AUSTRALIAN SOLDIER IN NEW GUINEA prepared to advance at Bat in the Aitape sector (captured early in April 1945), where the Japanese, in caves and foxholes, had to be exterminated with flame-throwers. Cape More, last enemy stronghold in Wewak, fell on May 34. Aussies have been fighting the Japanese on New Guinea since the enemy invasion in January 1942; the famous 8th Australian Division was engaged in specially desperate coastal and island fighting during the first five months of this year. See also illus. page 195.
INGLORIOUS WAS THEIR EXIT FROM THE NETHERLANDS

BY LAND AND WATER THE DEFEATED WEHRMACHT LEFT HOLLAND, some on foot, some in horse-drawn vehicles, across the great motorways linking Den Haag and Amsterdam; others were waterborne over the Zuider Zee (1). They were the remnants of the Nazi Netherlands occupation army of 110,000, making their way to the Reich for demobilisation. British landing craft helped in the evacuation (2 and 3). Less fortunate were those who tried to 'smuggle' a life on armed vessels (4).
In propoal in this article: to try to give a connected account of the brilliant and elaborate campaign that has resulted in the reconquest of the greater part of Burma and the capture of Rangoon, for it has not been easy to follow. It will be remembered that by the end of the monsoon in the late autumn last year, General Slim's Chinese troops in the north, assisted by Letaigne's long-distance penetration group and Merrill's Marauders, had captured Myitkyina and were well on their way to Bhamo covering the construction of the new road from Leda. West of the Irrawaddy his 36th British Division had also advanced down the Myitkyina-Mandalay railway to the neighbourhood of Indaw.

In the centre, the Japanese offensive into Manipur had been heavily defeated and driven across the Chindwin by General Slim's 14th Army; and in the Arakan district the Japanese had made a drive into operations practicable for his troops in that area. It was evidently the intention to continue the offensive during the dry season on an increased scale; but few believed that with the long line of difficult communications, it would be possible to employ sufficient forces to effect the reconquest of a country and maintain a continuous operation in the south, for which supplies were vital.

It was generally believed that the main object would therefore be to reconquer northern Burma in support of Stilwell's operations and possibly reach Mandalay. It is now clear, however, that S.E.A.C. envisaged from the first the recapture before the next monsoon not only of Mandalay but of Chindwin and Manfalou at the same time. The immense expansion of air transport services was the trump card relied on to overcome the lack of adequate land communications.

General Slim's command included Stopford's 36th Division based on Myitkyina, Stilwell's force in support of his operations, and the Arakan force in the Chindwin area. In the Arakan district the 13th Corps and West African Division. A strong Allied force was available to operate co-operate, and native lievied provided a valuable partisan force. His plan, besides, was for the 15th Corps and West African Division to land at a number of amphibious operations organized by the Royal Navy, to clear the Arakan coast; the first objective being the capture of the port and airfields of Akyab in order to provide a base from which air transport and naval sweeps could be made.

The 33rd Corps was to clear north Burma between the Chindwin and Irrawaddy, closing on to Mandalay. The 4th Corps, advancing west of the Chindwin apparently following the same plan, engaged in a similar situation developed. On the left, Stilwell's force was to capture Taungoo and intend to follow the Chindwin to reach the Irrawaddy and position a bridge-head. It would then operate westwards to clear the road and railway toward Mandalay.

DESPERATE Jap Efforts to Cover the Approaches to Mandalay

In October 1944 the 19th Indian Division (Rees) crossed the upper Chindwin and struck eastwards to establish a bridge-head on the Irrawaddy, which it reached south of Indaw, making contact with Stilwell's 36th Division by mid-December. This remarkable westwards advance established a bridge-head on the east bank, to which the sappers soon constructed a 300-yard Bailey bridge—a notable feat. The 2nd and 20th Divisions crossed over, and working through hilly country by the New Year emerged into the north Burma plain where tanks could operate. The 36th Division (Grace) took Yevu, at the terminus of a branch railway from Mandalay, and then struck south-west along that line to Myarwady, an important Japanese centre on the Chindwin.

It had been expected that the Japanese would fight desperately here to cover the approaches to Mandalay, and actually they took some days to drive them out of Myarwady; but it now became plain that their main stand would be made on the Irrawaddy where it runs from east to west passing Mandalay. In pursuance of that policy they made a spirited attempt to drive the 19th Division out of the bridge-heads it had established across the river.

By the end of January, Stopford's three Divisions were in position to initiate a converging attack on Mandalay. The 36th Division, working down the Chindwin from Indaw, captured the Irrawaddy and forced a crossing on the night of Feb. 13, 40 miles below Mandalay, by a surprise attack.

Having already had their river position turned, the Japs fought by the 19th Division, the Japanese Command fully realized the imminent danger of their position to their left, and for six days counter-attacked violently. But while they were thus occupied the 2nd Division (Nicholson) closed up to the river and crossed still nearer to Mandalay. Thus all three divisions were across the river and in a position to encircle and close in on the city. The 19th Division early in March broke out of its bridge-head and reached the outskirts of the city by March 8. Fully occupied with opposing the other two divisions, the Japanese could only spare troops to hold its moated and fortified citadel of Fort Dufferin.

GENERAL SULTAN's Successes Led to Great Slaughter of the Enemy

There they held out till March 20, when they withdrew in consequence of a new offensive of the 2nd Corps. While they had been engaged by the 33rd Corps, the 4th Corps (Messey) advancing down the Chindwin from Myitkyina had reached the Irrawaddy at Pikokku, where the river turns south below its confluence with the Chindwin. After crossing the river here and capturing Pagan, the ancient capital of Burma, the 4th Corps captured the town and the armoured column eastward to Meiktila. Airfields were captured and the enemy's reinforcement stopped.

Caught in a trap, the Japanese fought desperately, but the decisive battle for central Burma. They attempted to hold off the 33rd Corps, while at the same time they tried to recover the airfields Messey had seized, and on which he depended for the supply of his force. Their position was made all the more desperate by successes General Sultan (who had been added to the force) had achieved in the north, then captured Bhamo and Lashio and linked up with the Burman Rangoon resistance forces on the eastwards toward Mandalay and taken Maymyo, cutting Japanese escape routes eastern. The slaughter was now on, and the Japanese Army was soon reduced to a number of separate ill-equipped groups seeking escape.

It will be seen that the 4th Corps was across the front of the 33rd Corps, and when the latter was ready to advance southward passed behind the 4th Corps and to the capture of the oilfields in the Irrawaddy valley. The 4th Corps—more highly mechanized—was ready to put a stop to any move Made by the Rangoon forces on the eastern flank, and was able to push southward to catch the Japs, who were advancing toward Rangoon; and in the second half of April its advance began at all speeds in order to capture the port before the monsoon broke. A matter of vital importance, for supply by sea to the important transport centers would have been impossible. Leapfrogging his divisions, General Sultan's advance on Rangoon, captured Pegu and reached the Rangoon area three weeks before the monsoon.

There, however, he was held up by elaborate minefields and other defences, and it was a well-timed landing by troops of 15th Corps that actually captured the port. Thus this Corps rounded off the great contribution it had made in co-operation with the Navy, to the general success of the campaign. By capturing Akyab and Bhamo the naval attacks had cleared the coastal area, depriving the Japanese of a source of supply east-bound, while the capture of Mandalay and the disposition of their forces. There remain much mopping up to be done, but seldom has an elaborate plan been carried through with such brilliant success in all its main features, and although most of the formations employed belong to the Indian Army, it should be noted here that British troops provide more than one-third of their strength.
Great Swoop by Australians on a Borneo Isle

JAPANESE-HELD TARAKAN, important oil centre off the Borneo coast, was successfully invaded on May 1, 1942, by the 9th Australian Division, assisted by Dutch East Indies troops, under Maj.-Gen. G. F. Wootten. A Matilda tank in a tank-trap (1) but was soon halted in action. In a rubber-boat harbor, Japanese anti-aircraft gunners (2) and ack-ack guns (3) opened fire upon the landing-place. A Japanese motorized column (4) was met by Australian and Dutch-Indies infantrymen. The front of battle (5) was bristled with bunkers which all had to be wrenched out (6).

