IN GREAT BRITAIN—PLEASURE DRIVING ENDED LONG AGO

British racing fans can enjoy their favorite sport only if they're willing to walk or pedal their way to the track. Here bicycles are parked outside during the Newmarket races.

Britain's answer to gasoline and tire shortages has been to attack the problem at the heart. Pleasure driving has been eliminated entirely since June 1942. Such driv-relates luxuries as horse racing have been so drastically curtailed as to be non-existent for all practical purposes.

Today there is no basic gasoline ration in Britain. As a result, there are an estimated 250,000 civilian private cars now on the road, as opposed to two million in 1939.

Gasoline is available to four main classes of users: business essential to the war effort; service essential to the life of the community (doctors, etc.); farmers; domestic situations where, because of lack of other means of transporation complete curtailment of gasoline would cause real hardship. In some rural districts, for example, gas is available for driving to and from the station or for a couple of weekly shopping trips if no public transportation is available.

USED AMERICAN SYSTEM

The early history of Britain's rationing system reads much like our own. Within three weeks of the war's start the English introduced a scheme including both basic and supplemental gas coupons. The basic ration was figured to give an average of 180 miles monthly. Unlike our basic ration, however, Britain's ration was scaled to the horsepower of the vehicle. Thus an automobile of less than seven horsepower got four gallons per month, while a 20 horsepower limousine got 10 gallons.

On top of this basic ration, which was automatically available to anyone who owned a car, there was a supplemental ration for war-connected use—much the same as the American system.

REDUCE RATIONS

As war and gasoline shortages progressed the basic ration was progressively reduced with the largest reductions in the higher horsepower levels to penalize users of gas-extravagant vehicles. In April, 1942 for example, the lowest horsepower car's ration was cut from four to two gallons monthly, while the biggest car's was slashed from 10 to three and a half.

To get his gasoline an individual must apply to the regional petroleum officer. There are 12 such men for the entire United Kingdom—which give an idea of how comparatively few cases are involved. The application must explain not only why gasoline is needed, together with details of the number of miles driven on similar work in the previous period, but also must specify the routes to be driven. The last is of immeasurable help to enforcement officers. Even if your claim to gasoline is approved, you will have to reapply—with all the details repeated again—at least once every quarter. To discourage the use of gas-wasteful cars, no one is given more gas than would be necessary to drive the required number of miles at the consumption rate of 20 miles to the gallon.

Gas savings have been effected in other ways, such as drastic reduction of deliveries and pooling of commercial routes. Consumers were, until recently, restricted in cases of services, such as laundries to the one located nearest them. With the bettering of gasoline supplies some of the more stringent commercial restrictions have been lifted within the past month. So now you can choose which laundry you want your clothes not to come back from for three weeks.

RATION BUS FLEETS

Savings were instituted in public transporation by rationing bus fleets to half their pre-war consumption, and eliminating certain routes. In London, for example, buses are parked on roadsides during slack daytime hours. The saving involved in not running them back to their garages approaches 2,000,000 driving miles annually.

Taxis are rationed on regional scales. In London, where there are an estimated 4000 cabs as against double that number in normal times, taxis get 90 gallons monthly. Hired cars are pretty freely—if expensively — available for trips within 10 miles of the owner's garage.

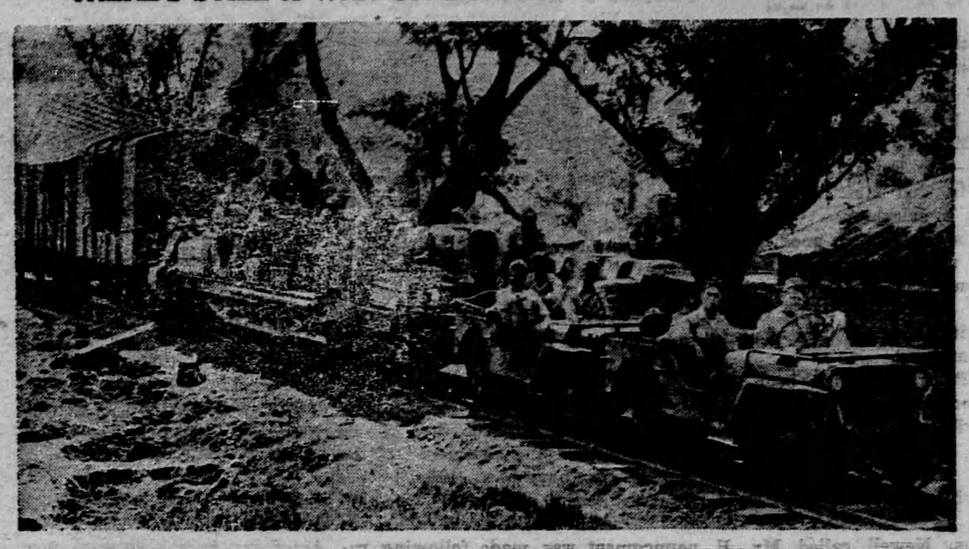
BRITAIN'S NEW ASSAULT TANK

This remarkable picture of the AVRE assault tank was taken as it sped into battle on the Western Front amidst other armour. The AVRE (also known as a PETARD) is the main equipment of the Assault Royal Engineers, and is designed to accommodate a crew of engineers and special explosives for demolition. The main armament is a special mortar mounted in the turret which can hurl a great weight of explosive against concrete blockhouses and other tough defences.

