agent who might
have watched them being transported by road
or rail to the port of discharge.
The Howe at Sydney Ready to Smite the Japs

UNDER THE MUZZLES of the 15-inch guns of H.M.S. Howe, Pacific Fleet were fired, page 199, her chaplain conducted a service fl, which the First Lord of the Admiralty, the Rt. Hon. Sir J. C. H. Wilson, G.C.B., K.C.M.G., C., M., was pleased to attend. Sir John, who has been in China for some time, was delighted to hear that the ship's company are according King George V the warmest possible welcome in their own words. One of the admirers was in a U.S. warship, and when he heard that the ship had been named after Sir William Henry, the hero of the East, he said, "I wish I had seen Sir William." Herbert Lumley. (See page 199.)

Superb drill movements of the Howe's Royal Marines — presented to Admiral Sir Bruce Fraser by the Australian government as a token of appreciation for the ship's services in the Pacific. Sir Bruce Fraser declared that the ship's crew, including the officers, were "the finest in the world." They were ready for action, he said, and they awaited their first signal.
Red Guns and Cavalry Eat Deep into Germany

THROUGH SNOWY STREETS of Rostock (1), large industrial centre north-east of Germany, picture of group of Red Guards taken as they passed through the city where Marshal Zhukov's 1st White Russian Front entered the town. (Photo, Daily Express.)

In vivid contrast to the snow-covered street scene, a group of Red Guards march through the centre of the city, their uniforms cloaked in white. The city appears to be deserted, with few people visible. The text mentions that this is the way the Red Guards entered the city, emphasizing the contrast between the desolate atmosphere and the soldiers marching through the streets.
Line-up of Allies for ‘One Good Strong Heave’
‘Turkey is Our Ally, Turkey is Our Friend’

It would have been great service to the Allies if Turkey had entered the war in the autumn of 1943. The supply line to Russia would have been vastly shortened, not only because we would have enjoyed open passage into the Black Sea but on accounts of the direct rail connection between Turkey and Egypt, which was capable of handling a large volume of supplies via the Trans-Iranian route. An Anglo-American invasion of Bulgaria, the Aegean Isles and the Greek mainland would have been facilitated by the use of Turkish sea and air bases, while the Germans would have been deprived of vital materials such as cotton, wool and chromium.

But if one is critical of the Turks for not throwing themselves heroically into the conflict in 1943, let us not forget the service they rendered us in the spring of 1942 when it was, that in a few strenuous years they had expanded in building up after the scrapping of an evil past, the just which a haled regime had imposed upon them.

Let us, then, with understanding of Turkey’s special position, consider what will now be her contribution to the cause of the Allies. It is said that her army is enormous in numbers but it has never been a doubt; she has a million men under arms, the majority of them, trained in the various branches of modern warfare. Turkey has leaders of military genius. In the war which only two decades ago raged over Anatolian soil, her President of today was Commander-in-Chief on the Western front and victor over the Greeks in 1922 at the decisive battle of Izmir, from which Ismet Pasha, as he miles from Kars Burna on the Black Sea to the Sea of Marmara. When, in the spring of 1943, General Sir Henry Maitland Wilson inspected the Chataljida Lines, he pronounced them as the most formidable fortifications in Europe. It is a fact that nearly all the heavy batteries were not mounted in position until a year after the beginning of the war.

The use of Turkish sea and air bases will result in making it possible for the Allied aircraft to descend in a straight line on the German airfields or on the eastern shore of the Black Sea. Moreover, against Turkish bases are Sherman tanks fully prepared for all military purposes. In the winter of 1942, the only Turkish tank ever existing in Ottoman times, they established the Samsun Bank and the 6th Corps, whose name evokes the most ancient Turkish Bosphorus. This, as the history of the, the Osmanis and the Hittites.

Says was under the control of France, when in 1918 it revolted, when in Persia a Nazi organization was ready to assume power and when Reza afford had driven the Allied army back to the borders of Egypt. Only the Turkish Army and people with their will to remain free, and the Anatolian mountains, stood between the main body of the Wehrmacht and India, Egypt and the complete isolation of the Soviet Union from the rest of the world.