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Photos, Associated Press
Gurkha Paratroops Dropped to Battle in Burma

FROM DAKOTAS OF EASTERN AIR COMMAND hundreds of Gurkha parachute troops were dropped on May 1, 1945, to capture coast defences at the mouth of Ayeyarwady River and clear the way for invaders forces that were to earn Bogyoke fame (see this page 44). They are seen (1) preparing to unload. Enemy destruction was rife in the oilfields (2). In Burma's third city, Prome (captured May 2), men of the 16th Indian Corps attacked across the railway (3). Bogyoke civilians turned out to thank the victorious troops (4). On June 4 was announced the end of Eastern Air Command, its mission splendidly achieved. It was formed in Dec. 1943 to supply the 14th Army.
U 77 Sailed up the Thames on May 31, 1944, under the White Ensign to be on show at Westminster Bridge, which is seen approaching. Said to be capable of travelling 18,000 miles at a surface speed of 10 knots, she had been commissioned in 1914, had survived only one patrol of 44 days when she surrendered, and had fired one torpedo—which missed. On her earlier voyage (see story on page 15) she was under the command of Lieut.-Comdr. N. W. Marston, R.N., who commanded the U-boat U 77 captured in 1914 and renamed H.M.S. Graf (see page 477, Vol. 6).
A formation has been forth-coming all the way across the North Atlantic, and the British cruisers have been taking an active part in the covering operations connected with the occupation of the coastal areas to the north. The English ships have been joined by others, and H.M.S. King George V, flagship of Vice-Admiral Sir Bernard Rawlings; the fleet aircraft carriers Indefatigable, Illustrious, and Furious; the Diamond cruisers H.M.C.S. Uganda and H.M.N.Z.S. Gambia; and the destroyers Troubridge, Tenacious and Termon. Repeated attacks have been made on the Sakishima group by the above squadron. American naval forces off Okinawa were thus able to pursue their operations without being seriously troubled by air attacks from the Sakishima area; but as soon as the British ships were ordered elsewhere to refit, Admiral R. A. Spruance, commanding the U.S. Fifth Fleet, was obliged to detach other forces to cover the Sakishima area. This was mentioned in the course of a remarkable address to the ship's company of H.M.S. King George V by Fleet Admiral Chester Nimitz, U.S.N., Commander-in-Chief, Pacific Fleet. He had already predicted that the British, when that ship was at Guam, the operational headquarters of the British fleet, would attack the Japanese fleet in the Pacific. It is not as if Japan retained sufficient naval strength to undertake any major operation. In fact, Fleet Admiral Nimitz has declared publicly that he does not think there is any prospect of the Japanese fleet coming out from its ports of refuge.

In some quarters it appears to be imagined that surrendered German warships may be commissioned by the Allies for service against Japan. Of this there does not, in fact, seem much likelihood. There are only two undamaged ships of any size, the cruisers Prinz Eugen, of 10,000 tons, and Nürnberg, of 6,000 tons, and neither of these is at all suitable for service in Eastern waters. Nor is it to be expected that any of the surrendered destroyers will go East, for the United States Navy alone now possesses between 400 and 500, to say nothing of those belonging to the Royal Navy. Royal Australian Navy, Royal Canadian Navy and Royal Netherlands Navy.

It seems also to have been supposed that surrendered U-boats would be turned to account in Pacific operations. Here again it has to be pointed out that together the British and United States Navies should be able to dispose of ample submarine strength without the need of reinforcement, especially now that there is a tendency for targets to get fewer owing to the tremendous losses inflicted on enemy shipping by Kilo-Admiral James Fife, commanding the submarines of the U.S. Seventh Fleet in the Pacific, declared on June 1 that Japan had lost practically all her shipyards pre-World War II by the end of December. President Truman estimated that the Japanese mercantile fleet had been reduced to less than a quarter of its pre-war size. It is not as if the German U-boats possessed any features of particular value for this purpose, for the much-boasted Schnellboot, or breathing pipe, is essentially a defensive weapon of which Allied submarines, being very much on the offensive, have no need. (See pages 680-681, Vol. 8.)

What, then, is to become of all German tonnage, both naval and mercantile? It is possible that certain of the countries which have lost shipyards through enemy action, notably Norway, Denmark and the Netherlands, might be able to find a temporary use for some of the German cruisers, destroyers and minelayers, the two former categories for training their personnel, and the latter for dealing with enemy-laid minelands. But for permanent service, each nation would have to pay for them either in cash or in kind according to its own ideas. An undesirable characteristic of German submarines is their tendency to sacrifice the comfort of the ship's crew to the object of making the vessel harder to sink.

**ADVANTAGE to the World if German Mercantile Fleet Were Broken Up**

It is improbable that any Allied Navy will wish to take over U-boats, except perhaps for experimental purposes, such as target practice. Of course, some may be retained for a while for exhibition purposes, as in the case of U-776 in the London docks recently; but the ultimate destination of the U-boat fleet, as in 1919, is likely to be the scrapheap. (See illus. page 102, and story in page 121.)

German mercantile tonnage offers a more complicated problem. There are a few modern ocean liners, of which the Europe is the largest, which will be useful as troopships pending the winding down of hostilities with Japan. Some vessels of special type, such as those with refrigerated holds for carrying food, can also be utilised to advantage for the time being. But it is to the advantage of the whole world that, as soon as it can be spared, the German mercantile fleet should be broken up and its place in the world's transport services taken by vessels belonging to nations which have not abused the laws and customs of the sea as Germany has. This would have the added advantage of keeping Allied shipyard workers regularly occupied in the replacement of discarded tonnage.
British East Indies Fleet in Action off Sumatra

BOMBARDMENT OF SABANG AND KOTA RAJA was included in an offensive sweep off Sumatra which began on April 11, 1945. Three destroyers of the British East Indies Fleet (1, left to right), Venus, Xirago and Vigilant, steam into action. A dense smoke-screen (2) was put up for an escort-carrier after one of her fighters had shot down the ship’s first Japanese aircraft. Kota Raja under fire (3). Destroyers under Captain H. L. Power, R.N., in H.M.S. Saumarez, sank an enemy cruiser off Penang on May 13. See also illus. in pages 221-224, Vol. 5.
Activity Without Fraternization is the Order

DISARMING NAZI TROOPS crossing the Dutch frontier into the British sector. (1) German soldiers stacked weapons by the roadside. (2) First batch of 200,000 of the Wehrmacht on this British 3rd Army front were sent home to work on the land on June 4, 1940; stripped of all badges, their uniforms became utility suits. Field-Marshal Montgomery's proclamation to the German people: "Praise and thank God. Pay 30 hours' work, no food!" No work, no food!

Tanks of the British 7th Armoured Division—the Desert Rats (1)—weeps across the bridge spanning the Kaiser Wilhelm canal near Sneek. The no-fraternization order was strictly observed by these British soldiers (1). Montgomery, who warned his troops against fraternization, Field-Marshal Montgomery on March 3 said, "Be just; be firm; be correct: give orders—and don't argue." Tough-looking S.S. men vainly pleaded with his captors of the 9th Durham Light Infantry (2). Members of the 50 Railway Construction Corps of the 20th Armoured Division (3) were using tools to cross the 265-ft. bridge with which they had spanned the IJsselmeer River in four days (4).

Phot. British Official, British Newsreader

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The Problem of Trieste — Port of Contention

The great cosmopolitan port of Trieste, at the head of the Adriatic, was freed from the Germans by Marshal Tito’s Yugoslav forces and New Zealand troops of the 8th Army at the beginning of May 1945. Its future, however, is still conjectural in view of the dispute as to its status, some of the reasons for which are explained here by HENRY BAERLEIN.

In Italian possession since the break-up of the old Austrian Empire in 1918, Trieste, owing to its geographical situation and past history, has long been a subject of dispute. The war of words which has already arisen since its liberation might, if steps be not taken, turn into something so serious that Italo-Yugoslav relations, to mention no others, would be poisoned for years to come.

Yugoslavia and Italy have for some time been claiming the town with equal insistence. Thus the Giornale del Mattino, the non-party and purely informative Rassegna stampa, avers that it would be difficult, nay, impossible, to deny the wholly Italian character of the town. And in the monarchist Il Balilla, Signor Enzo Salvaggi, speaking of Trieste and the entire district around it, Venetia Giulia and Imeria, accuses the Yugoslavs of imperial manoeuvres which go beyond the limits of a healthy nationalism.

He does not contest that in the territories in question there may be some infiltration of Slavs and economic interests gravitate to those zones, interests which are not solely either Italian or Slav. In view of this fact, Salvaggi declares that Italy will be able to serve the interests of the Danubian Basin through these territories, and particularly through the port of Trieste. On the other hand, Mario Vito and his spokesman have announced that the non-inclusion of Trieste in Yugoslavia is unthinkable.

