lighting. The headlight danger can be overcome by adjusting polaroid sheets over headlights and in front of the driver's eyes. The lights come through only as two flat, luminous purple discs, but enough illumination is allowed so that, even behind the lamps, the details of the car's hood and fenders, people in the front seat, and even the license plate, can be seen. There is no glare.

Polaroid technicians have produced experimental three-dimensional movies in colour. To achieve the full effect, the audience must wear polaroid spectacles. Should these experiments be successful, they should enormously popularize the use of these eye-saving spectacles.

As a substitute for window-glass, polaroid may have a big future in post-war housing. Polaroid windows do not need shades or shutters. By sliding one sheet over another it is possible to control the amount of light passing through it—or to block out light completely.

Polaroid is likely to make living easier in many ways—not only in those that are realized to-day, but in many more. Land and his associates have not allowed success to deter them from further research and experimentation. They, and others, are continually finding new uses for this unique substance.

The story of Land's success is an unusual one in that, unlike most inventors, he has maintained control of his invention and shared in a large part of the profits from it. Much of Polaroid Corporation's success is due to his recognition of the value of a large research staff. Every year a large part of the Corporation's profits are earmarked for experimentation. Land's expert physicists and laboratory workers are continually investigating new uses for polarization, and are every year enlarging the demand for the new substance. Land and his carefully chosen associates have set an example to big business of what can be accomplished when inventive genius is closely allied to sound commercial planning.

## AIR COMMUNIQUE

In this article, written at an advanced Mediterranean Air base in October last year, Kenneth L. Dixon tells how War News is born.

T HE BIRTH of a brief communique from an advanced air base is an amazing operation.

When this was written—in October last year—North African Air Force communiques were made up in a crude wooden hut hastily flung up in the midst of a clump of mimosa trees. Combining the operations headquarters of the NAAF and the Mediterranean Air Command, this advance post has to figure on all aerial blows fired from this theatre.

It is evening. Planes are landing in scores of fields in North Africa, Sicily, and Italy. Their day's fighting done, the pilots check in their various squadron wings and groups to tell their story. Those points in turn report to the three Commands—Bomber, Air Support, and Coastal.

From these commands reports like brief newspaper bulletins are flashed to the command post at the advanced base, first telling of the planes' return, the score and the success of the day's operations.

Later in the evening more details follow. Finally, at night, each command checks in—by radio or telephone—a complete summary of the day's operations, listing in detail the various errands, the score of victories and defeats, the numbers of enemy planes knocked down, and the numbers of Allied planes and men failing to return.

Inside one blacked-out hut the light burns through the night. A combined operational summary, condensing all reports, is being prepared under the direction of the NAAF officer in charge of despatches.

In the morning one of the Generals checks the summary. Military intelligence men use the more complete reports to keep their picture of the operations up to date.

Then the censor writes the communique. A pilot himself, he must decide how much of the summary can be released without affecting military security. A communique is born.