Then the Turks stood firm—and with no illusions, for Germany had attacked no one could have gone to their aid. Britain was at bay, Russia was obviously playing for another winner. And Turkey was very inadequately armed, owing to the underdeveloped state of her heavy industries. A defensive war of movement in depth, taking advantage of the natural configuration of Anatolia, would alone have been possible.

In 1941 the Turks were steadfast: chiefly, of course, for the reason that it was for their own independence. Nations do not sacrifice themselves for the sake of other nations, and if we are little up to take chances upon those who fly to the rescue of those who are on the point of victory we must sympathize for a people reluctant to fly away the walls, took his present name, Field Marshal Fethi Cevdet, head of the General Staff, was Atatürk’s military advisor and closest collaborator until the latter’s death in 1938.

While the Turkish Air Force is as yet somewhat small in numbers it has made a satisfactory start, after Soviet experts came to inaugurate it about twenty years ago. It includes British and American bombers and fighters, as well as Rezki bombers of the latest type. Such is the enthusiasm that it evokes among the Turks that several women have entered its ranks and qualified as pilots. Atatürk’s prize, who is regarded as Turkey’s best bomber pilot.

Turkey’s Navy consists of one old battle cruiser, the reconditioned Goeboer, and another large and two smaller cruisers of later design, nine or ten destroyers and torpedo-boats, and seven, possibly eight, submarines. The small State-owned merchant marine could hardly be transferred to active war service. In the very unlikely event of a German attack on Turkey, the world would be hearing again of the famous Chataljida Lines, which stretch for forty

Turkey, and, in acknowledging the services Turkey had rendered to us by standing firm in the darkest days of the war, we express our appreciation of the Turks of yesterday and of today expressed here by HENRY BAERLEIN.

First Convoy to Break Land Blockade of China

Of tremendous significance to the United Nations was the brief ceremony on Feb. 1, 1945, marking the opening of the Ledo-Burma (Stilwell) Road and the well-muffled rumbling of the first overland convoy with war supplies. The three-year land blockade by Japan was ended. This convoy is here seen on its way to China. For over 1,000 miles this road runs from Ledo in Assam, through Burma and on to Kunming, capital of the Chinese province of Yunnan.
In Siegfried Defences Approaching the Rhine

Near the northern end of the great Rhine battlefront the Canadian 1st Army 175 per cent British troops foot-slogged along the road to the German town of Cochem (12) south-east of the Siegfried line on Feb. 15, 1945, and together with Welsh troops within two days accounted for the last German positions. Then on again to further conquests, with a dense smoke-screen, belching cilly from close-manned gunners (1), to cover the advance.

Rounding-Up Beaten Hun's In Their Own Land

Ready for the prisoners' pen, unperturbed and even smiling because for them the war is over, captured Germans sat at their ease under the guard's watchful eye (3) after heavy fighting near Keppeln, south of Cologne, which fell to the Canadians on Feb. 26, 1945. Before the Keppeln attack, troops waited for six hours in the lee of a blasted building (4). Members of an amphibious assault boat marooned by heavy floods (5) in the dyke lands on the banks of the Rhine east of Nijmegen.
Portrayed by Eric Kennington, an original L.D.V. and several of whose pictures belong to the Nation, these grand types of Britain’s Home Guard are representative of a number painted during the artist’s travels all over the country, to form a souvenir of hard times and good times experienced by that unpaid army of nearly 2,000,000 which “stood down” in the autumn of 1944.
In Praise of the Home Guard

(See portraits in facing page)

Mr. JOHN BROPHY, novelist and broadcast narrator of the old L.N., whose book, in collaboration with author Eric Kennington, is the subject of the present review. See also facing page.

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In Burma Lord Louis Keeps Touch With His Men

ROYAL MARINES OF THE BRITISH EAST INDIES FLEET (top) headed in landing craft from carriers for soapstone in their successful attack on Celebes island, south-west of Borneo (centered by the 8th Indian Division on February 23, 1948) off the Andaman coast. On January 26, Lord Louis Mountbatten, Supreme Allied Commander, South-East Asia (bottom), gives an informal talk to service personnel in a forward area in Burma on one of his frequent visits to the battle areas.