Signor Vivante, a native of Trieste, in his book L’irredentismo Adriatico (1912) came out as a determined adversary of the Italian occupation, his town being shared by the town’s inhabitants except the extreme nationalists and the Italian economist Signor Giorgio Roletto, says, in his book Il Harboure of Trieste (1941) that the town belongs morphologically to the vast Karst-Dinaric system, that is to say the mountain-chain of South-East Europe, which finds in Trieste its natural outlet to the sea.

Roletto’s compatriot of today, Salvaggi, who alludes to “some infiltration of Slavs” would win a big prize for understatement. Not only has the entire district outside the town been, from of old, almost exclusively Slav, but the town itself had its population largely recruited from that hinterland. It was the custom of the Austro-Hungarian Empire to have a variety of official languages, and the one prescribed for Dalmatia, the maritime province, was Italian. Thus it came about that a good many Slovaks, finding reasons of convenience or snobbishness, returned themselves as Italians. Most of Trieste’s “Italians” towards the end of the nineteenth century were Slovaks by origin. Geographically, Trieste and its neighbouring territory are an integral part of purely Slav territories; and it must be remembered when statistics gave the town a marked Italian majority those Austrian statistics were compiled on the language basis, so that Germans, Greeks, Levantines and others were included, as Italian-speaking, among the Italians.

It has been argued by some that, in order to resist the powerful suction of Hamburg, Trieste must be backed by a government with a sufficient weight in economic resources, industry, size of population, naval power and diplomatic influence; and doubt is expressed as to whether Yugoslavia can fill such a bill. In the past, whenever Italy had lost a war she had added another province to her possessons; but let us assume that the coming Peace Conference will not allow itself to be ruled entirely by precedent.

There seems to be no reason why the vigorous young Yugoslav nation should not make just as much of a success in its administration of Trieste as the Greeks at Salonika, where they granted a free harbour to Yugoslavia, an arrangement which worked extremely well. Similarly the Yugoslavs would, it is thought, invite both the Czechoslovaks and the Austrians to participate as a part of Trieste harbour, thus creating

YUGOSLAV FLAG was presented by a Partisan to a New Zealand tank man at Trieste, which after the surrender of the German garrison was occupied by Yugoslavs and troops of the 8th Army. Photo: British Official
As Storm Clouds Gathered in the Adriatic

NEAR MUCH-DISPUTED TRIESTE. Lieut.-Gen. Sir Bernard Freyberg, V.C., commander of the 2nd New Zealand Division, met Marshal Tito's representative, Gen. Borečar (left), commanding the Yugoslav 9th Corps, at Monfalcone, for discussions on May 16, 1945. In Trieste—where the Nazi garrison surrendered to New Zealand troops of the 8th Army on May 2, while continuing to resist Tito's partisans—townspeople cheered Gen. Freyberg's armoured column (2). On V Day, in the Piazza Unità, the town population gathered for a Partisan demonstration (3) at which no Allied troops were present. See also facing page.
In the Last European Capital to Be Set Free

AFTER SIX GRIM YEARS OF NAZIDOM, CZECHOSLOVAKIA welcomed the U.S. and Red Army troops: outside the 16th-century town hall of Pilsen entered by the U.S. 3rd Army on May 4, 1945 (1), children in national dress assembled with traditional tokens of friendship—gifts of bread and flowers; others sought every possible vantage point to secure a view of the U.S. soldiers (2). Marshal Koniev in Prague, last European capital to be freed, drove through streets of rejoicing (3) on May 11.
After the Cease Fire Had Sounded in Italy

CAMPAIGN ENDED. Lieut.-Gen. Sir Richard Dill, the British Army commander (I, left) and U.S. General Mark Clark, commanding the 15th Army Group, straddled in Venice after the U.S. general had presented American awards for service to British service personnel. Venice, the famous Minax motorizing town, north-east of Milan and scene of many pre-war international contests, Commodore F. C. Sturrock, of the South African Army, Minister of Railways and Harbours in the Union Government, took the salute (2) from units of the 8th South African Armoured Division who had played such a prominent part in the fighting. BRITISH TROOPS of the 8th Army who crossed the Italian-Austrian border on the Brennero line watch a frontier post (3) and Poles Fajloske keep watch for prominent Nazis on the run. In Northern Italy working parties of German K.G.W.J. (4) are employed on the removal of many sections of railway track wrecked by Allied bombing.

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How the P.O.W. Problem is Being Solved

"Eating their heads off!" has been the general cry of our people in connection with enemy prisoners of war brought to this country. What is to be done with them all? How is this drain on our resources to be met? The answer is: by putting into effect the plan which has been suggested by the Ministry of Labour and which is now being put into practice.

The Ministry of Labour has been given a mandate to deal with this problem, and it has been decided that all enemy prisoners of war shall be employed in British industry. The plan is based on the principle that every able-bodied man shall be employed in some capacity, and that all enemy prisoners of war shall be considered as able-bodied men.

The plan involves the establishment of a special employment bureau, which will be responsible for the distribution of prisoners to suitable industries. The bureau will be staffed by experienced personnel, and will work in close cooperation with the Ministry of Labour.

Thescheme has been welcomed by the trade unions, who have agreed to take on as many prisoners as possible. The employers have also been enthusiastic, and have promised to provide work for all who are willing and able to work.

The Ministry of Labour has also been given the power to regulate the working conditions of the prisoners, and to ensure that they are treated fairly and justly. The prisoners will be paid the same wages as the local population, and will be provided with proper accommodation and facilities.

The plan is expected to be fully implemented by the end of the year, and it is hoped that by then the problem of enemy prisoners of war will have been successfully overcome.

GERMAN PRISONERS levelling the site of a new American Club in Newcastle on May 22, 1945. Enemy troops taken by the British forces are being made employable by being given work. A few enemy prisoners are known as "diplomatic personnel," to distinguish them from enemy soldiers. These "diplomats" are classified as able-bodied men, and are employed in various capacities.

In conclusion, it can be said that the plan to employ enemy prisoners of war is a practical and just solution to the problem. It will benefit both the prisoners and the country, and it is hoped that it will be successful in the long run.

Newcastle they volunteered to do two hours extra a day rather than have German prisoners on a job. In reply to the T.U.C. who raised the point, the Ministry of Labour has said that without the use of P.O.W. it would be impossible for certain public utility services to be properly maintained; and that had not Italians worked in our beet fields the sugar ration would have been cut long ago.

Only a proportion of German prisoners are working. A large camp between Barnet and South Mimms, Hertfordshire, was expected to be ready before July, and it was believed further camps would be prepared and erected, giving a good deal of factory work. But there will remain many thousands of officers who cannot be made to work, and perhaps some "died in the wood" Nazi fanatics who may be thought unsafe to have about. The fanatics are not a disaster. There are groups who have been rumoured to be present in Nazi propaganda, and two were banned. Three prisoners were sentenced to 168 days' detention for the first assault, which suggests the authorities are determined, with the aid of German passes, of a reasonable type, to stamp this out.

* Redemption Through Labour*

It is possible work will be found for many prisoners inside their barbed wire. Many lorry loads of bricks from blitzed areas have been used to build the camps. The prisoners may be paid for their work, or the work may be done for them and the bricks cleaned by the prisoners and sorted ready for reuse in rebuilding. This summer the shortage of labour on the farms is likely to lead to a big increase in the prisoners employed.

Russia from the first has based her treatment of German prisoners on two fundamentals: political re-education and "re-socialisation through labour." The principles which the U.S.S.R. has used with criminal prisoners have been used in the camps. The prisoners work at work in great numbers clearing Russian towns they devastated. They are paid in accordance with the work they do. The better they work, the better they are treated and paid; they receive better rations, clothing and other benefits—so they hope—of release. This work is accomplished by political re-education by specially trained Russians as well as anti-Nazi Germans.

In France and Belgium German prisoners are warned for work, particularly in the mines. Some are engaged in clearing up war damage in the devastated towns of Normandy. In America large numbers of prisoners of war are at work. America has been called the "prisoners' paradise." This is not because of any "softness" in the treatment of the prisoners, but because the relatively high standard of living in the camps—they are entitled to the same scale—rations against which the civilians of many other countries envies.

The problem of the prisoners taken in North-West Germany by the British is not over. In one case the final surrender is a considerable one. About 200,000 are in the east coast of the Schleswig-Holstein isthmus. The rocky island of Norderney has been specially reserved for prisoners. The Germans, led by young officers, are not willing to surrender. The soldiers, men of the Red Army, are being trained for the work. Another half-million will be held on the coast of the Baltic for the same purposes. Another half-million will be held in the regions between the Ems and Weser. Yet another 500,000 are already working in the East, usually in military hospitals. The fate of this host remains to be decided.
SEPTEMBER 27, 1939. Warsaw surrendered to the Germans. Four weeks after the Nazi armies crossed the Polish border without a declaration of war, the burning capital was entered.

