WARM HANDSHAKE BETWEEN PREMIER AND PRESIDENT as Mr. Winston Churchill called on President Truman at the latter’s headquarters on the eve of the Big Three conference which opened at Potsdam on July 17, 1945. It was their first meeting since Mr. Truman succeeded Mr. Roosevelt as President of the United States. When the conference opened, Mr. Truman was invited to preside over the meetings: preliminary discussions had been held between the British, U.S. and Soviet Chiefs of Staff. [Photo, British Official.]

NO. 213 WILL BE PUBLISHED FRIDAY, AUGUST 31
Here Life and Death are Divided by a Hairbreadth

Smoke and Blinding Flame burst from a British Pacific Fleet carrier (1) hit by Japanese planes; but within three hours she was made operational again. Petrol tank of his Corsair was ablaze as Naval Air Arm pilot Cmdr. B. Charlton landed on another carrier (2); by a miracle both he and his aircraft were saved. A Walrus amphibian swept under fire from Jap coastal batteries to rescue the shot-down pilot of an Avenger; the fortunate airman is seen (3) being helped out of the Walrus on the deck of his carrier.

PAGE 226
French soon settled down to thinking in terms purely of defense. Our Expeditionary Force practically ceased to exist and the French produced the Maginot Line for security. We have to some extent assimilated our lesson; the occupation of Germany is real and at San Francisco the necessity of providing offensive forces to deal with aggression has been recognized. The existence of such an organization as was outlined at San Francisco would, of course, act as a powerful deterrent, but I have a feeling, though I may be wrong, that the conference intended that the organization should be brought into action only in case of overt aggression, rather than in preventive action.

DEFENCE Against Surprise Use of Enemy's Secret Weapons

The greater may be thought to include the less and that preventive action is not ruled out; but I think there is a distinction between the two conceptions which would affect the strength and composition and state of readiness of an international police force. The new weapons which German inventive genius has devised have obviously made prompt preventive action much more necessary than formerly, and prevention rather than capacity to punish aggression should be the aim.
Defeats Pile Up Steadily for Mikado’s Myrmidons

MORTAR BOMBS, from which these Australian troops [1] are taking cover, were used extensively in the Japanese defence of Borneo. In the last few weeks, in spite of the Japanese dominance of all primary objectives in their hands, the 5th Australian Division had begun to clear the enemy from the productive hinterland of the north-east.

On Tarakan Island, off Borneo, this Japanese 9.2-cm. coastal gun [2] was taken by the Australians. It was a Krupp product of 1911, it could still throw a shell, and its capture proceeded to use it, with excellent effect. See also page 130 and map in page 131.

Clearing up in the Tarakan area after the month’s campaign which ended Japanese resistance there in June 1945, troops seized this abandoned dump [3] of enemy naval equipment, consisting of a small type of parasane and spherical mines.

Photos: Australian Official and Paul Popper

DURING THE LANDINGS on Labuan (see page 131) Australian artillery pack howitzers [4] were landed on shore from landing-craft [5] in readiness to support advancing infantry with their famous 18-pounders, which in duty have proved too much for the enemy’s previous defences. The present harbour of Brunel Bay is now in Australian hands.
HELD UP BY GULLIES, water-courses or cratered roads, our Sherman tanks can still advance. As a result of the tremendous reduction in weight and size they will become the first really practical type of bridge-laying tanks, which until June 1944 were on the Secret List. They can be carried in landing craft to go into action with the assault wave, enabling other tanks to deploy and fight quickly.

Among them, now operating on the Burma front—and demonstrating to the Japanese that the resilience they hitherto placed on their tanks and their attempts to neutralise—is the scissors type, so-called because the bridge is carried folded on the top of the tank which lays it. Mechanism within the tank unfolds the bridge and lowers it across the gap.

A Sherman tank halted by a steep-banked watercourse (1) radioed back for a scissors bridge. The bridging-tank sets off at speed (2). Arriving at the obstacle, the crew set in motion a type of mechanism (3) which proceeds to “throw” the bridge (4). The two halves are opening out (5), “feeling” for the opposite bank. The operation completed (6), the Sherman continues its pursuit of the enemy; the bridging tank has departed for its base to pick up another bridge to repeat the operation on another gap in the road. See also Illus. in page 337.
HOSPITAL FOR INVASION BARGES is a floating dock, part of which is here being towed to a new berth at Southampopen. Equipped with workshops it repairs damaged craft, which enter when the dock is lowered in the water by the process of pumping its ballast tanks full; door in the walls is then closed, tanks emptied, and the barges rest on the dry "floor." At left background is the troopship Capepon Canton, about to be converted into a hospital ship for the wounded men of the invasion fleet, its logistic and hospitalise war service now ended.