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Photo: British Official
The Stilwell Road Artery to Hard-Pressed China

ENTERING MYITKYINA ON THE STILWELL ROAD (the 478-mile highway from Ledo in northeast Assam to Heho and of Myitkyina on the Burma Road, opened for traffic in February 1944, the first overland passage into the hitherto invaded Burma now closed by Chinese troops (1).) The road is named after the U.S. General Joseph W. Stilwell. Among native labor were the first to go through (3). A few signs point the way (4). One of many Chinese women (5) who helped to build the highway. See also page 726.
Behind Our Lines Hun Hordes Await Their Fate

Still fighting hundreds of miles behind our front lines in France and Belgium are some 100,000 Germans who refused to surrender when we broke through last September. They are besieged in some six major pockets covering hundreds of square miles from Bapaume to Dunkirk, but the idea that they are just left unities which at any moment may be starved into surrender has been shown to be false. The position is one of the most fantastic ever known in the history of war.

The territory includes two islands and has the advantage of being protected in the north by marshes. Further south is the La Rochelle sector. The sea approach is protected by two small islands which have been fortified. The town itself in the latter country has been fortified, and there is an airfield. The Germand encamp is closed by the Rhen and Pointe de Gres pans. This makes it Verdon and Bordeaux useless.

Nazis Prepared for the Worst

In spite of threats about the impregnable nature of the Atlantic Wall, it is evident that plans have been prepared by Romansfor the defence of these pockets if disaster overtook the armes. The general plan of the defenses is the same in each sector. In the center is a highly fortified reducte, making use of the concrete pens built for E-boats and U-boats, and the general fortifications of the Atlantic Wall. There are also aerodromes at St. Nazaire, La Rochelle and Laon. Other aerodromes can be brought under shell-fire by the besieging troops.

Round this inner fort is a "zone of occupation," varying in depth. It serves the purpose of keeping the inner fortress out of range of all but the heaviest artillery, and also of producing a certain amount of fresh food to supplement the rations the Germans stored. At the end of last year (1941) it was estimated that there were up to 175,000 German civilian troops in that zone of defense. There were a number of factories for evacuating civilians, as they were suffering terribly. 13,000 were got out of St. Nazaire pocket on a single day in January (see Fio. page 64). Nevertheless, there still remain many millions under the German heel. Evacuation of these continued from time to time.

In this no mean the德国s have mounted artillery. Some of it is very heavy, and naval guns have been thrown into the French towns 15 miles away. But generally the Germans have not the ammunition they need. In the no man's land which is separated from the zone of occupation by trenches and similar earthworks forming the perimeter, they are nervous of movement here, and immediately open up.

On the other side of no man's land the British have set up defenses, largely F.I.I., keep watch. They have not the necessary tanks, heavy guns and other assault weapons necessary to wipe out the pockets. They have to be content with ensuring that the Germans do not make sorties, which they have attempted on a number of occasions, chiefly with the object of looting neighboring villages for food, and so on. These F.I.I. have suffered considerably during the winter, for they have had to fight with a minimum of weapons, and on occasion there has been a shortage of rations. Early in the spring, an appeal was made to the French public for clothing for the soldiers.

The French are becoming increasingly bitter about these pockets, especially since they have seen the insidiousness of the Germans during the truce—the officer was cool enough to ask for new gramophone records to be obtained for him as his were nearly worn out; and another wanted to have a telephone line kept open permanently on the nearest French town. The French would like to see the pockets wiped out, but realize this would be a diversion that would end the war; and so they accept the position.

Recently a newspaperurga
Cassino of Bitter Fame to Rise in Part Again

SEVENTY MILES SOUTH-EAST OF ROME, scene of terrific fighting in 1944. Cassino town, finally captured by the 3rd Army on May 18, is being partly restored. Public Works officials discuss the plans. (2) Against the background of the shattered Monastery atop the hill, faithful women kneel in prayer. (2) Help to rebuild Cassino's lower part: new buildings will arise where are ruins and the stumps of blasted trees. (2) The town's upper part will remain in its wrecked condition as a memorial. See pp. 901, 902, Vol. 1.
De Gaulle Attends Opening of French Assembly
I WAS THERE!
Eyewitness Stories of the War

How We Surged Into the Outskirts of Cologne

Three divisions of the U.S. 7th Army, striking from north, west and south, on March 8, 1945, swept the outer defenses of Cologne, great city of Prussia. For us, writes Stanley Barton, New Chronicler war reporter whose story of the entry is given here, “there has never been a more stunning day to any six months in...