MAY 26, 1940. Last stand at Calais Citadel ends five days' siege.
From a painting by Charles M. Gore, R.A. By permission of the artist.

MAY 14, 1940. Centre of Rotterdam laid waste by the German Air Force.

JUNE 14, 1940. Paris—declared an open city—entered by German armies.

JUNE 4, 1940. Evacuation of Dunkirk; 335,000 withdrawn.

AUGUST 8, 1940. Battle of Britain opens. On one day—Sept. 15—185 Nazi planes shot down.


FEB 7, 1941. Benghazl taken by Wavell in Libyan offensive.
JUNE 13, 1944. The Flying Bomb—V1—opens its eighty-day attack on the population of London and Southern England.


SEPTEMBER 17, 1944. Allied airborne troops at Arnhem and Nijmegen (Holland).

JANUARY 9, 1945. General MacArthur returns—after three years—to Luzon in the Philippines.

MARCH 20, 1945. British and Indian columns march triumphantly into Fort Dufferin, citadel of Mandalay.


APRIL 13, 1945. Victorious Red Army enter Vienna after their fighting advance from Volga to Danube.

MAY 7, 1945. British meet Russians in Germany, Montgomery greets Rokosovsky at Winnar.

A Briton's Adventures with the Patriots of France

leadership or expert knowledge was readily recognized. The inexperienced were glad to be told what to do. Orders tactfully given were carried out.

What Capt. Millar was chiefly concerned with were attacks on railway lines, stations and trains. Of the French local police some were friendly, some hostile. Even some belligerent but feared than the others were the French militiamen, who collaborated with the enemy under orders from Vichy. But almost all the peasants and small-town folk and country-house owners were inclined to be friendly. This was unfortunate, for they could do little without getting into trouble. Some willingly took the chance of that. There was Gustave, for example, a village mechanic whom the Germans had borrowed for setting up an illicit oil-press to supply the villagers with cooking oil. "He will never forget that bearing. He will take it out on every German he meets for the rest of his life!" Another was an aristocratic old lady living in a château, who was the mayor of the hamlet close by and sheltered any refugees or escaped prisoners of war, including many Russians. Stalingrad and Leningrad cured my old-fashioned ideas about Communism, she said. Then there was the Mother Superior of a convent, where the author and other F.P.I. leaders lay in hiding, and thought of,

Midnight Visitation Minus Boots

The Gestapo had a good many Frenchmen in their service and could command their own thugs from Germany. "They looked solidly respectable, these Gestapo men, like the Gestapo type of stockbroker," said one of them. "They had toned themselves to a look of easy sheniment. It struck me that they were on their best, or, better still, that they were very happy, too. As though their life were good and they were content, and that the rule of the Gestapo was the biggest ever seen in these parts. There were more than 3,000 mourners, and every village had its own burial poll against the Gestapo. A funeral oration was pronounced by a retired army colonel. The speech was afterwards compelled to go into hiding, and the grave was despoiled of its wreaths and banners by German troops. But it is astonishing to read of such a ceremony taking place openly in daylight in France.

Of the many exciting incidents skilfully described by Capt. Millar the one I shall remember longest, was when the author and a comrade were in a little town where they slept in a house opposite the hotel. In the night they happened to be awake and opened the window. They saw a truck filled with soldiers drive in silently. "The driver must have squeezed gently on his brakes, for the heavy vehicle came so gradually to a stop that not a stone crunched beneath its tires." Out of it jumped silently a load of soldiers, without a shot being fired. This was most unusual. "They were the first Germans we had seen who made no noise with their feet." Without a sound they took up positions with machine-guns and automatic weapons. Another truck followed as silently.

Then a car arrived with two officers. They went up the hotel steps. The door was opened to their knocking. The two men watching could see that the room was being searched. When this was over, the officers came out, saying good-night civilly to the proprietor. They drove noisily away with the two trucks. But the stockinged feet soldiers remained at their posts. Evidently the idea was that someone they wanted and had failed to find would come out, and the searchers had to be kept on their guard till it began to get light. Then they drove off silently. It must have been an eerie, nerve-racking scene.

There are unforgettable portraits in the book of men with whom Capt. Millar worked. One was a Frenchman who lived in London with a London accent and a lot of slang. He had lived at Ealing for many years and liked it: "I had left to go back to France only because he found his son was speaking French with an English accent! "My mind was instantly made up. At great sacrifice with red nose we sold, our fortune in England. I left the town and country I had learned to love. Comfortable as his life had been, he took to the woods, for as he had always been a brigand, accustomed to sleeping in holes and caves, he did so in peace and seldom enjoyed a square meal. As a contrast to this genuine Patriot we have the former French officer who was in the pay of the Gestapo and whirled about the district in a motor-cycle, feared by all, but unmolested until a Resistance leader, whose exploits belied his gentle appearance, soft, purring voice, and fluffy hair and side-whiskers, stopped him one day, marched him into a wood, made him write out a confession of his infamies, and then shot him.

E. Vile

O Vital

War Books

by Hamilton Fyle

What I am wondering just now is whether the Armies of Occupation in Germany will be up against the same dangers and difficulties that beset the German troops while they occupied France. I do not think they will. For one thing the circumstances will not be the same. The French Resistance forces fought against an invader insolent, nervous, haughty, cruel when thwarted. The British, American, Russian and French soldiers in Germany were fighting to liberate their own country but to keep order and protect the temporary rulers. For another thing, I doubt whether many Germans have any fight left in them.

They are always most at ease when they are told what to do; they are trained to obey, whereas the French are trained, one might almost say, to rebel. Still, it is impossible to predict what will happen during the next few years. If there should be anything in Germany comparable to the Resistance Movement in France, you can guess what will be like by reading George Millar's book entitled Maquis (Heinemann, 10s. 6d.), which gives by far the most vivid and authentic account I have seen of the way in which the F.F.I. harassed the enemy behind the German lines, prevented him from ever setting down and feeling secure.

Running Head-on Into Danger

The author was a newspaperman who joined the French army and rose to a commission. Early last summer he was asked if he would like to be dropped by parachute in France. He said "Yes!" and was immediately put through a special training course. On this training course he acquired a new name and tries to fit a new personality on to it. He is a Frenchman who went at an early age to Australia, so his French is not perfect. He is employed by an insurance company and has to do a lot of travelling. His papers are, of course, in order. He gets the story of his life by heart, and that, as a matter of fact, was the last he ever did with it. In the district round Besancon, where he is now known as E;nriquot, and he adopted any number of disguises, but never the one he had been so elaborately prepared for him, in London.

They were a queer crowd, the resisters he joined and made his way among. At first he was dejected at not being able to do anything with them. Those who were active and ready for desperate action were often helping the Gestapo, and were slack in taking necessary precautions. "They were of the clerk type. They looked like a benevolent society or a ramblers' club." These latter Capt. Millar avoided. With most of the others he got on very well indeed. But he knew it was wise not to have too much money with him. "I had all sorts of marks of E; he was told. Here and there ruffians used the Resistance Movement as a screen for banditry and crimes of the worst kind. One such scoundrel terrorized a countryside and had powerful friends among the Gestapo.

Then there was the difficulty of persuading the right sort to keep their mouths shut, and the danger of the wrong sort giving secrets away. I rather-for German agents more if they were captured, under stress of torture. At one time he was nearly seized by Gestapo men in a tobacco shop. Capt. Millar was not able to find excuses for their carelessness with the weapons and explosives which were dropped to them by British and American aircraft at great risk to the crew. A dump of such material was in a very bad state, having been exposed to the weather for months. "Rage communisma as I handled rusty grenades and explosives soggy with moisture. Everything was in such a wet condition that in England it would have been unconditionally scraped." He had to conceal his fury, however, for the relationship among the Maquis was not that of officer and men, but of comrades equal in every way. At the same time natural
Japan May Be Seared Out of the War by Fire

Fifty-one square miles of Tokyo had been destroyed in Super-Fortress attacks, it was announced on May 20, 1945. And Japan’s other target-cities are being subjected to an ordeal by fire without parallel. Latest types of Allied incendiary bombs, for similar distribution, include “Hiroshima’s Hotfoot” and the “Goop,” whose violent behaviour is described by MARK PRIESTLEY.

