THROUGH THE SHATTERED MEDIEVAL GATEWAY OF XANTEN, ancient Rhinefled town founded by the Romans, a German Prisoner of War walks out under British guard. This town was visited by a formation of American Light Infantry on March 9, 1945. Capture of Xanten marks the wijting-out of the West marsh and the line-up of the Allied armies along the west bank of the Rhine as an unbroken front from Arnhem to Coblenz.
On the Eve of Last Big Battles in the West

ATTEMPTED BY THE WEHRMACHT Belling across the Rhine, the leader of this wrecked gas (1) provided a fragmentation of troops of the Canadian 1st Army, mid-afternoon of the huge battle (taken on March 14, 1945). A small detachment of tanks in the rear of a large German formation (2) was attacked but held on March 15. When Field Marshal Montgomery visited British and Canadian forces on March 16, General Montgomery offered the tanks (3) of the 1st Army to the 3rd Canadian Armored Division. A barely Canadian in this letter was dashed by a German Jagdpanther tank (4) knocked out by one of our 155s shells, which had completely silenced its tracks.
Seeing the War at First Hand

WHY OUR SOLDIERS ARE FITTEST IN THE WORLD
The Marvel of Britain’s Field Medical Services described
by Captain NORMAN MACMILLAN, M.C., A.F.C.

No one who has studied the present war can fail to be struck by the relatively low death toll and casualty rate in the British and United States land forces. This is not due solely to the kind of war that is now being fought. There are the high percentage of the fighting troops which are taken prisoner, which reduces the inevitable counter-weapons, of high-explosive high-caliber shrapnel through the armor, and flame-thrower tanks with both long-range and short-range flame projectors, and landmines.

And the fact that fatal casualties at sea have lessened while those on land have decreased so in itself significant. The reason is to be found in the modern organization and skill of the evacuation and care of the wounded, which has made a remarkable reduction in the number of men who succumb to wounds.

The first thing noticed in the battlefields to the east of Niemeggen was their extreme cleanliness. The destruction of the roads occasioned by the smell of putrefying flesh that was so common an experience of those who visited the front areas in the First World War, was not revived by a trip to the fighting area on the Dutch-German frontier. Mud there was in abundance. But dirt roads running over trampled earth and ploughed their way side-ways, relying often on their four-wheel drive to pull them through. The men’s clothes and faces were mud-tangled, but when it dried it made an excellent natural camouflage.

But, though there was mud, and water, there was an absence of odors of death. In this modern mobile warfare, conducted in a series of wave-like advances, the Red Cross can conduct its work far more swiftly than in the mundane fashion of the trench warfare of the First Great War. Today, Red Cross trucks can often drive right up to the wounded. I saw Medical Officers driving up through Kranenburg in armoured Red Cross trucks. Each battalion has its own mobile medical section. No longer do the wounded have to lie in the pitiless sun as they did in the solfiding days of which Kipling wrote, or in the merciless rain of the last Flanders war.

Surgical Centres in Forward Areas

They are picked up quickly, given first aid, and sometimes a blood transfusion, but more often they go on long-haul trucks (when they are ping cases) and taken swiftly back to the Casualty Clearing Station and the Red Cross Mobiles. Little Recco reconnaissance cars moving back fast with a couple of canvas-covered stretchers mounted on the roof and projecting over the body both in front and rear, passing through a procession of transport: that pressed forward to the fighting front—tanks with 6-pounder and 17-pounder guns, supply trucks, self-propelled 25-pounder guns, half-track White scout cars, close-support, and distant flame-thrower tanks, mine-clearing full tanks, M.10 U.S. mobile guns, 25-pounder mobile guns, Docks.

Mobility has made it possible to take the surgeons to the wounded: by the establishment of advanced surgical centres in the forward areas. Their cumbersome work is aided by penicillin and sulfonamide drugs for the control of infection, and by the blood transfusion service which enables a wounded man to be brought up to the strength required to stand an operation. Even after an enormous loss of blood a wounded man can be restored to life by the promptness and adequacy of a transfusion. In the First Great War, such cases would probably have been fatal.

The Army Blood Transfusion Service has a base headquarters, advanced blood-banks, and the field transfusion units which work with the forward surgical centres. Blood is supplied in three forms—stored blood which, with refrigeration, can be kept for about a month; fluid plasma and dried plasma (plasma being the colourless coagulable part of blood wherein the corpuscles float). Plasma, especially dried plasma, remains constant without need for refrigeration; dried plasma only has to be dissolved in saline or water to make it ready for use.

But, in cases of heavy blood loss, a proportion of blood must be given in addition to plasma, to re-inroduce the necessary oxygen-carrying power of blood, and in this case blood compatibility tests must be made. Blood supplies are sent by air from the United Kingdom. Whenever necessary they can be dropped by parachute, with the blood supply packed in airborne round wicker baskets fitted with shock-absorbing inserts. In the war zone one can see the Red Cross refrigeration wagons, marked Blood Bunk, on the move distributing their supplies, which are carried in barrels about the size of beer barrels.

INTERVIEWED with these modern services for the care of the wounded are Mobile Field Hospital and the mobile stations staff. I visited a Mobile Field Hospital situated in a French town. This M.F.H. is a R.A.F. establishment under the command of Squadron Leader G. Gray. SutorLang, with rank equivalent to Flight Lieutenant, is the senior officer of the P.M.R.A.F.N.S. nursing side. This mobile hospital handles both R.A.F. and Army casualties, and can move on 24 hours’ notice, carrying its own supplies.
Seeing the War at First Hand

I heard great praise of Archibald McNicol, civilian consultant in plastic surgery to the R.A.F., for his work on facial injuries (jawbone injuries) and on Regional Watson-Jones, civilian consultant in orthopedic surgery to the R.A.F. There is no doubt that the British medical services is far ahead of the German. British airfields have their own distribution. Army and R.A.F. have mobile laundries. But when we were over France and Belgium about 50 per cent of the Jerry mattresses were found lousy. At Tours about 2,000 German patients were under the care of two doctors, and many were in a terrible state, some even maimed. German amputations are done by gallows driving straight through the limb, with no respect. With abdominals they shoot in serum (the non-coagulable liquid consistent of blood) and leave things at that, without worrying.

I talked with Flight-Lieut. D. H. Drummond (from Birmingham, Orange Free State) in his mobile dental surgery, in which he spent half the week in one town and the other half in another town, taking the surgery half-way to the patients. The dental laboratory at the M.F.H. makes about 20 to 30 false teeth with a week. In the mobile surgery Flug-Lieut. Drummond deals with about 500 patients a month. He is responsible for about 1,500 men, serving both the R.A.F. and the Army.
THE BATTLE FRONTS

When I went last the Allies had successfully carried through the first phase of the final western offensive. Nevertheless, the enemy still possessed very large forces, his picked troops were still fighting feebly, and those of inferior quality could be coerced into putting up formidable resistance as long as they were under control. In these circumstances it was clear that the next major phase of the offensive could be launched, with a reasonable assurance that it would prove irresistible and decisive, a considerable amount of "building up," to borrow Field-Marshal Montgomery's phrase, required to be done, with the establishing of positions of the air offensive, the elimination of the enemy forces, arms, ammunition, and his build-up of resources on a scale which would enable the final blow to be delivered and "followed through" with maximum power.