HOW LONG CAN Japan stand the strain of incessant bombing and bombardments of vital points? In some quarters it is thought that the end of resistance is near; but there is at least as much support for the view that the war is likely to drag on into 1946. It is possible that Japan's rulers will wait to see whether the Soviet Government will add its weight to the forces arrayed against them. This might provide an excuse for surrendering without "losing face," as the odds would thereby have been increased.

At present the Japanese possess large resources in men, munitions and supplies in China, Manchuria and Korea, so far virtually unaffected. All these would be jeopardized by a Russian declaration of war. Yet there is something to be said for the wisdom of giving in while none of these resources has been dissipated. It is improbable, however, that the Oriental mind would see the situation in that light.

JAPAN'S MOST POWERFUL Battleship Heavily Hit in the Superstructure. In attacks by carrier-borne aircraft of the Allied Fleets, the enemy naval bases at Kure, Gamagori, and Hiroshina, 200 miles behind the Pearl Harbor, have been struck. On the latter port, which is in Tokyo Bay, below Yokohama, an Allied attack on July 11. The battleship Nagato, of 32,720 tons, the most powerful remaining unit of the Japanese fleet, received a heavy hit in the superstructure. A destroyer, seven motor torpedo boats, a cable-laying vessel and three small cargo ships were sunk, and two destroyers were damaged.

Kure was attacked by British and American aircraft of the Third Fleet on July 24. The battleship Hyuga, of 29,990 tons, which has been partially reconstructed with a flight deck aft, was damaged, as were the new aircraft carrier Amagi, two cruisers and a destroyer. Less serious damage was inflicted on the battleships Haruna, 28,390 tons, and Ise (sister ship of the Hyuga), the fleet aircraft carrier Kaga, the escort carrier Kaiyo, the training carriers Aoba and Yayoi, the heavy cruisers Aoba, a light cruiser, a coast defence ship, three destroyers, a gunboat and a minesweeper. In addition, an escort aircraft carrier is believed to have been sunk.

A complete extermination of the Japanese fleet will not be long delayed. It will be recalled that the Japanese navy is in close contact with the surviving German warships shortly before Dunkirk. While it is not certain that this is true, it is not unlikely. As the Allies now advance, it seems clear that not only the Germans but the Japanese will imitate the Germans in this respect, it is obvious that their defences are becoming very weak, or it would not have been possible to cause such

FRANCIS E. McMURTRIE

HAVOC in a big naval base like Kure, situated in a well-protected position in the Sea of Japan. Most of the bombardments which the Allied Fleets have so far carried out have been undertaken at night. In such circumstances it is not possible to ensure hitting every target; but by smothering an area with hundreds of shells, very great destruction can be done, as seen to have been the case at Kamatschi and Muroran, both important steel production centres, and in the Hitachi area, where copper is smelted. Large fires were caused and plant left in ruins.

Battleships of the King George V class, mounting 14-inch guns, (including that ship herself, which wears the flag of Vice-Admiral Sir Bernard Rawlings) and of the U.S. Iowa and South Dakota classes, mounting 16-inch guns, were the principal units taking part in these bombardments. Little or no opposition appears to have been offered by the enemy, either from shore batteries, aircraft or submarine. The Amercian carriers have not been reported whether or not minefields were encountered, but it is expected that these vessels will attack the bombarding area as a precaution.

MINORITY of Allied Escort Vessels Will be Needed Now in the Pacific. Note that the Battle of the Atlantic is a thing of the past, many of the escort vessels which played an important part in winning it have become redundant. Moreover, as demobilization proceeds, there will not be enough personnel to man them all; and only a minority will be needed in the Pacific, where Japanese submarines have failed to operate against Allied shipping with any effect. Already it is reported that the Royal Canadian Navy has placed some 70 of its 117 corvettes on the disposal list. Probably a majority of the older corvettes of the Royal Navy, particularly those of the early "Flower" type, which bore the brunt of the work in 1940-42, will soon be joining them. Obsolete ships of designs dating from the last war, such as V and W class destroyers, and the remaining flush deck destroyers taken over from the United States Navy in September 1940, will also be paid off and prepared for scrapping in the near future.