Air raids will knock Tokyo completely out of the war said conservative experts after they had scanned photographs of the fire-damage already inflicted upon Japanese military might, and had watched a demonstration of the new Allied fire-bomb, the M.69. The raid by 450 Fortresses on Osaka on June 1, when 3,775 tons of incendiaries added to destruction wrought on March 14, when eight square miles of the city’s centre had been burned out, further indicated the trend the Far Eastern war is taking.

Hirohito’s Hotfoot, as airmen have nick-named one of their latest types of fire-bomb, is fast proving that successful incendiary bombing can be five times as devastating as high-explosive bombs of equal weight. Imagine a thin, slivered steel pipe, 19 inches long, flattened at the ends and packed with glowy, incendiary petrol jelly, net weight 6 lb. Two thousand comprise a comfortable plane-load, and the bomb cannot be smothered with sandbags or doused with a sprinkler-pump. On crashing through a roof, the M.69 lies still for five seconds. Then, with tremendous violence, it explodes.

Simultaneously it throws out a burning jelly-stuffed cheese-cloth bag which is liable to rocket for 100 yards or so in the blast, spraying puddings of flaming glue in its wake. Whether the bag bursts at the end of its run or hits an obstruction, the result is the same. Globets of adhesive fire are splashed over an area of 60 square yards. Ravenous flame adores to walls, floors, ceilings, stock-rooms and machinery. The effect is not dissimilar to that of an inflammable object in the path of the fire-showmer instantaneously combusts: the heat can be so intense, that metal melts and brick and plaster rapidly crumble.

An efficient fire brigade, if on the spot almost immediately, might hope to beat to limit the conflagration caused by a single bomb. Precise pattern bombing of selected industrial areas, however, presents the enemy with an insoluble problem. The authorities first made certain of this in test and counter-test in America, where the National Defence Research Council made an exhaustive study of the building construction of 16 enemy cities. Specifications were drawn up identical with the real thing in all the important physical properties, and on the site of Utah the Army then co-operated by building a series of mock Japanese cities.

They were perfect in detail down to the position of machinery and the arrangement of halls and partitions. At the same time, the finest fire-fighting services were assigned to protect the “targets,” just as the Japanese might be expected to do. When the earliest prototypes of the M.69 were used, the fires were swiftly put out. The research workers made changes in the weight and size of the bombs, as well as the oil-jelly charges, while a fire-fighting department did everything possible to improve counter-skil and equipment.

In raid after raid the odds proved to be equal, until the firemen were standing-to in asbestos suits for “surprise raids.” Eventually, an oil-jelly bomb was devised that defeated the Americans, defeated British N.F.S. teams at a research station, and was used with success against Germany. The M.69 had arrived.

Oil and Magnesium Block-Burner

In one demonstration, the standard pattern (now obsolete) magnesium bomb was used in a parallel test with the Hotfoot. The magnesium treated the observer to sparks and sparks, fireworks and brilliance, but in 20 minutes merely bored a hole through the floor of a sample building. The jelly bomb, in less time, burned its building to the ground.

Today the M.69 has a big sister, a 500-lb. block-burner known unofficially as the “Goop,” formally listed as the M.76. (The intervening serial figures are believed to represent types discarded under test.) It is known to contain a mixture of jelly oil and powdered magnesium, and its destructive power is tremendous.

In mid-April 1945 an appalling mixture of 500,000 of these types drenched the Germans in the Girode pocket during the closing phase of the war in Europe and may well have heralded the final Nazi collapse on all fronts. When the Germans tried to burn out London with magnesium bomb triggered with thermite, the Japs could not have foreseen that a fire-bomb in the hands of the Allies would prove the final answer to aggressive war.

In the Japs’ case, the same is true. In the few minutes in which their captive cities are cone-rocketed with incendiaries and high explosives, the buildings will be reduced to ashes. But a much graver threat is that much of the Japanese home-front will be burned.

With the use of airfields on Okinawa the Allies are no farther from the Japanese mainland than the Ruhr is from East Anglia. The Iwojima bases, too, are within Liberators and Lancaster range of the great centres of the Japanese aircraft industry at Osaka and Kobe. The release of flying crews from the European theatre means Japan with nightly raids, with monthly tonnages of 50,000 and more. Eastern Air Command has thought nothing in the past of round trips of 2,000 miles and farther, and the capture of the Ryukus is bound to bring the 10-tonner to Tokyo’s door. When President Truman declared that unconditional surrender would not mean the destruction of the Japanese people, the consequences of refusal to surrender were implied.

READY FOR RAIDS on enemy occupied Malaya, giant bombs are lined up for loading into a Super-Fortress. The great weapons include incendiaries that are packed in gun tubes, or droppers; it is filled with a gelatinous substance which, when burning, generates heat up to 1,400 degrees Fahrenheit, and is practically impossible to extinguish.

PAGE 1 Of Photos, U.S. Official
Okinawa, only 325 miles from the Japanese mainland, is so vital to the enemy that Admiral Toyoda, C-in-C of the Combined Fleet, told the Emperor that "the rise or fall of our Empire hinges on this battle." On April 1 over 100,000 U.S. troops had effected a landing on this island key to the Sea of Japan in the greatest invasion operation of the Pacific. Landing craft are seen (1); the toll of enemy dead was 41,319, with 1,311 prisoners. Representative of oppressed natives liberated are this young Okinawan and her baby (2).

Support was given by 1,800 ships of Admiral Chester Nimitz's U.S. Pacific Fleet, the biggest sea force ever mustered by the U.S. Navy; covering the landings a battleship blew a broadside (3).
Nemesis Trails More Infamous Nazi Ex-Leaders

Covered by a British Bren-gunner (1) are three members of the so-called German "Government" at Flensburg—Albert Speer (Arms minister), Admiral Donitz, and General Keitel. (2) One hundred and three hundred of their officials were shot on May 23, 1945. Some of the German were found hanged next to a corridor of their H.Q. (3).

Himmler, Gestapo and S.S. chief, lay dead (4) at British 2nd Army H.Q., at Neuwied, Germany, less than 30 hours after being detained by our Field Security Police; he had swallowed a capsule of cyanide of potassium. See also Illus. page 84.

Last day of the Belsen concentration camp (see Illus., page 81) went up in flames on May 21, by Allied orders (5).

Photos, British Official, British Newspaper Press, Associated Press PAGE 110
London Bus-Driver Runs 'Local' in Luneburg

MINE HOST OF THIS OLD GERMAN TAVERN, now under British management serving beer, tea, cakes and rolls to the 1114 Heavy A.A. Regiment, Royal Artillery, is Sgt. W. M. Ellis, who in civilian life drove a London bus. Near to the scene of the Unconditional Surrender, as a club-house with rooms for reading and writing it is an unqualified success. And the N.C.O. artist (right) is justifiably proud of the new signboard to which he is pointing and which is his own inspired handiwork.
Now It Can Be Told: 'Operation Pluto'

One of the greatest supply stories of the war was revealed on May 22, 1945, when the existence of an oil pipeline system across the bed of the Channel to the Continent was revealed. This all-British triumph of engineering and seamanship, known officially as Operation Pluto, solved one of the master problems of the whole war, enabling 1,000,000 gallons of petrol to be pumped daily, from a few weeks after D-Day, through the submarine pipe-way from France and later deep into Germany, supplying the entire petrol requirements of Montgomery's Army. By V Day over 120,000,000 gallons had thus been transported.

From tankers discharging at our ports the petrol was conveyed across Britain, through a network of pipelines, to cleverly concealed coastal high-pressure pumping stations, staffed by R.A.S.C. personnel, whence it was received by the submarine pipe. The latter, of 30-in. steel tubing, were laid under the supervision of the Royal Navy, ships of all sizes, comprising "Force Pluto," manned by Merchant Navy seamen, being engaged.

For splying-out, the tubing was wound on floating drums each 49 ft. in diameter, 60 ft. long, carrying 74 miles of it and weighing 1,600 tons. Many of the various laying operations were completed under adverse weather conditions and against strong tides; 30 miles of this pipeline were laid between Dunkerque and Brest, and so on, to name only two points.

The title "Pluto" is made up of the initials of Pipe Line Under The Ocean.

Two hundred miles of pipeline in three-quarter-mile sections (1) stood on the English coast, ready for welding into continuous lengths of 28 miles. (1) was to be modulated on floating drums on "Cromarty." (2) H.M.S. Conundrum, one of which, laying its line as it goes, is seen (2) being towed by U.S. transport. (3) H.M.S. Latimer (4) was one of the ships engaged.