We are in it! We are there, and what a great and glorious day! The first blocks of houses in this city we have talked of, dreamed of, and debated as a military proposition ever since we crossed the German border six months ago are ours. They fell to the tank men and attached infantry of Gen. Maurice Rose's 3rd Armored Division.

I followed them in, 20 minutes after the Engineers, racing in a half-track ahead of us, had removed the last steel beam of the tank barrier at the railway bridge at Bickendorf, in the north-west corner of the city. As I began to write this message the fighting has shifted ahead to within three miles of the cathedral. From three thousand yards or so away to the right comes the crash of mortar and artillery fire as the infantrymen of the 10th (Timber Wolf) Division begin thrusting in from the west at Junkersdorf.

There has been a great race between the two cities, and the tank men have won by a short head. The first tank crashed past the city boundary signs at 7.10 a.m., two hours and 15 minutes before the infantry flashed back the news that they were there, too. In a city thronged with people who were not in a hurry to get anywhere, Gen. Rose himself drove past it, flashing alongside the tank column as the spearhead fought its way to the first house rows of the built-up city fringe.

A moment later the Engineers began digging it out, and now that yellow sign with the simple plain black name “Köln” is being carried in triumph as a divisional emblem. For me there has never been a more exciting day in my six months in Germany. It began with an attempt to get in with the infantry. An open space 800 yards wide, between Weiden and Junkersdorf, was swept with 88-mm. gunfire, and mortar shells from a row of houses and the Cologne Sports Police opposite topped that.

Then began the race to get round to the north-west, through a series of burned and powdered villages, some of them still on fire and sending huge, billowing streams of smoke across the plain to merge with our own artillery firing heavily into the city. Events and impressions fit so quickly in this battle that it is difficult to sort them out. I remember passing through an avenue of plane trees, painted orange right down the twig tips by the brick dust blasted out of a smouldering factory.

Then we came out to the riverside plain and saw the city full and clear for the first time. The two great towers of the cathedral dominated the skyline. There are rumours that the building is not seriously damaged. So ended to the advance command post of the Third Armoured Division.

One glance at a 100-yard-long column of dust and smoke swirling together, and scattered over the shell-blasted road to the square, was enough to show how well the battle was going. Some of them said the Hohenzollern bridge spanning the Rhine with road and rail tracks 1,905 ft. long was believed to be down in the water.

The report at the Command Post was terse: "Col. Lauder's Tank Force got away at 4 a.m. They have advanced 5,000 yards and they are going as fast as they can. Resistance is light, you might catch them up at Bockenfield." At a corner we asked the question we have wanted to speak so long. "Which way to Cologne?" "Straight ahead," the military policemen answered, "straight on."

No houses now, but plenty of people—wrecking out from the city still heading west. Groups of them hauling all their belongings on handcarts. Old and sick with babies in arms, and children—Old men and women dragging their feet under the weight of their bundles. Now the first roundhouse houses and now the huts, the strange, deady hush between quams of racking noise that falls on a dying city.

We looked for the bomb damage, but this quarter has been lucky. The tran-track is beside us now. Broken-up cars lying along it. Others had been pushed down on the railway bridge.

We came up with the cars while the Engineers were still clearing the last of them out of the way. I talked to Pte. (First Class) Edward Fleming, born at St. John's, Newfoundland. "They jammed the underside of the bridge with them and laid steel beams across between the windows, with cross beams sticking up from a hole in the road. We cleared them out in 40 minutes," he said.
As our plane approached the island I could see hundreds of small craft moving to the beach,释放 thousands of rockets. A wave of Marines followed in less than forty-five minutes. There was not a single Japanese plane in the sky. By the middle of the afternoon, some of our surface vessels had been damaged by any enemy counter-action. The invasion armada was spread over scores of miles and the water seemed to be alive with forces heading for the shore.