We are told from day to day what air power is doing, and it is certain that it must be steadily reducing the enemy's material resources and affecting his power of movement, although apparently not yet to a decisive extent. We have learned, in his territory that has been occupied, what amazing measures he has taken to reduce the effect of air attacks on civilian morale and to interrupt the work. Presumably much vital machinery has also been well protected, the same thing that has been done in Italy, and the cumulative effect of air attacks and cannot give anything approaching complete protection, his transportation systems in particular remaining vulnerable. It is easier to assess definitely the progress and importance of preliminary land operations.

A MINILATION Threatens German Army Groups in East Prussia

In the east the German Army in East Prussia has been split in two, and with their backs to the sea by which there is little chance of escape. The two groups, crowded into small areas, are experiencing complete annihilation. In the Danzig region and in the north of the Polish corridor in Germany the position is very similar, although there has been some early resistance. The condition of the Army, however, seems to be quite different to the one described. The Army has held together, and the Danzig and Gdynia garrisons are still resisting to the last man, and part of Rokossovsky's attacking army.

Between the Gulf of Danzig and the Oder estuary, to the east, the battle of Pomerania has been cleared. Zhukov's right flanks have been completely pierced, and he is probably in position to force a crossing of the Oder in the neighborhood of Golenia near Berlin. By the capture of Golenia, the only bridgehead the Germans still held on the east bank of the Oder in the vicinity of Berlin, they must have almost completed his preliminary operations and closed the gap. Gdynia still remain as serious blocks on his line of retreat, but much of the bridge has been captured, and he also is ready for the final attack.

South of the Carpathians, Malinovsky has made a fierce and prolonged attack to drive the Tatars back across the Danube. Tihomirov is said to be advancing from his rear, with further evidence of a threat to the yielding little ground and inflicting heavy losses on the enemy. He is now reported to be taking the offensive again against an enemy who must have exhausted the greater part of his reserves.

In the west, General Eisenhower's operations preliminary to his major offensive have developed with more far-reaching effect than probably was anticipated, and it is evident that the disastrous consequences of Von Rundstedt's offensive are not yet exhausted. The preliminary operation that, after the initial victory, had immediately worked through was the elimination of the Wood bridgehead which the German troops held with fanatical determination. It was an essential task, made difficult by the defensive possibilities of the position and the quality of the defending troops. Its successful accomplishment reflects credit on Montgomery's British, Canadian and American troops. Out of all proportion to the scale of the operation.

While that battle was in progress General Hodges was advancing southwards from Eisleben towards Berlin, and General Patton was continuing to press onwards through the Eifel and on both sides of the Moselle from Saarburg to Trier (Trier). His recognition of an opportunity to once seized and disregard, exploited, first by General Patton and then by General Hodges. I believe it must have been the latter, and that neither general was working to a programme. Certainly the seizure of the Remagen bridge was unforeseen and resulted from the initiative of a junior commander on the spot. If I am right, all the more credit is due to those concerned for the enterprise displayed.

Generals Eisenhower and Patton have lost no time in exploiting success still further. Patton, having cleared the north bank of the Moselle, where the enemy were attempting to hold open an escape gap for 7th Army forces, forced a crossing of the lower reaches of the river and sent his armour racing through the dangerous defiles of the Hunsrück mountains, causing confusion and alarm to the enemy's communications with the Saar front. At the same time he intensified pressure from his Saarburg-Tréchel pocket south of the Moselle.

In the south, General Patch's 7th Army and the French have launched their summer offensive in the Saar region. It has made great advances, and may have advanced. The Germans in the Saar region are therefore under attack from three directions with their communications in danger, and under intensive air attack. The situation has great possibilities, for unless they withdraw across the Rhine promptly there may be another disastrous encirclement with desperate attempts to escape under devastating air attack. As this situation develops, the Remagen bridgehead now well established and steadily expanding acquires greater value, and these southern operations may merge into and become part of the still awaited main offensive.
ITALIANS JOIN US IN CRACKING THEIR LATE ALLY

ON THE ARMY FRONT IN ITALY it was going in the early spring of 1943 that construction for the Royal Artillery proceeded. The tanks were brought up to a series of fronts and the gunners, who after hard fighting, were reported to be in action with British and Polish forces. By March 30, Allied troops had taken the Brenner Pass closed for 31 days were reported to be "storming out" the 200,000 German troops in Italy. See also page 748.

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From, British Official
THE WAR AT SEA

by Francis E. McMurtrie

WTh the island of Iwo (Towata) firmly in American hands, it was
to be expected that the attack would be undertaken by the
United States Navy against objectives in Japan. This had already
been announced. On March 1, first day of what promised to be
a difficult campaign for the Japanese, it was announced that a task
force under Admiral M. A. Mitscher had approached Japanese
territorial waters closely enough to be out of their carriers a large
number of aircraft, estimated by the enemy at fully 1,000. These
aircraft, based on the marauding islands of Okinawa, Shikoku,
and Kyushu, the Japanese fleet could be reached within easy reach of
the United States fleet, despite its discouraging experience
last October.

That great concern is felt by the Japanese

High Command may be judged from the
fact that within the last month three
flag officers holding senior appointments in
command of bases have been called upon
to fill seats on the Naval Staff at Tokyo—
or wherever the Naval Staff now sits. Evidently the view is one of
as many experienced admirals as possible to be brought to bear a

decision to be reached. Probably the imme-
mediate cause of these emergency appointments
was the loss of two after a desperate struggle
that lasted for 26 days. An American
official summary of the operations was re-
tently issued, which states that in the conquest
of Iwo, two U.S. Marine Corps was called upon
to fight under conditions which have had no
parallel in the history of the Navy. Yet, with
natural advantage, the enemy had contributed
a series of fortifications which approached
absolute impossibility. Had not the concentrated fire of half-a
hundred battleships, supported by vessels of
other classes, been used to wear down the
headquarters and shore installations, the
island's defense would have been impossible.
One of the biggest obstacles was water, which immobilized
many of the vehicles and turned them into
motionless targets. Enemy artillery had
been carefully ranged on every possible
landing place, so as to entrench and
support the strong fortified positions and
other fortifications. There were underground
breachways extending over many miles of
passages, the result of years of military
planning and construction. In fact, the
defenses were limited in depth only by the
coastline of the island. (See illus. page 747.)

MAGNIFICENT. Fighting Spirit
of Marine Storming Troops

Its garrison was composed of specially
trained units, taught to utilize every natural advantage of the
island terrain. This is characterized by a tall volcanic cone, cliffs
and steep gorges, several commanding hills, and a network of
beaches to plateaus and promontories, one
of which had to be stormed. All obstacles were overcome by the
magnificent fighting spirit of the U.S. Marines, who when
March 1 had killed over 21,000 of their
enemies. In seizing this victory the American forces lost 3,189 officers and men killed, 4,433
missing, and 13,298 wounded. The closest
aircraft carrier Bismarck Sea was sunk by
Japanese planes on Feb. 21. This was the
bloodiest yet encountered in the course
of the war in the Pacific, eclipsing Leyte,
Saipan, Kiofuji, and Tarawa.