Page 120

S'tiner, British Aircraft, U.F.P., View Chronicle
I WAS THERE!
Eye Witness
Stories of the War

How Germany's Vaunted Underwater Navy Died

First U-boat to come to London in the Second Great War was the U 776, battered by a Navy shell, the dark grey shape that our merchantmen knew as well as they knew the Thames on May 22, 1945, heading (as told by Lieutenant Rosemary Rendall of The Evening Standard) for the spot where she was to tie up at Westminster Pier. See also illus, page 102.

I went to meet the submarine in the cutter which was taking the pilot river aboard. It was a grey morning, with fine rain hanging over the quiet basin. The river was "sleepy" after the Whitsun holiday. As the pilot cutter left Royal Terrace Pier crews from tugs and merchant ships were coming out on deck, rubbing their hair and yawning; other men on the wharves were smoking and talking. All were soon peering down river for the first sign of U 776.

Her escort, who had brought her round during the night from Weymouth Bay, slowed down beyond the Fort, gave a parting salute and departed. U 776 came up river alone, looking the evil thing she was—fast and heavily armed for so small a vessel. She has been left just as surrendered for us to see.

She was a minorayer. On her foredeck, rendered harmless, are the dozen acoustic "oyster" mines she hoped to lay to destroying our ships off the south-west coast of Ireland. She was a sink-at-destroyer. Aft is still her gun, pointed in menace. Three anti-aircraft guns has ashift her forecastle tower. It is fitting that London should see her, for U 776, a comparatively new 500-tonner, was commissioned while Hitler hoped to head the R.A.F. off his U-boat nests with V 1.

She surrendered to a naval ship off Weymouth before she had time to do any harm. It is fitting too, that Captain E. R. Ferguson, a Graveyard man, should be the lucky river pilot to bring her in. He has been a waterman for 22 years. His father was a Trinity House pilot. Captain Ferguson was piloting river traffic safely to the docks all through the blast. He never spent a night away from the river. He was in the Merchant Navy in the last war; was torpedoed in the Bristol Channel and shelled in the Mediterranean by German submarines.

"This is the greatest pleasure I have had in my life," he said, as our cutter drew nearer. We could see clearly now the White Ensign she was flying, and on her bridge the cap of the clean white officer in dancing sight of us. The Germans had been unable to get her over the bridge, and when she was, it looked like a flood. Captain Ferguson leaned nine feet from our deck, catching the chains on her deck side to steady himself, and scrambled briskly up to the bridge.

"Come down we a sea pilot to come off, sir?" we called. "No fear—came up ourselves," answered the commander, and with that too, disappeared to the bridge. As we drew away she rang down for more speed; and, fast

We Found a U-Boat Nest in Bergen Harbour

With British naval members of the Commission, I have just been taken through this huge concrete bunker on the first Allied visit of inspection. We drove up to the German gun batteries, on the far side of the稳健 Harbour, where the U-boat pens are situated. Inside the car were Lieutenant R. S. H. Johnson, R.N., and Mr. E. N. Maud, of The Daily Telegraph.

A young German guard refused to open the gate and stared at us tenantless. Mr. H. Simpson remained in the car and quietly said: "Open the gate immediately, and then fetch your superior officer to me."

The German hesitated, but Lt. Simpson stared him down and the German obeyed.

We drove through a long narrow drive to the entrance of the pens, where we stopped the car and got out. "The drive was completely sealed off with concrete, at least ten feet thick as protection against land blast. The Bergen bunker is built up above water level on the dockside and is solid, like the sides of the fjord. The whole bunker is about the height of a three to four-storeyed building. It is made of concrete into the shape of a solid rectangular box.

Already the solid concrete roof is at least 18 feet thick, and up to the time of the surrender work was still in progress on the top of the bunker. If the Germans were able to rebuild nearly a dozen U-boats at a time in peace, there is not much difficulty in under a week. Then the Bergen bunker is something for our naval air experts to examine. The air RF. Lancasters and Halifaxes made a heavy attack on Bergen harbour last October, and a German U-boat engineer told me that bomb damage to the harbour installations halted the operational use of the pens for some time."

"The U-boats, later widely dispersed under camouflage hoods along the fjord, were difficult to observe from the air."

"I could see only one direct penetration of the Bergen U-boat bunkers. The pens were in one pen and measured about three feet by nine feet, but it is now filled in. Outside the bunker lies a scene of devastation, mostly the British destroyers. R. W. raiders, but some damage undoubtedly was caused by the explosion of a German ammunition ship in Bergen harbour during the night."

All the harbour buildings are smashed flat by air attacks except for some new concrete buildings, with walk 17 feet thick, which appear undamaged. Some U-boats liecrippled, with bomb holes, and have been left where they lie. The dry dock is half

STRANDED IN THEMESS MUDD at low tide, the U 776 heaved over to pour a few hours after her arrival at Westminster Pier.

More, The Daily Herald PAGE 121

Lislet-Condor, P. B. MARCOFF, D.S.O., R. H., in the centre of the surrendered U 776, as narrated here.

Flotilla, anyone from Weymouth to London, as narrated here.
submerged, with a submarine lying inside. Four U-boats are tied up in a bunch, under repairs. They had been hit where they lie.

As we walked through the harbour it was a desolate sight. Rain poured down. German naval personnel, most of them youths, armed to the teeth, stood around watching us.

In Bergen town the Royal Navy members of the Allied Submarine Disarmament Commission are installed in the offices of the S.S. chief, who must have life in a hurry. One of my happiest moments in the last five years was to watch a young British submarine rating writing a letter to his girl on German notepaper headed: "Der Hohe S.S. und Polizeiführer Bergen." I typed this story on similar paper.

**Blasted for Hours Off the Coast of Japan**

How Japanese bombs struck the 70,000-ton aircraft carrier U.S.S. Franklin on March 19, about 46 miles off the southern coast of Japan, causing one of the most appalling losses of American lives in naval history, is narrated by Pacific War Correspondent Alvin S. McCoy, by arrangement with N.Y.S. The carrier's own bombs and a vast quantity of octane gas oil blasted her to near to complete destruction. See also this page 129.

I was the only war correspondent aboard, a dazed survivor of the holocaust only because I was below decks at breakfast in the unhit area. The rescue of the crippled carrier, towed flaming and smoking from the very shores of Japan, and the saving of more than 800 men fished from the sea by protecting cruisers and destroyers, will be an epic of naval warfare.

Heads bobbed in the water for miles behind the carrier. Men floated on rafts or swam about in the bitterly cold water to seize lifelines from the rescue ships and be hauled aboard. The official loss of life will be announced by the Navy Department in Washington. Unofficial figures at the time showed 949 dead, more than 231 wounded.

Scenes of indescribable horror swept the ship. Men were blown off the flight deck into the sea. Some were burned to cinders in the searing white-hot flash of flame that swept the hangar deck. Others were trapped in the compartments below and suffocated by smoke. Some were drowned, and others torn by exploding shells and bombs.

Countless deeds of heroism and superb seamanship saved the carrier and about two-thirds of the ship's complement of more than 2,500. The tenacity of the Franklin's skipper, Captain L. E. Cibresse, who refused to abandon the ship and accept the aid of protecting ships and planes, virtually snatched the carrier from Japanese waters to be repaired so that she can fight again.

Fire and damage control parties who stuck with the ship performed valiantly. The carrier was all but abandoned, although the 'abandon ship' order was never given. An air group and about 1,500 of the crew were sent to the U.S.S. Santa Fe. A skeleton crew of some 600 remained aboard to try to save the ship as it listed nearly twenty degrees. The Franklin's aircraft which were airborne landed safely on other carriers.

**3,000-Miles Crawl to Pearl Harbour**

Navy officials said the Franklin took more punishment than any other ship has ever taken and yet remained afloat. It was her own highly destructive bombs and rockets that created the havoc. A Japanese plane launched its bombs at the precise moment when it would cause most destruction.

The tragedy took place during the early hours of March 19 when the Franklin was about sixty miles off Japan. Combat patrol planes and fighters had been launched long before dawn. A powerful striking force of planes loaded with all the munitions they could possibly carry began launching about seven o'clock. The sky was dull and overcast. Eight Corsair fighters and eight or nine Hell-diver bombers had already roared off the decks. Other planes were massed ait and loaded with bombs and rockets. It was at this moment that Japanese planes flew in undetected and discharged their bombs.