TOUGH FOE

Allies battling the German breakthrough in Belgium are battling a type of Nazi fighter far more rugged than the members of the "People's Army" who formerly faced them. If German caption on photo above made from captured enemy film, is true, the soldier is one of those who participated in Gen. von Rundstedt's breakthrough.

THERE'S STILL A WAR ON BURMA'S 'FORGOTTEN FRONT'



While the Western Front drama snares the big headlines, the war still goes on in Burma, where Allied forces, including American-trained and led Chinese troops are gradually forcing the Japs out of the country, Photos above taken near recently recaptured Bhamo, show, top: a unique jeep tandem, serving as a "locomotive" to haul freight cars filled with supplies; left, below; knowing that Japs often feign death only to heave a grenade when they get a chance, a combat cameraman rolls over the body of a Nip killed on the banks of the Irrawaddy River; below: The war correspondent, who took the photos, sits a-top a tank manned by a Chinese and an American.

FILM STAR SHOT

While members of her duck-hunting party were putting away their guns at Cuna Mesa Gun Club, near San Diego, Calif., one of the guns went off and severely wounded screen actress Susan Peters.

ALLIED FOOD SHIP REACHES GREECE

After many months of planning, Military Liaison (Greece) is now beginning to assist the Greek Government by bringing in supplies of all kinds. Six months' supplies have been arranged, amounting to 700,000 tons. The first food ship, since the liberation of Greece began, to unload was the British merchantman S. S. "COULGORM" with British Empire and American food supplies aboard.

Photo shows M. Papandreou, the Greek Prime Minister, helping to unload the first sack of flour into a truck while Lieut. Gen. Scobie, G.O.C., Greece, looks on.

Here is a clinically-proven, two-way treatment for colds!

Take ALLERGI-TABS to "blitz" that "drip"—relieve congestion and discomfort within an hour. ALLERGI-TABS combine fast-acting medicinal ingredients with Vitamin C. One or two tablets will prove how effective they are!

Take VITAVAX to speed recovery, increase vitality and build immunity to future colds. VITAVAX combines Cold Vaccine (specially prepared to combat common cold bacteria) with richly concentrated Vitamins A, B_1, C and D.

Remember: ALLERGI-TABS for speedy relief from colds; VITAVAX to build immunity to colds. Ask your druggist. Roberts Biological Laboratory, Toronto. CZ4

NEW COMMANDER

Lieut.-General Sir Richard McCreary, KCB, DSO, MBE, recently appointed to command the British Eighth Army in Italy.

Roll your own with

British Consols

CIGARETTE TOBACCO

COLD ENOUGH FOR YOU?

If, like millions of other folks, you've been shivering under King Winter's blasts recently brush the icicles off your eyelashes and take a gander at the picture above. In a summery setting at St. Petersburg, Fla., mother and daughter hunt shells on the beach.

$50 REWARD

WILL PAY $50 CASH FOR EDITION OF TORONTO SUNDAY WORLD CONTAINING PAGE WITH FOLLOWING

"A picture with a steamship in the centre, an aeroplane on one side of it, and a train on the other. Remaining two-thirds of page has an article on up-to-date inventions."

Most likely date is March 26th, 1916, although dates range between September, 1915, and April, 1916. This is a case where justice is at stake, and the copy is needed to carry it out. If you have the copy write to advertiser or call and get the cash. Will purchase one copy only.

ADVERTISER

206 QUEEN ST. EAST (Top Flat) Toronto, Ont., Canada.

How You Can Get Quick Relief From Sore, Painful Piles

Most people seem to think the only way to get relief from their sore, painful piles is by local treatment. Local treatment may give temporary relief from the itching but you can easily see why such treatment wil not correct the cause of your piles.

No lasting freedom from pile can be had unless the cause of the trouble is corrected. Piles are due to intestinal causes so the best way to get lasting relief is to treat them internally with a medicine like Hem-Roid.

Hem-Roid is a formula that has been used for over 40 years by thousands of pile sufferers. It is a small, highly concentrated tablet, easy and pleasant to use. This cleverly compounded tablet formula directs its medical action to relief of the congestion that is the real cause of your piles. Hem-Roid promotes free, easy and comfortable bowel movements, quickly relieves itching irritation and soreness and stimulates better blood circulation in the lower bowel. With good blood circulation in the lower bowel, the painful pile tumors soon heal over leaving the sensitive rectal membranes clean and healthy.

We invite you to try Hem-Roid and let it prove itself. You can make your test in the privacy of your own home. NO COST if you are not convinced that this is an amazingly easy and surprisingly effective method of treating your sore, painful piles.

Posed by a Professional Model

Get a package of Hem-Roid today from any drug store and use it as directed for JUST FIVE DAYS. At the end of that time if you are not absolutely sure Hem-Roid is the nicest, cleanest and most effective pile treatment you ever tried, return the unused portion of the package to your druggist and he will promptly refund your money.

NOTE: This generous offer is backed by a reliable firm doing business in Canada for a good many years. Hem-Roid must help your pile condition quickly, easily and pleasantly or this simple, easy test costs you nothing. Try it today.

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