There are also a certain number of larger ships which, in the normal course, would have been discarded by this time had not war intervened. These include the old battleships Revenge, Resolution and Ramillies, of 39,150 tons, the cruisers Frobisher, Hawkins, and-

In the present war the Renown has taken part in the hunting of the Admiral Graf Spee, and in the N. Atlantic; in the Mediterranean she was in action with the Scharnhorst and Gneisenau off the coasts of Norway and with the Italian fleet off Sardinia. Last year she was operating with the Eastern Fleet.

Respective-Sized Fleet to be on the Sale List Before Long. There must be fully 70 of the old destroyers already mentioned, a dozen or more submarines, and a number of small craft of all descriptions, which may be expected to come on to the sale list before long. Thus quite a respectable little fleet, superior to the navies of some minor Powers, will be in the market, though doubtless on conditions that the purchasers break the ships up and do not use them for war purposes.

H.M.S. Renown, in which the King met President Truman of Pfulmouth, might also come into the above category if not for the fact that she was commissioned too late to be in the Mediterranean area at a short time before the outbreak of the war. Originally she was to have been a battleship of the same type as the Revenge, but plans were cut and she was completed in 1916 as a battle cruiser with a high speed and a displacement of 32,000 tons. She saw comparative little service in the last war, as her protection was considered inadequate, causing her to be sent into dockyard hands for additional armour to be fitted.

In 1920 she took the Prince of Wales to the U.S., Australia and New Zealand. A year later she was called upon to convey H.R.H. to India and Japan. Yet another honour was bestowed on the ship when she carried our present King and Queen (then the Duke and Duchess of York) to Australia in 1927. Some anxiety was caused while crossing the Indian Ocean by the outbreak of an oil fuel fire, but this was subdued before it could spread.

When the Renown was on the Moray Firth, and with the Caspian Sea fleet, in the Mediterranean, and in the Mediterranean, she was in action with the Scharnhorst and Gneisenau off the coasts of Norway and with the Italian fleet off Sardinia. Last year she was operating with the Eastern Fleet.
LAST VOYAGE of the German sub- 
marine U33 ended with her surprise 
appearance in the harbour of Mar 
del Plata, Argentina, seaport 350 miles 
south of Buenos Aires, at sunrise on 
July 17. This was at the end of the war in Europe. 

The 780-ton vessel, seen (1) inside 
the breakwater at Mar del Plata, was immediately surrendered to the 
Argentine authorities. Her com- 
mander, Oblt. Heinz Schulenburg (centre, wearing the Iron Cross) with 
his fellow officers and the remainder 
of the crew, numbering 34, was taken 
ashore and detained. Naval attachés 
at the British and American embassies 
examined the submarine after she 
had been taken over by Argentine 
sailors (2). The submarine's guns had 
been deactivated before her surrender. 

On July 17 the Argentine Govern- 
ment issued a decree handing over 
the U33 to the British and United 
States governments, together with 
the crew and all available information 
concerning her construction and mys- 
terious surrender.
First air photograph of the City of London since 1918 (taken in April 1946) shows what a tremendous undertaking the rebuilding of the capital's blitzed areas will be. Unharmed St. Paul's dominates the scene. In the mid-distance stands the G.V.O. Telephone exchange that miraculously survived by bombing. Another one of the rebuilding schemes drawn up by the Civic Town Planning Committee. The City of London is to be rebuilt, and every buildings and remains of the ancient environment that has been lost is not interest, and in the work of the more than half-a-century period... A great opportunity was lost in 1666 of saying it was not... An even greater opportunity has now occurred. Compare with Fig. page 39.
The Royal Navy’s Big Debt to the ‘Wavy Navy’

The Senior Service prefers to catch its man-power young, the younger the better, and mould it into its own peculiar scallop. But war renders many pre-conceived ideas obsolete. When hundreds of thousands of efficient men were suddenly required to crew our expanding Navy, when a multitude of small craft were commissioned to sweep mines, when the flothills of motor torpedo boats and motor gunboats came into being, there was an alarming scarcity of officers and men capable of handling them under wartime conditions. The intake of Royal Naval Reservists was insufficient to supply the pressing need; in any case, as the majority of R.N.R. men were sorely needed by the greatly expanded Merchant Navy, new entries could not be spared.