I was carried over Iwojima by a Navy plane called "The Lemons." It lived up to its name, and three hours after we started a group of patrol boats arrived and we had to return to base. We took off again in a bomber and arrived over the target at 10 a.m., just as the fight began to get rough. Already 30,000 U.S. Marines have stormed ashore, from an armada of 800 ships. They have seized a beach-head on the south-east coast.

Flying across hundreds of miles of the Pacific in the first Allied invasion plane to set down on this island, Barbara Fleck, Reuters photographer, was the first woman to land on shell-shattered beaches. In her dispatch she said:

"Our plane was strictly a mercy one. It contained doctors and medical supplies, 2,000 lbs. of rations, and a few Leibnitz cakes who have been fighting the Pacific war's grimmest battle for the past eleven days, tents and stretchers for the building of a temporary clearing hospital for the wounded, later to be evacuated by air. As the plane dipped to land, my first glimpse of Iwojima was idealistic—a pale-colored Japanese print dominated by the conventional volcano. But then Japanese guns on high ground beyond Motokawa airfield No. 3 get our range. It was a hot reception, and we were literally shot on the airship. After most of the cargo was dumped on the field, I crawled, tottering slightly under the weight of helmets, a trench-sickle, a canteen, and a web belt, from the plane. "How in hell did you get there?" asked the first Marine I saw. He was disguised by a black stockings of beard, as are most of the other men who have been living on Iwojima since the island's D-Day. Wounded were put on a plane and soon we took off again, but over an armada of ships, up through the frenty air, until Iwojima—Island of blood, courage—death was just a memory."
The Lifeboat Came Down from the Skies

A twenty-three-foot-thick, lifeboat supported by five parachutes is dropped to rescue diving-sea adult in a small rubber dinghy—at the almost daily minutes' window by the Air Sea Rescue Service. Coast Guard, Air Force, Navy, and merchant service, by one representative, tells the story of a typical 'drop.'

F rom the pilot's cockpital of the aircraft, the R.A.F. rubber dinghy, 1,000 ft. below, bobbing up and down on the swell of the sea, a scene of acuteness grows, as the crew stands, tense and alert, and await the signal to drop the lifeboat. Sirens blare, and the dinghy moves slowly. The pilot then gives the signal to release the lifeboat, which is attached to the aircraft by a number of lines. The lifeboat is then lowered to the water, and the crew, consisting of a pilot and a rescuer, begins the rescue operation. The lifeboat is equipped with a motor, and the rescuer can maneuver it to reach the distressed persons.

February 13, Wednesday 10:00 a.m. Wigram (New Zealand). In front of the red-curtained River Inn at Christchurch, 7:45 a.m. New Zealand's Air Sea Rescue Service, formerly known as the Air Force's Parachute Service, is being inaugurated.

The Lifeboat Came Down from the Skies

February 14, Thursday 10:00 a.m. Wigram (New Zealand). Aircraft carrying the red-curtained River Inn at Christchurch, 7:45 a.m. New Zealand's Air Sea Rescue Service, formerly known as the Air Force's Parachute Service, is being inaugurated.

Here— he pointed to a number of wooden chests fired down the side—were stored special equipment suits, medical supplies, first-aid kits, water-purifying units. There's enough of everything to look after seven men.

"The boat fitted with two outboard engines, and it carries a weatherproof cabin; its range and cruising speed is 100 miles at 6 knots. It's a grand job, and a great improvement on the smaller type of boat we used to use. And, of course, it's the difference between life and death from exposure to the elements that it goes down to."

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Our Diary of the War

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THE WAR IN THE AIR

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

T" what the Germans call Minelmeeropa, the tactical and strategic pounding that targets have seen in recent years in combat with the advance of the armies in the Battle of France, under the command of Sovietov's army in the Danzig region, and the Pomeranian army in Pomerania. These Russian moves were to be expected, because the wild country on the border of Pomerania and the Polish corridor, with steep hills and lakes and few roads, is bad for military operations; thus we see that the Red Army have by-passed this difficult country and struck northwards to the east and west of it after having cut off all to the south.