Rear Admiral Archibald A. Gaynes, Navy correspondent and former Fleet Editor, gives the story:

When the Franklin steamed in here—a mass of twisted, blackened hulls, hardly recognizable as a ship of war—the dead were still being dug out of the tangled wreckage. Having survived five more dive-bombing attacks she had crawled the 3,000-mile voyage to Pearl Harbour under her own steam. And, still under her own steam, she left next day for a U.S. mainland naval yard.
We Sent a Jap 'Island' to the Bed of the Sea

British submarines engaged in Far Eastern waters regard curious episodes as the rule rather than the exception. Lieut. A. C. Chandler, R.N.R., maritime officer of which he is the commanding officer destroyed a Japanese coastal craft and set three installations ablaze with gunfire. Commander A. R. Hezlet, D.S.O., D.S.C., R.N., relates another surprising story.

I was called to the periscope by the officer of the watch to look at something he described as "queer," and I saw what appeared to be an island, with two palm trees and hibiscus and other foliage encircling it. The "island" was moving rapidly about a mile from us. After having been studying this phenomenon for a little while, a number of heads became visible among the foliage, and I knew then that it was a Japanese landing craft of large size.

It was loaded with stores and crowded with at least 100 Japanese troops. We surfaced about a thousand yards on the starboard quarter of this "Coconut Grove," and opened fire with our 4-in. gun and Qerliok. On sighting me the enemy turned hard to port, but the second round of 4-in. hit him right aft. With a terrific explosion the stern blew off, and we went stores and Japanese in a great column of flame.

Japanese troops left in the forward half of the vessel hastily put on their life-jackets and jumped overboard. By this time, after continuous pounding by our gun, there was nothing left of the craft, but a sheet of flame over a large area rent up wide a column of smoke 100 feet high. It was obvious that the draft had been carrying a great quantity of petrol besides other stores and troops. Even if survivors had been willing to be picked up it was almost impossible to get near them owing to the flames that were leaping up savagely around the wreckage.


OUR DIARY OF THE WAR

JUNE 22, 1944

Leaves—fighting broke out in Demerara area between French and Syrians.

JUNE 23, 1944

First R.A.F. 1,000-bomber raid made on Cologne.

JUNE 24, 1944

Battle of Midway island begun; ended in Japanese defeat.

JUNE 25, 1944

5th Army in Italy joined up with Allied beach-head patrols.

JUNE 27, 1944

British troops captured Stams town on Osnabruck.

JUNE 28, 1944

British captured a cruiser off Dunkirk completed.

JUNE 29, 1944

Organized Japanese resistance ended on Attu, Aleutians.

JUNE 26, 1944

Tweedwater Anglo-Soviet Treaty signed in London.

D.S.O., D.S.C., R.N.

Japanese submarine warfare, relates here remarkable experience of undersea warfare.

Draft, British Official.
JAPAN'S air position in the east of Germany about a year ago. British and American aircraft, both carrier-borne and land-based, were smashing Japanese bomber airfields and pounding Japanese aircraft factories. Britain's contribution to this campaign has so far been mainly by the Fleet Air Arm, but no doubt British heavy land-based bombers will soon join in. They are the only aircraft so far available to carry the 4,500- and 10-ton bombs, developed for the R.A.F., which played such a notable part in the final destruction of German heavy warships, submarine pens, viaducts, canals and industry.

Although the Lancasters that attacked the Tirpitz made a round flight of about 2,000 miles, the striking ranges in the Pacific have hitherto been rather too stretched for the special features of British heavy bombers to be advantageously employed. For them to maintain a steady pounding of Japanese targets it would certainly be better to be able to operate at shorter range. From Okinawa

HALIFAX BOMBER CARRIES FREIGHT in its bomb bay and eleven passengers in the fuselage as part of the Hambly Page Line to civil air transport. With a load of 12,000 lb. it has a loaded weight of 160 tons. Photo: C. E. Brown (see illus. page 117) they could be used with great efficiency. That opportunity should be far from distant now, and the R.A.F.'s heavy bombs would accelerate the downfall of Japan as surely and spectacularly as they aided the downfall of Germany.

DISENTTEGRATION of Japan's Air Strength is Proceeding briskly. The figures of U.S. naval aircraft losses and those inflicted on the Japanese by American naval air intelligence indicate plainly that in the Far East the process of disintegration of Japan's air strength has proceeded along the road to its final demise. By April 1, 1945, the total U.S. Navy and Marine Corps aircraft losses for the Pacific war were 2,070 against a Japanese total of 11,901. In the first quarter of 1945 Japanese aircraft losses were 1,782 to the U.S. naval 188. From the beginning of the U.S. Navy's air offensive against the Japanese air forces the ratio of losses inflicted on the Japanese has risen from 3 to 1 to 9 to 1. (These figures do not include the losses inflicted and sustained by other Allied air formations.) In April the Japanese air force was estimated to have been reduced by 13 per cent; over 2,500 Jap aircraft were destroyed that month.

President Truman stated on June 1, 1945, that the Japanese air force still comprises over 3,000 combat (i.e. first-line) planes. (That was about the Luftwaffe's strength after the break-through in Normandy nearly 50 years ago.)

12 months ago President Truman also said in his message to Congress, "We are cutting heavily into Japanese aircraft production through our Superfortress raids, but Japan remains capable of producing planes at the rate of 1,250 to 1,500 a month."

In April, 20 U.S. air bombardment groups received orders to move from Europe via the U.S.A. to the Far East. At the beginning of June the Eighth Air Force (now being strengthened by the addition of Superfortresses), the U.S.A. 28th Bombardment Command from India, and the U.S. Army air units of the British-American Eastern Air Command, were moving nearer to Japan. Eastern Air Command became a R.A.F. squadron of medium bombers from the Middle East, as was the case at the end of 1941; huge air forces with powerful aircraft. Probably the greatest need is the creation of new airfields, so there should be more work than ever for airfield construction companies.

While desperate fighting continues for the possession of all Okinawa, British carrier aircraft continue to bomb airfields in the Sakashima group, while U.S. carrier aircraft attack airfields in Kyushu, both to neutralize the Japanese counter-air offensives against the American forces fighting on Okinawa. In Okinawa the Japanese suicide airmen flying their Kamikaze aircraft right on to the decks of aircraft carriers have attempted to prevent this Allied intervention (see facing page). They have been reported to be using 500-lb. bombs in their suicide attacks. These would not be heavily against the big British Fleet bombers (the Invincible, Indomitable, Victorious and Illustrious have been named as serving in the Pacific Task Force), for these ships have armoured flight decks. On May 25, the U.S. Fleet shot down 11 Jap planes off Okinawa. Two hundred carrier planes were over South Japan on June 2.

MILITARY Targets in Japan Hit With 58,000 Tons in March-May Meanwhile, the air war against Japanese industry goes on from the Marianas and Iwojima. Attacks have been stepped up to destroy lines of 450 to 500 Superfortress bombers carrying greater weights of bombs than the 2,500 tons dropped by the R.A.F. on February 15, 1945, in Berlin's biggest raid. On May 18 Tokyo was attacked by a force from Iwojima. On May 16-17 500 Superforts dropped a million 6-lb. petrol-jelly bombs on Nagoya, Tokyo was the main target on May 17, but over 300 Superforts bombed Hamatsumi the same day: here, 30 miles south-east of Nagoya, were four airfields, a railway centre, textile and war industries. On May 23 and 25 Tokyo was attacked by 500 Superforts: on the first day 4,500 tons and on the second 4,000 tons of incendiaries fell.

On May 28 Yokohama was the target; 500 Superforts dropped 3,200 tons following neutralizing attacks against the Jap defence fighters by Iwojima-based B-24s. Ten miles of houses were destroyed and 250,000 persons rendered homeless. On June 1 Iwojima received 3,275 tons of a new incendiary bomb called the M.34 containing magnesium powder, phosphorus and asphalt, thickened petrol jelly (see page 116): 150 fighters accompanied the 450 Superforts that made the raid; and 86 square miles of the city were reduced to rubble. Nearby Sakai was also burned. Over 55,000 tons of bombs were dropped on Japanese military targets in the three months, March to May, and at least 43 of Japan's biggest war factories were hit. The Japanese aircraft industry has been ordered to disperse still more and increase fighter production. Five square miles of Tokyo and about half Yokohama are destroyed.

The airman's worst enemy, ground fog, has been defeated here by the fast transport of petrol burner apparatus around airfield runways. Known as FIDO, from its wartime code-name of Fog Investigation Disposal Operation, the apparatus uses 70,000 gallons of water an hour to clear fog for light. First successful experiment was on November 4, 1942. First experimental fog landing was on July 17, 1943. Since then over 2,500 Allied aircraft have been safely landed in fog. This British invention has helped to foil Rundstedt's offensive, which was launched in fog.