Though in recent official broadcasts it

was suggested that naval news was no longer to
be expected from the Mediterranean, there
seems to have been a smart action, or rather
a couple of actions, fought by two of II.M.
destroyers of Cape Carver (Corkia) in the early
morning of March 15. In the first, which
opened shortly after 3 a.m., H.M.S. Lookout
(Lead-Div, C.D. D. F. Elphinstone) was badly
engaged with three German-manoeuvred
destroyers, one of which she sank. Nearly an
hour later the two survivors were encountered
11 miles away by the Monitor (H.M.S. Cunardo,
Captain White). Enemy torpedoes having
missed their mark, the Monitor sank one of the
destroyers in the midst of a cloud of smoke. No casualties or
damage were suffered by the British ship, which
had been remarkably well handled. Further
details would be of interest; it is not even
clear whether the enemy ships were ex-French
or ex-Holland destroyers.

SELF-PROPELLED FLOATING DRY DOCK, constructed of corrugated bar, has no need of oil
or coal, according to New York workers. It will be installed on a battleship, according to
the United States government, at either naval base in Singapore (see Illus. and story in page 804).
Saved From Destruction by 10 Vital Minutes—

LUDENDORFF BRIDGE AT REMAGEN, south of Remagen (1), was saved by only 10 minutes when, on March 7, 1945, U.S. 1st Army men cut the wires to the enemy explosive charges and opened the flaps. The bridge (2), served a double-track railway which the Germans had converted to a roadway (3). Second-Lieut. Karl Zimmermann (4), first U.S. officer to cross it, led the way (5). Later, the Nazis assumed four of their officers for bearing the bridge intact.

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—For 10 Days It Bore Them O’er the Rhine

GENERAL WEAKENING OF THE STRUCTURE caused the bridge at Remagen to collapse suddenly, on March 17, ten days after its capture, many U. S. Army engineers at work were in at the time, among them four. They were caught in the wreckage of the Rhine bridge stood here until April 11.
Vanishing Battle-Scars of Valiant Leningrad

In the U.S.S.R.'s Second City, workers are seen here repairing the roof of the Mariinsky Palace, in the background St. Isaac's Cathedral. The street in the foreground is the Nevsky Prospekt, bombed to the ground by the Germans for 15 days, including 96 hours of continuous shelling. The siege was formally declared ended on January 27, 1944. See also pages 412-436, Vol. 3.
First Slice is Lopped From Mikado's Empire

ON THE VOLCANIC BEACH OF IWOJIMA, Pacific island air-base 600 miles from Nippon's war industries, the first victory of the Japanese Empire is reported to be captured by the Allies in the war. American Marines, who landed at dawn on the island last Sunday and swept the word to advance, took the island in just 36 hours. The Japanese were completely surprised and thrown into panic. See also pages 707-717 and story in 710.
They Help the R.A.F. to Keep Up With the Army

Hard on the heels of the enemy our specialists produce, in almost inspired manner, new landing strips or airfields. And when captured aerodromes have been left frightened by the Germans they make these swiftly recoverable again. ALEXANDER DILENER shows some landfill on the work of the R.A.F. Airfield Construction Service and Army Airfield Construction Groups.

The siege of unyieldable weather planes of the Tactical Air Force made advance difficult. We have become so used to statements such as this in the communiques that we hardly notice them, and certainly do not stop to think that 700 sorties means in the way of aerodromes just behind the lines in territory that was only recently in enemy hands.

Construction of these aerodromes and air-strips by the men since we landed in France is the story of R.A.F. and Royal Engineer and Pioneer units whose names are very rarely figured in the news, but who have done vital work in enabling the R.A.F. to keep up with the Army. Units of the Army Airfield Construction Groups and the R.A.F. Airfield Construction Service went ashore on the Normandy beach-heads just as soon as there was room for them to work: the first landing strip was constructed within range of enemy guns and was ready in less than 48 hours from the moment when the first soldiers set foot on the beaches.

As the beach-heads expanded, new landing strips and aerodromes were constructed. At one time there was the astonishing sight of soldiers cutting and earing wheat while specialists laid out the landing ground, and bulldozers went to work levelling, and tractors towed away filled trees. All along about twenty landing strips and emergency aerodromes were built in Normandy before the breakout. From these fields few hundreds of planes that pounded the German army when it broke. And fighters from them made possible the protection of theennabled harbour (see pages 406-434, 708) and the beaches against air attack.

When the Germans were routed and the Allies pushed on to taking cities across France and Belgium, the Airfield Construction Groups were once more pressed hard on the heels of the army. So hard, that many stories were told of new airfields before the infantry had caught up. The Airfield Construction Groups had their own reconnaissance units with armoured cars, and often they were sent out repairing an airfield for four days with nothing but the tracks from them from attack.

During the period new airfields were reached, repaired after the heavy bombing they had received from Allied planes, and then left behind within a few days. It is on record that in a single week a single unit covered over 200 miles in France and Belgium and made 16 aerodromes fit for one again on route. When the German retreat ended and lines were once more established, the Airfield Construction Units had to face their most spec-tacular work to do. The weather broke, and the Germans returned to flooding. Water became the enemy. Construction Units had fought a four months' battle with water on the low-lying fields of Belgium and Holland, and that the number of days on which Tactical Air Force planes have been unable to operate is so small in the measure of their triumph over the conditions.

Hard Training and Rehearsal

What is the secret of the success of these comparatively new units? The first answer is organization. Experience has shown what was necessary. In North Africa, and again in Italy, the incredible value of air bases right up to the front line was demonstrated, and some of the problems of keeping them there when the line was advancing rapidly solved. With organization went specialized training and rehearsal. In Britain the units had not only had exact maps and models of the areas in which they would construct the first landing-strips in Normandy, but also reheari-ses before D-Day.

With this went specialized equipment. One of the most vital pieces of equipment was the amphibious truck, which has been used by the mile. It is special steel netting painted in standard lengths with long steel spokes to serve as a net. The netting enables a sandy beach or stretch of water to be turned into a firm track in a matter of hours. For making roads round aerodromes or landing-strips it can be used alone. For runways and landing-strips it can also be used when paratroopers have to be landed. The truck is made in pieces 10-12 feet long and about fifteen foot side by side are required to make a runway. There is a danger of it "sinking"—for laying it, and if possible it is stretched tight by bulldozer before being laid. The beauty of it is its portability and its lightness. A score of trucks can carry a runway. The material for a concrete runway would fill thousands of trucks. Even so, an immense weight of the steel track and matting has been carried to the Continent—probably close on a hundred thousand tons since our armies landed last June. (See p. 267.)

In addition, the Construction Units carry all the instruments needed by the surveyors, the best available contour maps and photographs, as well as time and labour-saving tools such as a mechanical saw operated by a small engine which fits the thickest tree in a matter of minutes. The bulldozer, of course, is the mid-late-of-all work, filling depressions, levelling hedges, removing tree-stumps and then filling the holes. (See illus. p. 368.) Mine detectors are a vital part of the equipment, for unless the enemy has abandoned an aerodrome in a panic he is sure to have distributed mines and booby traps.

The Airfield Construction Units are concerned not only in making new landing-strips but also in improving airfields which have had emergency repairs. In the sodden, low-lying country of Belgium and Holland this has meant a tremendous amount of drainage, and the construction of solid runways to make the aerodromes usable in winter. The Germans naturally destroyed the drainage of their aerodromes before retiring, and in some places placed mines under water for good measure. Miles of drains have had to be dug and hundreds of ditches cleared and remedied.