Lack of bridges of the enemy have been forced to retreat from the left bank, and in the east have been cut off and surrounded within areas of considerable size at Konnigberg, Dantzig, and, in eastern Pomerania. The supply of their cut-off forces with war materials is an almost insurmountable problem for the enemy, faced as it was with a shortage of bridges to transport its communications by land, sea and air.

In the East, the Red Air Force bombed Konnigberg and Stettin in the night of March 3, in addition to their usual tactical air support for the armies in the field. In the same night R.A.F. Bomber Command, using Halifaxes and Lancasters, bombed Chemnitz, a key railway centre for German communications with their eastern front. Chemnitz had been bombed a few hours before by the U.S.A. 8th Air Force.

By March 7 the Red Army under Zhukov was on the eastern shore of the Strittenflug, the lagoon-like basin into which the Oder flows, and which forms the moat between the port of Stettin and the Baltic. The objectives of Stalin's and Roosevelt's armed forces are identical, for the latter have supplied and equipped the Red Army forces in Pomerania, the Polish corridor and East Prussia; and in the night of March 6, Bomber Command's Lancasters bombed Rügen, the island on which Sassnitz is situated, and to which the railway runs through a tunnel, to stop the trains. These German trains, loaded with iron, coal, and timber, fed the German war industries, which were kept in operation by air transport. The attack on Rügen was followed by British and American heavy bombers attacking two of the three rail lines between the three principal Allied armies in their combined line of strategic bombing.

TACTICAL bombing is generally carried out by air forces working in close contact with the armies in the field, and the tactical air forces usually operate with their national armies. But at any time the heaviest Bomber Command and the U.S.A. 8th A.F. can be switched to provide an increased weight of bombing upon a tactical target. In Russia and Poland we have seen this type of attack when the 8th A.F. was coordinating its attacks with the armies, and in close support, following up in daylight with fighter escort as the German troops, armoured and transport, were attacked. Tactical air forces attacked the Rhine bridges to prevent the exodus of the German army from the area west of the Rhine. In the northern sector of the fighting front only two bridges remained, both at Wesel, and both were damaged by air attacks made on March 5.

CONCENTRATED Bomb-Damage a

One in the Future Design of Glass? Cologne, captured by General Hodges' American 1st Army, was found to be a city shattered from previous bombing. But the bombing was concentrated, and industrial and railway centres of the city that were still intact remained intact. The other residential areas were not severely damaged. Does this give a clue to the design of future cities, when today's ruins will have been rebuilt to house peoples who have known what air warfare means, and who will want to have whatever protection architects can provide against the risk of a recurrence of these frightful sufferings? The ruins of Cologne date from June 28, 1943, when Bomber Command's first modern- method attack of 1,700 tons was made. So much has been learned about air raids on cities since — including these by robot weapons — as to suggest that the concentration of great missiles into enormous urban areas must invite disaster should there be war again.

In the night of March 7, Berlin received its 16th consecutive air attack by MeG-109s of the Light Night Striking Force of Bomber Command. The strength of these attacks has not been disclosed, but it is usual for the MeG-109s to operate in units of from 100 to 100 more aircraft, and each aircraft is capable of carrying one 1,000-lb. bomb or a lesser weight composed of smaller H.E. or incendiary bombs.

One feature of the air war in the West is the marked regularity of operation of the U.S.A. 8th A.F. and Bomber Command bombers during the period in February and early March, when the Tactical Air Forces based on the Continent were frequently grounded by bad weather. Aircraft were simply grounded by inability to land safely, due to reduced visibility on the ground. Apparently the weather in the United Kingdom has been on the whole better, while the use of instruments for bombing has enabled the U.K. based aircraft to operate over Continental targets despite the conditions that have grounded the T.A.F. Air Force is a case where concentration of all or some of the combat arms—assuming that the same has been possible —would not have given the best results.