The first R.A.F. squadron to return home (15 Lancasters) left Britain on June 4.
Death-Plunge Tactics in Hot Pacific Battles

ATTEMPTING A SPECTACULAR SUICIDE DIVE on a U.S. task-force carrier, a Japanese twin-engined bomber was hit by Ack-Ack guns as an F4F-type carrier nearby and disintegrated (1). The bomber is seen (2) in its last nose-dive. Driven forward by heat and flame, the crew of the F4F (3) were thrown out. The ship's crew later received word of their sacrifice. The Santa Fe (left) came alongside to help fight the fires and remove the wounded.

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Pluto, L.N.A., Central Press
F

or nearly five years many simple pleasures were forbidden for com-

plicated but only too obvious reasons. I mean the utter invisibility and unobtrusive delights as sitting on the sand at Brighten, Eastbourne, and other seaside resorts—or walking through Rich-

mond Park. And now, every weekend, people are taking these pleasures again, a little warily, a little guiltily, as though the fruit were still forbidden, trying with varying success, amid the fragments of barbed wire, to accustom themselves to the attractions of a new freedom. Richmond Park was re-

opened to the public in good time for the flower fests, after a long absence and a centre for experiments in bomb disposal. Over Whitbread there must have been many who made a first tentative pil-
grimage on this day, anxious to discover the worst that had happened to their favourite walks in this most beautiful and generous of London’s royal parks. Most of the old tracks are still recognizable, though rough-

ened and a trifle overgrown. Army lorries and Bren-gun carriers have not left too much an impression. Many acres are at present under cultivation, railed off, with notice signs saying: “This crop is Yours, and it will be clear for you at the end of the season.” The flowers have been drained, pre-

sumably as too useful a guide for the Luft-

waffe. White Lodge, where the Duke of York and her husband used to live, and Queen and Queen their married life, has taken a new lease of life. The poor old queen can still sit out the dull weather and enjoy the flowers. A few groups of people still lingered by the railings, vaguely dis-

inclined, even in the face of the sudden blackness, to sever too abruptly those ties which seemed to bind the Londoner with peculiar intimacy to the persons of his King and Queen, these were rewarded. For a moment a door opened and a servant appeared in the forecourt with a dog. It was Crackers, the Queen’s Corgi, and something unbelievable in the sight of a Corgi in the open ended. On this occasion Crackers was intro-

duced to the people through the railings and was held up so that his handsome proportions could be generally admired. He was then led back to bed. “Where does he sleep?” an over-inquisitive woman asked, and was courteously rebuked with, “I wouldn’t like to tell you that, madam.” Those who took part in this informal encounter with an important and privileged member of the Royal household found it a happy little anti-climax to all the tumult and the shouting.

T

hat persistent superstition which dis-

courages three smokers from sharing one match was unknown before the 1914-18 war. It had a common-sense basis, for sad experience in the trenches of France proved that the extra split-second required for the lighting of a third cigarette was just long enough for an enemy sniper to get his shot in. But trained on the spot. Has this war seen as far as a firming of any new superstition, I wonder. Not so far as my inquiries go. The Navy has stuck to its traditional ones. The R.A.F., most likely source of new inventions in this line, seems content to 1 cherish its beloved gremlins, which are devised to cover broadly every occasion of good or ill luck. Again, this war seems to have produced no myths or legends so circum-

stantial or so widely believed as those of the Angels of Mons or the Angels of Remembrance. Rear-Admiral Sir Roger Keyes, writing through Great Britain in September 1914, which had seen so many of our greatest heroes fall, had no special legends to add to those of the past. He is not the first to remark that the full truth has not yet been revealed about that September night in 1940 when the terrors of 1914-18 were brought back to life. I wonder if there is no more and no more emotional than the mad flight of Rudolf Hess?

The most abused race of statisticians have, is appears, contrived a new yardstick, and is now the accepted device for repre-

senting trends of population. Calculation of the figure is simple. Every year the population grows by the same amount. The birthrate rate means that in the last 10 years the population has increased by 10 per cent. The mean of the birthrate and the death rate of the population of our country is exactly 10. The consequence is that every year the population grows by 10 per cent. If the population grows by 10 per cent, it is that the same number of potential mothers with a generation. That the birthrate rate of 10 means that a community is just managing to reproduce itself and no more. If the figure is over 10 the population is growing; if it is less than 10 it is decreasing. The net Reproduc-

MR. HERBERT MORRIS, Home Secretary since October 1948, leaving the Home Office on May 28, 1949, after he and the other Labour Ministers in the Cabinet had been dismissed by H.M. the King. This followed Mr. Churchill’s resignation five days eariler. PAGE 128

tion Rate of England and Wales in 1931-32, for instance, was 81. This meant that the following generation would be a little over four-fifths of the 1931-32 total. The net Reproduction Rate, therefore, we can compare one nation’s population trend with another’s. I glean these facts from a highly topical (and disturbing) pamphlet by Mr. L. J. Cadbury, entitled This Question of Populations : Europe in 1970, which the News Chronicle has kindly produced for us. Mr. Cadbury’s population forecast of the future of Europe as a whole is based on a population of this trend, bound up with any effective European settlement we may achieve—and especially if we recall that from 1918-38 the population of South-

eastern and Eastern Europe alone increased by 55,000,000 and were more than 4,000,000. The Fascism of any kind must not be allowed to prevent the answer to the problem of population. Cadbury’s solution would seem to be that of industrialization.

pleasure statutory. Then in 1936 whatever virtue of symmetry the exterior of the Alexandra Palace had possessed was de-

stroyed by the B.B.C. giant television mast, shooting upwards from one of the corner towers, an disproportionate to the rest of the building as the building itself is to the rest of the landscape. Nevertheless, this was a sign of vitality. Television belongs to the future; the rest of the Palace belongs only too obviously to a not very glorious past. Might it not be the best hope for “Ally Pally,” as the B.B.C. people call it, if it were given over entirely to the development of television and rebuilt to that purpose?

It is recorded that when the young Queen Victoria returned to Buckingham Palace after all the pomp and ceremony of her coronation and all the acclamation of loyal citizens in the streets, the first thing she did was to put off her magnificent robes and bath her favourite dog, Dach. Another royal dog figured in a tailpiece—or should it be tail-wagging piece?—to the recent Victory celebrations in London. Again the scene was Buckingham Palace, the exterior this time. It was just after midnight at the end of V Day plus one. Their Majesties had ac-

knowledged the presence of their cheering subjects for the last time, the floodlights had been switched off, the crowds were already dispersing. But a few groups of people still lingered by the railings, vaguely dis-

inclined, even in the face of the sudden blackness, to sever too abruptly those ties which seemed to bind the Londoner with peculiar intimacy to the persons of his King and Queen. They were rewarded. For presently a door opened and a servant appeared in the forecourt with a dog. It was Crackers, the Queen’s Corgi, and somewhat impertinent that it had been delayed so long. On that
PROTECTING SCAPA FLOW, famous naval base in the Orkneys, against U-boats, Barriers overways had been laid across the neighbouring straits. One of the roadways formally opened to traffic by Mr. A. V. Alexander, early in May 1940.

NEW RAIL COACHES, seen being painted, were the first to be built by the L.M.S. in five years. A switch-over from war-production, they formed part of better travel facilities, providing seats for 33,000 passengers on this line.

IN WESTMINSTER ABBEY, workmen in late May began removing the 15,000 sandbags which had successfully protected the historic monuments against air-raid damage (below).

AFTER HER TRANS-POLAR FLIGHT, the R.A.F. Lancaster research plane Alice touched down at the Empire Air Navigation School at Shawbury, Shropshire, on May 26. She had flown non-stop from the Yukon over the H. magnetic and geographical poles.

GRATEFUL FOR W.V.S. HELP IN SEWING on badges and chevrons, these British ex-P.O.W. had been freed by the Red Army. Scheme for sending home 30,000 from Russian-held territory came into operation on May 21, 1945.
Riverside Respite for Our Men in Germany

BY THE SHADY BANKS OF THE RIVER ELSE men of the British 3rd Army relaxed during the heat-wave which spread over Germany immediately after the enemy's unconditional surrender. It was at the mouth of the Elbe, only a few days before, that—with the fall of Lübeck and Wismar on May 1, 1945, and of Hamburg twenty-four hours later—the whole northern German defence system collapsed under the crushing weight of Field-Marshal Montgomery's armies. See also illus. page 64.