To save transport, local materials are used whenever possible for making permanent runways. Rubble from neighbouring towns which have been bombed has been used, the dust purpose of clearing the streets and securing the foundations for a new advance being served. In one case the Construction Units got two brick-kilns going again to provide the millions of bricks necessary for the construction of a runway.

Most of the time the work done by the Engineers is connected with the R.A.F. Airfield Construction Service is unmeasurable. Especially in Holland and Belgium it was not possible to make aerodromes overnight. Weeks of work in cold, rain and snow were required to produce the dry runways and dispersed positions of the front line aerodromes.

The uniform of the R.A.F. Airfield Construction Service is the familiar blue cap—similar to that of the R.A.F. Regiment which under the orders of the airfields they construct and repair.
Norway’s Spirited Resistance to Hun Occupation

ARMED PATRIOTS in one of the war’s most daring raids—Norway’s rail-raid—have mined and blown up a Hun train and a saltpetre warehouse under the noses of the Hun forces. The raid was made from the Skagerrak and launched them in a Swedish port (left). The raids had been systematically carried on in Sweden, on the Otwo Ford, and in the Skagerrak, and in the Baltic. They were the result of a long campaign. And on March 14, Norwegian patriots cut all railway lines connecting Norway with Sweden. The raid was the climax of the resistance in Norway. See also story in page 740.

BIGGEST PROBLEM in Norway’s rail-raid’s victory was the terrific explosion in the Hagap, in November 1915 (see page 740). In order to avoid detection, the train was moved by rail from Hamburg to the Norwegian border, where it was loaded with arms from that region. The train then moved by rail into Sweden, where it was loaded with more arms. The train finally arrived in Norway, where it was unloaded and moved by rail to the site of the explosion. The explosion was caused by a split fuse, which was placed in the saltpetre warehouse. The explosion was so powerful that it destroyed the warehouse and killed many of the Hun forces. The explosion was the result of a long campaign to destroy the Hun forces in Norway.
Mighty Mechanical ‘Brain’ Helps the War Office

It knows everything about everyone in the Army and the A.T.S. It will help with the problem of demobilization. It works 24 hours a day and never ceases to labor. How does this astonishing record-keeping system, known as the War Office Central Card Index, work? What staff is needed to handle it? How is the statistical data being handled? All these questions are answered in this article.

The Prime Minister calls for the latest casualty figures if a unit in the field needs special medical equipment, if a front-line soldier is medically downgraded and needs a new job, WOCCI will provide. And it will fix the demobilization date of millions of men and women in the Army and the A.T.S. ‘Fariance or waiving cannot operate in this scheme,’ said Mr. Arthur Henderson, Financial Secretary to the War Office on March 13, 1945. ‘It will be impossible to influence the electricity-controlled War Office central card indexes.’

At the headquarters of this astonishing index system, I watched an A.T.S. operator sorting numerical cards at the rate of 9,000 an hour. And, as a demonstration, I saw a machine picking out all the fingers in the R.A.M.C., R.E.M.E., and Pioneer Corps. It took less than six minutes.

Supreme the Ministry of Labour, or any other Ministry should decide to arrange priority demobilization for fishermen or over 40. WOCCI can enable the officials to see at a glance the date of birth, present age, religion, nationality, medical record, marriage, and home details of the men who qualify. It can even distinguish, if need be, between whalebone fish spindles and fish graders and show where they are stationed and when they are normally likely to be released.

Thousands of new cards arrive for classification nearly every day. Amendments are never less than 50,000 a week and may rise to 600,000 a week. ‘It is a vast project,’ said Mr. John Smith—just one particular John Smith—the department can unerringly provide the fullest information within six hours.

It is all done by cards and by machines that punch, count, and analyze them, shuffling them, stacking, classifying. And by the 12,000 key punch operators, coding clerks, five-key punch operators, coding clerks, 16-key punch operators, coding clerks, and all the others—who for three years kept WOCCI a closely guarded secret.

Every Serviceman knows the forms he fills and the questions he answers on joining up—birthplace, number of children, etc.—and the facts are then converted into perforation language. Eventually a Service woman becomes the mechanical brain of WOCCI no more than a group of 70 to 80 loco punched in a 7½-in. by 3-in. card. Thus are the details ‘perforated’.

In the coding section a punch key first makes a card from each enrollment form, while a gang punch makes wholesale batches covering the same data. These are specialized by the algebraic single-hand of another machine which produces a master name card. John Smith, in fact, often says that he is a ‘cog in a machine’ without realizing that WOCCI is the machine. Even if he is reported missing or becomes a prisoner, there are cards to cover his new condition, transferred to a special section and attended on machines resembling typewriters.

There is no need for a check of discrepancies against the original forms; mistakes are automatically counterchecked. If the operator makes a slip, the machine knows it. If a machine goes wrong, the customary clicking and snoozing ceases, a green light turns red—and a stand-by machine becomes busy.

It is in collecting statistics such as the number of press tool setters aged 30 in the Army, or the number of infantry N.C.O.s under 20, that WOCCI best demonstrates its high-speed accuracy. Scores of Efficiently-operated fingers read the holes in the cards instantly rather than a blind expert reads Braille. As the cards whirl by, at up to 400 a minute, each finger catches in a lightning flash at the hole location for which it is set. In the sorting machines, the fingers open slots which send the cards into their respective compartments. In the tabulating and enumerating machines each finger counts the card registers another tally for a given punch-hole fact.

The machines can add up to sixty separate columns at a time. As Colonel A. G. Stats, the officer in charge of the department, says, "The machine cannot lie. We are producing the vast amount of statistical information required with the return of the Army to civil life, and we are doing it by the most modern method." And with startling success.

The Central Card Index is only the ‘cash register’ of the service echelons which, in turn, act as general clearing houses of information about personnel. It is noteworthy that Junior Commander Florence Tiffin, of Liverpool, who is in charge of the P.I.M. (Provision Information Miscellaneous) Branch, is the first A.T.S. officer who has ever replaced an Army officer in any echelon formation in the whole of the British Army. Every day embarkation rolls, casualty lists and returns of all kinds enter her office. If Private Smith is on Holland, P.I.M. transmits to the Index details of when he was embarked. If he is wounded, P.I.M. tells which hospital he is in, and how he is progressing.

Every day hospitals and auxiliaries, human beings are actually assayed behind the systematic and ice-cool efficiency. The A.T.S. assistants make it their job to see that everyone is spared unnecessary anxiety and to ensure that a soldier’s wishes are carried out.

If Private Jones, for example, names his mother as next-of-kin, but would prefer any bad news to be broken in to her by his sister, they see that he is wounded, missing or killed and the telegram goes to the right person. If a man is in hospital in France and notified as on the death list, no further news is received after 21 days, the ezelen sends an urgent request for a progress report so that his family can be told the latest news—and WOCCI ensures that this is done on time.

Another busy branch governs enemy prisoners of war, and when this branch works overtime it means that another few thousand Germans are out of the fight. The cards can tell how many thousand prisoners we have taken, who they are, and what positions they hold.