The name of the current jet-propelled R.A.F. fighter has been disclosed as the Meteor. No details have yet been given, except that it is faster than the Typhoon. This statement was made in the House of Commons. The speed of the Firing booth is about 360 m.p.h. The Mediterranean Allied Tactical Air Force in Italy kept the Brenner Pass railway line into Italy blocked during every day in February.
R.A.F. Mosquitoes Range the Rhine with Films

1. Mosquito engines are warmed up for a night flight to photograph enemy troop movements.
2. Photographic darkroom in Mosquito of No. 120 Squadron, showing vans waiting to embark aircraft to retake aerial pictures of the Rhine.
3. A crew of the force at Hildesheim, near Celle, viewed maps and vehicles waiting to embark as spectators to retake aerial views of the Rhine.
4. At ease as pilots work on the high-speed film developed. R.A.F. photographic interpreters examine the results of the reconnaissance.

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Photo, British Press
Our Roving Camera Goes to Buckingham Palace

IN THE GRAND HALL at Buckingham Palace, where H.R.H. the King recently received members of the Cabinet, the scene was captured for the first time. The camera, right, operated by Mr. E. G. S. Granville, an expert in the field, was used to record the event.

AT BRIGHTON, concrete blocks serve as a reminder of the destruction caused by the war. A concrete block, being removed from one of the buildings, reveals the scars of battle.

ROYAL MARINES, with their steel helmets, prepare for the next mission. In the background, they face the challenge of unexploded ordnance and bomb craters that remain from the war.

BRICKS-AND-MORTAR SENTINEL stands tall in London, in the aftermath of the Blitz. This building, located on a elevated site, was severely damaged by German bombers during the blitz.

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True doubts and criticisms in certain quarters, following so soon after the universal enthusiasm with which the first news of the Denison Crusades was acclaimed, reminded me once again of Marshall Field's ability to forecast the effect that a new is ever as good, or as bad, as it first appears. I have often found this a useful, even correct, view to prematurity or undue pessimism on my part, and indeed on that of others, and I remember Mr. Duff Cooper, when he was Minister of Education, telling me that I should not bring the phrase in a broadcast designed to reassure the one in four of the French people. Nevertheless, its truth has been disapproved on at least two occasions during this war: disapproved at each end, so to speak. For even as Duff Cooper was speaking, the news from France, bad as it seemed, was in reality far more black than either he or I had feared at first. The rest of us dare to imagine at the time. Again, only two months later, when news in Hurricanes and Spitfires high above the yellow fields of Kent were shooting down "hands" in the race of four to one, we knew the news was good, but we did not dare to believe it would be real until we had been witnesses of its outward turning-points in the world's history.

Brian Dr. Arnold's revolutionary method of teaching English public schools they were run on the principle, "Always believe the worst of boys, never trust them as children, give them no credit or decent feelings." Then came the experiment of putting boys on their honour and bringing out their good qualities by showing that these were believed in. I hope we are not going backwards in this matter. One is made to feel uneasy about it at the moment. The Royal Society official on the suggestion that we give the country roads back to the fruit trees, as they are in some parts of the Continent, and as they are now being planted in County Wexford, Southern Ireland. This was not a proposal of the English, because children could not be counted on to leave the fruit alone. This is a return to the old doctrine of original sin and the view that "man is evil." I do not believe this any more than Dr. Arnold did.

No one in the House of Lords had a good word to say for war memorials as war memorials, but when Lord Chelmsford's idea of a great garden space as a national memorial had been accepted by London, we were given a "thrill" in it for memorial services, was a happy one and might be carried out locally. Anyway, "No statues!" seemed to be the general feeling. The precedent for life-size effigies of public men and national heroes in this country, which has a climate singularly unsuited to such display, is one of the many modesty-plagues planned on by the classical tradition, harking back to the Greeks and the Romans. When boys at Public Schools and the older universities are condemned to spend most of their time over the authors who were lectures in Athens and Rome between 400 and 300 years ago, we have to endure the sight of stone or bronze figures, pouting because of the discomfiture which the artists had seen them suffer about their cities.

You remember the old rhyme about God and the soldier who were left when danger threatened and war came and being forgotten so soon as war was over, why, the Navy, it seems, used to have a similar jingle some two hundred years ago. That was when Admiral Hawke had been beating French fleets, especially one under Admiral Colling, and in helping to way that in finding the British Empire overseas. The jingle ran:

When Hawke did bring Monsieur Colling,
They gave him hell and ran.
Now Monsieur's lost, we've caught to eat,
Since you have taught to fear.