Yet WOCCI is more than a mere wartime augmentation of military facts and figures. Officials agree that it is capable of infinite adaptation and such departments as the Ministry of Labour are making full use of it. The world’s biggest book-keeping job will last into the Peace as a permanent guide to all Government departments—an essential improvement that may cut red tape, and red tapers, by more than half.
Dawn Breaks on Britain's East Indies Fleet

Returning in early morning through the tossing waters of the Indian Ocean from a mighty attack against the enemy naval base at Subang, Sumatra, are some of the ships of our great East Indies Fleet now sharing prominently in the smashing of Japan. They are (left to right) the cruiser Black Prince, aircraft carrier Victorious, a destroyer, aircraft carrier Illustrious (prominent in the centre), French battleship Richelieu, and the battle-cruiser Renown.
They Thrash the Japs in Far Eastern Seas

"A large share of the task of defeating Japan will fall on the men of the Royal and Merchant Navies," declared the First Lord of the Admiralty on March 7, 1945. "Responsibility sits lightly on the capable shoulders of these pilots (2) and fliers (3) and the ship's company (4). Elsewhere in Indomitable harbors small-arms practice is held (5)."

"Savage Parent of More Savage Offspring"

Sister ship of the Indomitable is the newest aircraft carrier H.M.S. Implacable (4), now very much on Active Service. Her motto is "The Savage Parent of More Savage Offspring." A destroyer approaches H.M.S. Queen Elizabeth (5), of the East Indies Fleet, during her return from operations against Syria — a scene preparing to fire to the destroyers a line which is held coiled up in a container by a second seaman; the line will facilitate the passing of mail, or other small articles.
Valiant and Richelieu Fought at Sabang

The Japanese naval and air base guarding the entrance to the Malacca Straits was twice attacked in 1944; on the second occasion, battleships, cruisers, destroyers and aircraft carriers almost completely destroyed the harbour installations and heavily damaged the wireless station (see story in page 246). Engaged in the operations were H.M.S. Valiant and F.S. Richelieu (background) of the East Indian Fleet now under the command of Admiral Sir Arthur J. Power, K.C.B., G.V.O.
Can India Become a Democracy?

daughters in the shape of brooches and anklets looking about half each (brides wear white anklets on their wedding day), but they do not think of having 100 women living conditions in their homes. Their rooms are ajarly clean in spite of their mud floors and walls; they have no glass windows, only gaps of bricks plastered with cow ghee provide light and ventilation. In cold weather these apartments are covered with blankets and the roof is dark, earthy, and dimly lit by a hurricane lamp. However, they often set the family fires.

The houses from which the Indian soldiers come are mostly those which keep old customs. The women are secluded and veiled only over their faces. The religion, both Hindu and Moslem, keeps the masses ignorant and contented. The caste system is as powerful as ever. Some of the many disadvantages of this are pointed out in another book on India, titled The Future of India (Pilot, Press, S.), written from another point of view, but also more enlightening. The writer, Mr. Penderel Moon, was high up in the Indian Civil Service; he retired only a short while ago. His theme is mostly political and economic India. He therefore deals not only with the masses but with the small educated class who have been influenced by Western ideas and habits and who lead, but do not control any representatives, the mass of their fellow countrymen who form the subject of Yeats-Brown's study. Therefore, "India's educated few will lead themselves and the uneducated masses to disaster unless the rising generation can establish higher standards of sincerity and integrity and thus promote in society at large greater mutual tolerance and trust."

Those are wise words and brave words, and they do not in the least mean that the writer of these advocating ways until there has been a marked change before we make it plain that we are ready to give India its independence. "A cardinal element in the present situation is Indian nationalism," Mr. Moon writes, "and this must continue to grow and spread until its effects are seen in the daily life and national outlook of the people. Indian nationalism is still huddled round with some life. It is not very serious, but it is not for the poor amongst Indians cannot themselves with the rest. They are caught up in a world in which falsehood, suspicion and communal hatred may be the only way to express their feelings."

The writer says that he has been unable to do this, but that if he cannot use his influence, the more the better. He ends with a strong denunciation of the government for the way it has dealt with the question of the secession of India and the few who have been in it in the future of India. He ends by appeal to the British government to take necessary steps to prevent the growth of nationalism in India.
Burmese Post-War Problems Are Looming Large

As a land-locked between India and China, Burma occupies a place of great and growing strategic importance. Economically, the two countries have been deeply linked, and the political problems which beset the Burmese today are closely related to the economic problems which face the Burmese people. It is in this connection that Sir Reginald Dorman-Smith, the British High Commissioner, in his recent visit to the country, pointed to the importance of economic development in Burma.

Now that the war in Burma is about to end, there is a strong feeling among the Burmese people that the economic problems which beset the Burmese today are closely related to the economic problems which face the Burmese people. It is in this connection that Sir Reginald Dorman-Smith, the British High Commissioner, in his recent visit to the country, pointed to the importance of economic development in Burma.

The situation in Burma is complex and difficult. The war has caused a great deal of damage to the economy of the country. The Burmese people are facing a difficult task of reconstruction and development. The British have a major role to play in helping the Burmese people to overcome these difficulties.

In Burma, before the war almost all commerce and industry was in the hands of foreigners. This situation changed significantly after the war, as the Burmese government took control of many of the industries. The Burmese people have shown great enthusiasm for the development of their own industries.

The Burmese government has taken several steps to encourage industrial development. These include the provision of financial assistance to local industries, the introduction of modern technology, and the training of local workers.

The Burmese post-war problems are indeed daunting, but with the support of the international community, the Burmese people are well on their way to achieving economic stability and prosperity.
E.N.S.A. Cheered Our Troops on to Mandalay

GLADDENING THE HEARTS OF THE TROOPS IN SURMA, an E.N.S.A. party calling itself "Country Your Way," gave an impromptu show on a temporary R.A.F. aerodrome on the road to Mandalay, captured on March 10, 1945, when Indian troops of the famous 11th "Ougler" Division entered Burmese soil. Their performance, which was interrupted by the Japanese, was accompanied by the music of "Country Your Way" and "Ougler" songs. The show was appreciated by the troops and made their day easier. See also pages 452-453 and 375.
War Graves of British Commonwealth of Nations

Years after hostilities granted on 1945, the British Commonwealth and Empire engaged this war, from Belgium to Russia, from Abyssinia to the Zulus, from Burma to the Euphrates. Many of the British Empire and Commonwealth forces were stationed in Europe and the Middle East. The war resulted in the burial of over 200,000 Empire war graves to be constructed, cared for, maintained, and perhaps six and seven times that number of relatives, each different ways anxious for information concerning one particular grave, are rightly full of questions.

One of the most pressing questions is: What will the grave be encased? What will it be covered with? Are we going to arrange for wreaths to be placed on the grave? Will you have a photograph of his grave? Will facilities exist for visiting our military cemeteries? How we can arrange for wreaths to be placed on the grave on the anniversary of his passing or on his birthday.

The grave of a British soldier who died in battle is a permanent reminder of his sacrifice and the ultimate cost of war. These graves serve as a solemn tribute to those who made the ultimate sacrifice for their country. The Commonwealth War Graves Commission is responsible for the care and maintenance of these graves, ensuring that they are properly marked and maintained for future generations to visit and reflect upon. The commission works tirelessly to ensure that each grave is treated with the respect and dignity it deserves, and that the memories of those who lie within are kept alive.