Capt. Russell Grenfell, R.N., tells us in a most interesting little book, Service Pay (Hyrse & Spittiswoodes, Ltd.), that the Navy has always been trained scrupulously in the way of pay, fixed and accepted on board ship, and that any change made up for the injustice of the past, made the official answer to this would be that we have always been able to attract enough men into the Navy since we gave up press-gangs, and they have not been complicated overmuch. But then they're not allowed to complain! Whatever the rights and wrongs of the case, Capt. Grenfell's is a most readable statement of one side of it.

TRAVELLING once from New York to Chicago on the Twentieth Century Limited, which did the journey of a thousand miles in a thousand minutes, I went to the barber's shop on the train for my hair to be trimmed. Then I thought I might as well be shaved too, so as to save time having to do it myself under difficult con- ditions in the smoking-room wash-place next morning. Not until I felt the razor running over my throat did I discover that we were running at more than sixty miles an hour and that any short or sudden jerk might end my career. However, I went through it and I have often been

battered on trains since then. Now I see that among L.M.S. suggestions for improving this railway's service in the addition of hair- dressing saloons. Shops on trains are also proposed. These I have never seen in America, but the boys who walk through trains there sell all sorts of things, from chew- ing gum to lead pencils, from whatever fruit is season to the latest best-selling novel.

AUSTRIA has been an experiment ever since we began to send settlers there. Most of it is unsuited to white settlement. Its cities contain far too large a proportion of its inhabitants. With its small a population it has done marvelously well, but the war has made it more plain than ever that it cannot go on with so few people. The Austrians themselves realize this and they are paying more attention in what visitors to their country say on the subject. For the view, for example, of Sir Oliver Bulfinch, a leading British industrialist, who says what we do not increase the population we may say that now the countries which can survive may not only increase their population but also turn into new states. But the question is to be seriously considered: Can a country of Austrian stock be induced to go to Australia? That efforts to attract them will be made it, I believe, certain; but to long as they have been able to exist in this country, even if it was only on the dole, very few have shown any inclination to emigrate anywhere. Those who went to Canada and Australia in earlier days went because they could not exist here. Can the right sort of emigrant be persuaded to go now? Much depends on the answer:

If you asked me, I would say a good deal of the prejudice against the idea of such a country would be as iron to a crack-jaw appearance of Polish names, seem to be all C's and C's and are mixed up in what looks like a hopeless muddle. Take the name Walter Tink- towski, for example. The way to pronounce it in America is: "Walter Tingtowski," which sounds all right. Take an even more extreme example— Drzewenski, that ought to be pronounced as Dewenski, and is entitled to a Polish or an Irish setting. Spell it as it is in our newspapers, it doesn't mean anything. The Polish and the Russian languages are very much alike; indeed, to a great extent almost the same— but not the Poles long ago abandoned the Russian alphabet, which show says in so much more practical and convenient than our own, and they adopted the letters used in France and Britain. But they made a risk of it by disregarding sound altogether. A reform in this direction would be a step toward the better international understanding which is so necessary.

Survival seemed not to have been supposed a year ago. When a youngish chartered accountant being reserved from National Service in virtue of his profession, I ought to have remembered how dependent modern industry is on the work of accountants, who cannot be replaced or done without. I recall a show of Ceylon in the very sharp-eyed matter. One mother of it who had recently left close on $20,000. In the same newspapers which announced this was the will of Sir George Clausen, one of the finest painters of the past half-century. He left a little less than $5,000. That illustrates the different sides on which artists and account- ants are remunerated in our society. It is a curious and alarming, when you think what value a great pleasure only have obtained for his set composed with the sheer insouciance of spending one's whole life adding on other people's figures!
Smoke-Markers Point Berlin Bomb Targets

M.E. CASCADED ON BERLIN in its biggest daylight raid on Feb. 14, 1944, when over 1,500 Flying Fortresses and Liberators of the U.S. 8th Air Force, escorted by 300 Mustangs and Thunderbolts, dropped over 1,000 tons on the railway terminal. The photograph shows precision bombing in daylight. The great Allied daylight raid on Berlin was the fourteenth successive day of the great daylight air offensive on the Western Front.