The Commonwealth War Graves Commission is an international organization responsible for the care and maintenance of war graves and commemorative sites in扬州 overseas. This includes the maintenance of memorials, the creation of new graves, and the preservation of existing ones. The commission is committed to ensuring that these graves remain a lasting tribute to those who served in the armed forces and made the ultimate sacrifice.

Places for the dead are important in many cultures and traditions. In the context of war, they provide a place for reflection, remembrance, and reconciliation. The Commonwealth War Graves Commission plays a crucial role in ensuring that these places are preserved and maintained for future generations to come.
For Them the Tumult and Discord Has Ceased

ON A SALVATION ISLAND OVERLOOKING THE ADRIATIC, the Bishop of Liubliana, Dr. S. W. Wood, traveling the Balkan corridor, recently consecrated a sanctuary for Allied war dead. Only a few miles of water separate it from German-held territory. On the island is also an advanced R.A.F. airport used for dropping supplies to Yugoslavia. A U.S. marine grave sites among the-later converted to a temporary U.S.-British cemetery at El Alia in N. Africa (bottom) over which fly the Union Jack and Old Glory. See facing page.
Hue-and-Cry for Nazis in the Vale of Glamorgan

SEVENTY GERMANS made a daring escape attempt from a prison camp near Hereford, Glamorganshire, on March 11.突围from a war camp near Hereford, Glamorganshire, on March 11. Though they were caught by the British guards and avenged on the 12th, the amnesty for 5,000 German prisoners of war in the Vale of Glamorgan had been lifted. The escape attempt was a desperate effort by the prisoners to avoid the harsh conditions of the camp.

A patrol checks up on a prisoner's identity card. After 48 hours of searching, the prisoners were rounded up and brought to the camp. They were then marched to the main gates, where they were searched and questioned.

Four Nazi prisoners attempted to escape from the camp on a horse and carriage. They were caught and returned to the camp. The news of the escape attempt spread quickly throughout the camp, and the guards were placed on high alert.

I WAS THERE!

Royal Navy to the Rescue of Hunted Norwegians

Nearly women and children, 343 Norwegians were collected by a small British cruiser in a government ship, then brought safely to a British port (arrived March 18, 1943) by Royal Navy and Royal Canadian Navy destroyers. How this rescue was effected was told to Eugene Stingley by a Norwegian Army officer.

There are very simple people. They not only had no desire to work for the Germans, but they also hated leaving their homes. They know little of the outside world and all they wanted was to be left to their fishing. But the Germans showed them no mercy and when we set out we knew that they were living in the most desperate conditions.

We arrived in a bay off the island one morning. The land appeared to be deserted, but then we caught sight of one or two people. They were trying to get over the snow mountains. We shouted to them, but, like timid and frightened animals, they still wanted to get away.

Then we managed to persuade one of them that we were really Norwegians. The others stopped, and presently the news was being carried all over the island that help had come. We had food with us on this small relief patrol, and we gave it to them and then began to collect the old and sick people. There was very little daylight, and we took some time to get 300 ill and old inhabitants into our boats.

I lived in a small hovel. There was nowhere else to live unless you crawled into the caves and put horses and rock crevices in which there were no poor people were existing. For four months they had watched the Germans come day by day and burn dwellings and any form of human shelter. The Nazis did not always trouble to give a warning. In one house two women were burned to death; one was aged 90, the other 27.

The Germans came in armed trawlers and R-boats, and destroyers known to be in the region. One day I watched them blow up what I think was the last remaining building in Haastberget just across the wind where they used to have a U-boat base. We organized the evacuation despite these daily visits from the ruthless German patrols.

I saw Germans come ashore one day and made up to their attempts through snow just to burn a shed in which there was some hay.

Mandalay Battle Was Fought with Burning Oil

Second city of Burma, Mandalay had been in Japanese hands for one week when troops of the 18th Indian Division captured it on March 20, 1943. M. G. Dunn captured it on March 20, 1943. Fort Dufferin was the scene of Jap resistance in fighting that was still in progress on March 11, when this dispatch was written by Dail herald war reporter Arthur Hallward.

JAPANESE resistance is stiffening as troops of General "Thruster" Ross' 19th Division push on into Mandalay. Those of us who watched the Japs repulse yesterday's gallant attack on Fort Dufferin.

BRITISH NAVAL FORCES STOOD BY in the first phase while Nazi-hunted Norwegians trekked through the snow of Barry Island (left) with the help of British destroyers. The British sailors gave everything they could to them. Thirty children were on the caprains' boats in one destroyer. It was wonderful to see them no longer afraid.

get a very good idea of what we can expect in the next few days. They are reeling from parades, from deep surgical injuries by British and from internment strong concave pillows.

And they are fighting with all their old fanatical determination to death. The gap in the mood is the most difficult soldier in the world to handle. Some of them have even turned back on to the slopes of Mount Sabah Hill and gone in earth like moles in the maze of tunnels connecting the various pagodas with which the mountain is studded. There has been some gallant and spectacular fighting up there during the last 24 hours.

Gurkhas have been sitting on the top of pagodas, lobbing grenades at the Japs inside in a grim game of pin the toes. Today they have been employing "All Roads and the Forty-Three" technique by pouring boiling oil and petrol into the trenches and literally frying the Japanese alive.

Meanwhile, the slow encirclement of Fort
First Into White Flag Villages on the Rhine

During 42 miles in 48 hours our forces made a cross-country dash from the Arnhem region of the Rhine to reach the Rhine, and at once the Rhine line, now one of the rear areas of the eastern Allies, was cleared of the remnants of the German forces. The villages which they left behind were places of beauty and of smoke and factories chimneys and deserted fields. They were abandoned by the Germans, and the Rhine line was cleared of the remnants of the German forces.

We mounted our tanks and the infantry almost simultaneously into the Rhine. "Let's go!" was the command that was given to our forces. The tanks and infantry moved off to take stock of the Rhine. They were carefully examined, and to round up some of the hundreds of German soldiers waiting patiently to surrender.

Smoke and smoke huts had been set up in the Rhine line, and smoke was seen rising from the smoke chimneys of the German fortresses. As we moved along the Rhine we saw smoke and smoke chimneys, showing the German fortresses were still in operation. We could see white smoke rising from the smoke chimneys of the German fortresses. The Rhine line was cleared of the remnants of the German forces.

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I am now running a railroad. The system in these parts was knocked out by the Rhine forces; it is not our job to get it functioning again. I feel like a kid who has just gotten a new set of tracks for Christmas, and although I will soon have to turn it over to the N.C.O.'s and go back to saying "yes" and "no," all the moment I am out there all day and most of the night helping cars around, pulling switches, blowing whistles and hopping on and off trains like a dancer.

Theoretically, I am trying to co-ordinate our rail activities with those of the French.
I Was There!

As we drove through the winding, hilly countryside we could already see people standing in the doorways, or leaning against trees, talking and waving their hands as we passed. In one village we came to a complete standstill because we couldn’t get through the knot of people standing in the middle of the road. We were promptly surrounded and everybody started splitting French at us like a battery of machine-guns.

By concentrating on one set of speakers that were clattering in front of me I learned that there was a fire at a nearby farm. When I started to translate for T., he said: "Hell, I know that, because there are two French farmers in our back seat."

Arriving, finally, at the fire it proved to be nothing of an importance, but to our surprise, only a haystack was burning, in the middle of a square of houses. Everything was conflagrated: there were horse-drawn water-tanks, firemen in full regalia (which is very fancy here), other firemen on bicycles, and villagers turned up in their best clothes that were still dry. Everyone was yelling for "Fire!" at the top of his or her lungs. T. and I had to leave shortly, but not before we saw a time-lapse trick of water coming out of a nozzle and land about three yards short of the stack. The whole thing wore quite the air of an amnesty, but to our surprise, only a haystack was burning, in the middle of a square of houses.

REPAIRING THE RAIL BRIDGE AT CAEN, Normandy, wrecked by Nazis in July 1944, a typical example of the work of the hordes of British engineer workers who are constantly repairing and repairing the war-damaged rail network across Europe since D-Day. The repairs on the rail line across the Channel are nearing completion.

OUR DIARY OF THE WAR

Russian Front: "Battle plans of K., a Russian artillery officer, who was married to a Frenchwoman."

Japanese Front: "Japese sailors in their merchant vessels."

Russian Front: "Some speeches made by T. to his troops."

March 20: British Somaliland. The Somalis fired at King George and the British forces were driven off.

March 24: El Aghial occupied by the French forces. The first appearance of the British forces in Libya.

March 20: Russian troops encamped at Kuban. Field since Feb. 16.

March 20: British Army began to move to El Arish in Egypt.

March 29: Russian troops occupied Kuban. Field since Feb. 16.

March 17: Gen. MacArthur arrived in Australia on C-47, of Allied forces in the South Pacific.

March 23: Japanese occupied Andaman Is., in Bay of Bengal.

March 25: Russian troops encamped at Kuban. Field since Feb. 16.

March 15: Russian troops encamped at Kuban. Field since Feb. 16.

March 26: British Army began to move to El Arish in Egypt.

March 20: British Army began to move to El Arish in Egypt.

March 29: Russian troops occupied Kuban. Field since Feb. 16.
THE WAR IN THE AIR

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

Technically and practically, the most important development in the war is the introduction of the 22,000-lb. streamlined bomb. Designed by Mr. B. N. Wallis, of Vickers-Armstrongs, its development was the responsibility of the Ministry of Aircraft Production, with the English Steel Corporation of Sheffield, who cast the first bodies, playing a great supervisory part in the technique of metallurgy. Complete bomb bodies are now being supplied from the U.S.A., although the only advantage so far realized to carry this huge bomb is the Lancaster. It takes a ground crew of six half-hour shifts to load one bomb into a Lancaster with special hoisting tackle. The development of large bombs has continued progressively throughout the war.

to the southern viaduct had entirely disappeared and only the stumps remained of the pairs carrying seven spans of the other. It should be borne in mind that a viaduct is a most difficult target. (See illustration in this page.) On March 15, Bomber Command's 22,000-lb. bombs were again used, this time against the viaduct at Arnberg. On March 19, Liberators carrying 22,000-lb. bombs again attacked this viaduct, and another in the area of Mühlfeld. These attacks were carried out by Mustangs of Fighter Command.

On March 10, the U.S.A. 8th A.F. sent 1,350 Fortresses and Liberators with 500 Mustangs as escort to bomb the Ruhr.

OLYMPIC PLANTS SYSTEMATICALLY BOMBED BY BOMBER COMMAND

The second great strategic bombing plan, that against oil targets, was continued. Bomber Command attacked Schwaben-Bruck synthetic oil plant in the Ruhr (March 10); the synthetic oil plant at Luttenberg, near Halie, Saxony, on March 14-15; benzol plants at Guben, near Breslau, and at Inowroclaw in Poland (March 15); one benzol plant near Augsburg (March 17); two benzol plants, one 10 miles east of Bielefeld and one 10 miles east of Bremen (March 18); the oil refinery at Bremerhaven and Hamburgh (March 19); the 10th A.F. Fortresses flew 1,800 miles to bomb the Ruhr oil refineries at Hildesheim and Hamburgh — the greatest effort yet from Italy; while Liberators of the same force bombed the motor oil refineries at Mannheim and Kiel (March 17). The U.S.A. 8th A.F. sent 1,300 Fortresses and Liberators to bomb oil targets at Botticelli, Roubland, Mobils, Hanover, and Munster.

Other objectives attacked in Germany were Ruhr Valley targets by 1,350 U.S. 8th A.F. Fortresses on March 9; over 6,000,000 tons of Essen by Bomber Command (March 3); 4,000,000 tons on Essen by Bomber Command (March 11); 1,600 tons on Offenburg by U.S. bombers (March 12). Fortresses and Liberators bombed the H.O. of the German General Staff at Zossen, 20 miles south of Berlin, on March 15.

U.S. forces landed on Iwojima island on February 19 following an air and sea bombardment. Resistance ended there on March 16, and Iwojima's southern airfield is now one of the busiest in the Western Pacific. The first Super Fortresses came in early March, and before the end of the month 40 Super Fortresses were landing there on their way back to Base after almost every mission over Japan. (These bombs could be accepted because they were not the same as the 1,600-lb. Super Fortresses which had been destroyed at Truk.)

On March 13, 1,400 U.S. aircrew landed into the leafy landscape that formed the main target: namely, Kure and other sea and air bases, and Bungo Inlet. The Super Fortresses attacked the southernmost target, a few miles north of Iwojima, and hit 475 Jap aircraft, destroying them on the ground. Much damage by fire was caused in these raids against Jap oil plants by Ruhr Valley air and naval air bases. At about 5,000 feet this 500-lb. bomb releases a streamer of 64s, bombs filled with jelly petrol, each of which spreads a flame for about 30 yards.
How Transport Command Serves Us Overseas

ON A BELGIAN AIRFIELD
British army trains line up (1) ready to each supply from Delhi aircraft of R.A.F. Transport Command. Rhinehead sections on the Rhineland front. While Allied armies probe for victory, Transport Command moves supplies forward by sea and channel to the Rhinehead. Aerial transport is organised for evacuation of personnel in case of need. A Belgian special cargo is loaded, to consist of 1,300 yards of railway carried in the form of steel sections in large sections after being loaded by civilians workers. See page 146.
Smiles and Ships Snapped by Our Roving Camera

CHEERY GIRLS OF THE LAND ARMY, whose smiles and quips have helped carry us through very critical times, about to go tripling. They retain their cheerfulness in spite of Mr. Churchill's decree that the Women's Land Army would not qualify for post-war gratuities.

BROADSIDE LAUNCH down the slips at a Southern England dockyard. This ship, the smallest yet launched by this method, with a displacement of 1,000 tons, will be used as a Peaceful Aroa Ferry and is expected to go to the Far East for service against the Japs.

"HEART OF OAK." English all-steel ships, named from King Alfred's day, are still being made and launched at Middlesbrough. This huge all-steel and all-iron vessel is being launched on 27th November, and is named RMS Gloria. With hull of Roses ashore, press go to each vessel—they are fitted with Diesel engines and have a displacement of 1,000 tons.

N.F.S. WOMEN proudly marched past Mr. Herbert Horace, the N.F.S. President, at Alexandra Park, London, on March 16, 1944, when thousands marched, in both towns, to support the official stand-down order on February 1, the day that Mr. Churchill telegraphed to the United States the official change of status from siege to the blue uniform. Said Mr. Horace, "I would be doing less than my duty if I did not give my wholehearted support to this important measure and urge the whole of the Government to keep this public spirit alive."

Photo: Fox, New York Times, Photo: John Sars
Our overnight journey to The Land of Giants takes me in my sleeper by the guard of the train who asked me the time. I was padding about. "And perhaps you'd like a cup of tea and some sandwiches?" I was too overcome at the thought of morning tea to reject the offer. I tipped the man there and then, telling him to call me with half an hour before we reached Glasgow as I had an important engagement early in the day. Thanks to a timing afternoon in town I slept like a log, confident that the guard’s assurance I should not oversleep. Judge of my horror when I woke to find the train at the station at Glasgow, with the passengers streaming past my window and a sign anywhere of either the guard or the much-talked of tea. And the moral of this. I don’t believe in planning anything to do with the perils of tipping in advance. And yet how often in past time have I secured the maximum of attention from stewards, waiters and railway guards by the judicious application of a not too substantial preliminary up in anticipation of favours to come. Perhaps the real moral has something to do with the absurdity of not only expecting to be called on a wireless train but imagining that mere money can buy a cup of tea as well.

Coupons that until today I hadn’t heard of. That our main war-time shortages, one of the most acute of those, is that of schools. A friend of mine recently went in to one of the Home Counties within half-an-hour miles of forty-fair-sized towns with populations of 30,000 and upwards. For two months his wife has been trying to find a school for their 12-year-old daughter—any school—anywhere in the neighborhood. "And the nearest school," he said, "has five miles stretching well into 1946. The nearest, and of the same description as the smaller schools, are those evicted from London since the war. But the boys and girls have to take pupils other than from their home district. In London the City Educational Authorities have no vacancies; it is, they explain, purely a matter of cost. So it is with them and any extra pupils would have to do their lessons standing up. In desperation, my friend thought he would force a conclusion. Writing to the County Educational Authority, he invited them to prosecute him for not sending his child to school. That was three weeks ago. So far he has had no reply—not even an acknowledgment. In the shape of a call from a visitor in blue. If conditions are as bad elsewhere—and I find that in some districts they are—why bother to send the school-leaving age in the present fantastic situation has even solved itself?

I have noticed lately that when people—tradecraftsmen, bank directors and others—mention the war-time shortage of the commoner counties they no longer speak of what’s a war-time shortage, but catch-phrase casually utter a little breathless "It’s, Oh, yes, there is a certain state of anxiety about the phrase which the older, more thoughtful, dislike, an implication that whatever one has requested is somehow in the hands of the big three-starred hotel in the North, recently, for instance, the best accommodation that when I skied the receptionist to telegraph a request for advance reservations on a bus which was to leave the company’s hotel in another town; a highly necessary establishment, I was even more than the over-worked postal staff concerned would have had full sympathy. Let’s common courtesies like this neither banter the war effort nor hinder the labour shortage. Though they take up a minimum of time, they certainly help to make life easier for hurried and business people on their travels. The damaging thing is that, neglected as they are today, they may be lost for ever in the after world this war. If they are to be resumed— incidentally, will there be a general signal for a resumption of pleasantries “good manners”? —I will take fully a generation to re-educate our young people in their usage. As the mechanical Wendover put it almost a century and a half ago:

"Value whatever of you may, By night or by day, The things which I have seen I now can see no more."

Trends must be on of people in Britain who will enjoy Mr. T. P. Bennett his new book. For Mr. Bennett is an architect who is responsible for the design of a large number of Britain’s post-war public houses, and part of his job is to go “pub-crawling” round the country—if he will forgive me putting it that way—watching how men and women drinks behave themselves, whether they prefer to do their drinking standing up or sitting down, so that he may make his plans and designs accordingly. I have no particular fondness for public houses, preferring to imbibe my few odd pints, when I can get them, under my own roof or at the club, where I can choose both my time and my company. But the news of Mr. Bennett’s scientific Design for Drinking, as it might be termed, is a sign of the times as welcome as it is revolutionary. To most people the words “Gin Palace” conjure up the corner counter and engraving of Hogarth, with their eighteenth-century scenes of indescribable drunken-ness and squallor. Yet such red scenes have I witnessed in my own youth in Glasgow as well as in the ten savoury districts of London, when public houses in some quarters kept open all day and more than half the night. The new public-house must live up to its old name, while abandonning for ever its tradition of refreshment and squallor. It must—and will be, I feel—a place for the public of all ages, for the common people and for the tucked-in drinking-and-dining-for-dining’s sake will be taken at our club rather than from most other modern places of entertainment.

Your courtesy to a certain admittance for the advertisement in The Times yesterday who recently offered for sale a pair of stock-suspenders of “elastic” and “fine,” expertly-woven, which had originally cost £1.50. Diamond suit we all knew, and took and cost and other such state cards of wealth. Stock-suspenders are different. There is a touch of finer brooding about the man who chooses to keep his magnificence so closely to himself or reserved for only the most privileged few. Or did the wearer perhaps practise a studied negligence in crossing his legs so that a glint of the treasure was allowed to pour out to the impressionable world? That he should be obliged to part with so unique a possession is one of the minor tragedies of the war. And alas who might lose them? I never before heard of anyone wearing second-hand stock-suspenders. How in these days of sales and purges to imagine our own suspenders, with the very last leg in more sumen than once.

Respect for authority in general is considered a good thing. It can be overdone. The French, on the other hand, are inclined to regard it. Order and discipline, sometimes in this country we seem to me, to hit the happy medium. When we know that rules and regulations are sensible and necessary, we oblige them cheerfully. If we disagree with them, it is because they are more evidence of obsession. I saw an illustration of that the other day at Brighton. The stretch of Marine Parade which had been closed for four years and a half because there were pence there was to be reopened on a Monday for traffic. On the Saturday the roadway had been cleared. But the notice “Road Closed” still remained. I was glad to see that on Sunday, in spite of them, any number of people were getting under the pots set up to keep them off and walking on the promenade that had been shut against them for so long. They saw nothing being encroached on in a flaky, metallic fashion, and they put authority in its place.

A WORTHY EXAMPLE OF AMERICAN LADYSHIPS was the recent order that night clubs must close at twelve o’clock. These American gamblers have frequent unscheduled pauses where they can sit up playing cards and sitting on the floor and smoking until dawn. These hours of folly are shared by the sort of persons who raised in the days of Prohibition to the “speakeasies,” where drink could be bought in defiance of the Law. Such pests are always with his big city to assist weak and silly men and women to fly in the face of authority. Entrance in their rooms costs 5s. at the lowest, and they take a percentage on the money that goes, besides selling drink from crockert prices. No consideration of decency, no wish to help the war effort, no obligation to do their share in meeting the internal demand, drink such people as this and hire the imbeciles they pay from among the Law, if they can. And too often they are often, by bribing the police, to escape the consequences that might to follow.
Mid Snow and Ice on Europe’s Alpine Front

GUARDING THE FRENCH-ITALIAN FRONTIER IN THE MARITIME ALPS a rifle section of the 6th U.S. (Alpine) Brigade is here seen ready for action. Fighting always is severe and life in the Alpine front has been particularly hard for the men who have fought against the German forces which began on August 12, 1944. Supplies have had to be transported by mules and large quantities of food and equipment have had to be landed by parachute to enable the garrisons to get their 75-mm. howitzers to new positions.