The difference between R.N.R. and R.N.V.R. (Royal Naval Volunteer Reserve) should be understood. The R.N.R. is recruited from professional seamen employed in merchant ships. In peacetime, all personnel holding an R.N.R. appointment were required to perform a stated number of drills aboard a warship or in a naval depot— they corresponded to the Special Reserve or Militia of the Army. Being trained seamen they required only a slight Navy polish to make them efficient officers and crews of warships, from the largest to the smallest. They were paid an annual retainer, on condition they remained qualified by regular training-courses.

The R.N.V.R. was different. It corresponded more to the original Territorial Force, in that it was mainly recruited from amateurs, with some of the services—notably the Duke of Montrose, now retired—had qualified as seagoing yachtsmen. All around our coasts abounded, prior to the war, thousands of enthusiasts who devoted most of their leisure to a variety of small craft: racing yachts, motor-cruisers, cat-boats, dinghies—anything, indeed, that would float. Here was priceless raw material! Several cities had training centres, where these enthusiasts learned the work of war.

H.M.S. President, lying alongside the Thomas Embankment, was the headquarters of the R.N.V.R. and its command was established in 1903; and passers-by—especially familiar with the sight of men practicing boxwork, signalling, or undergoing other instruction required to qualify in the

R.N.V.R. Men working in offices found this form of national service a healthy outlet for their energies; and when the 1914-18 war came, hundreds of them were given sea-going appointments. The R.N.V.R. acquired a real sea-leg under war conditions. It freed regular naval personnel for manning the more powerful fighting ships. It displayed exceptional dash and daring in its work; distinctions were won, casualties were suffered.

It has required the rigours of the present war to prove to the full the invaluable aid the R.N.V.R. has been able to give to the Senior Service. During the peace-years the force was whittled down well-nigh to vanishing point, though in 1918 it had risen to a strength of 35,000. But its peacetime establishment was always amply filled, with long waiting-lists. A great number of surgeons were commissioned even before the war came. Bubbling airmen, too, were granted commissions in the R.N.V.R. Officers were granted opportunities to go to sea on training cruises to study navigation, gunnery, seamanship, and generally to equip themselves for such active service as the future might bring.

R.N.V.R. Had to Fill the Gaps

On the outbreak of war the R.N.V.R. trained men were immediately drafted to responsible positions in such ships as had been kept on a ‘care and maintenance’ basis with only skeleton crews. A new and immediate intake was required; and to the recruiting depots a stream of the prime of the nation’s manhood flocked eagerly. Many had no more knowledge of salt water than that acquired during brief summer campaigns.

‘Hostilities only’ recruits came under the aegis of the R.N.V.R. To secure a naval appointment, as midshipman or sub-lieutenant, service on the lower deck was deemed necessary. The vastly-expanded Fleet Air Arm—the Navy of the Clouds—was greatly needed for personnel. Since few regular naval officers and ratings could be spared for this vital branch of the Navy the R.N.V.R. had to fill the gaps—and right nobly they filled them, as the Honours and Cash Lists only too plainly tell. Sub-Lieutenant (A) ‘the gunner’, is one of the commanding officers in the casualty returns of the Senior Service.

The most remarkable feature is the aptitude the R.N.V.R. displayed from the outset for regular seagoing service. Many a destroyer was manned, as to her lower deck, almost completely with R.N.V.R. ratings, and carried a large proportion of officers from the same volunteer service. Not only were the Wavy Navy officers—the distinguishing rank insignia of the R.N.V.R. are of wavy gold lace, not interwoven as in the case of the R.N.R.—appointed as watchkeepers in seagoing ships but also as navigating officers.

With the enormous increase in our light coastal craft, the Admiralty were hard-put to find responsible personnel with which to commission these waspish craft; but it was found by experience that the R.N.V.R. were ideally adapted for this purpose. They were dashing, venturesome, hearty, and not hide-bound by convention. Some of the most outstanding successes of the war have been achieved by light coastal forces, operating not only with single units under R.N.V.R. command but with entire flotillas so commanded. When the Japanese, in their first attack, mined and first mentioned its deadly presence, it was the R.N.V.R. response that enabled hundreds of wooden drifters to take the seas, as an emergency measure, until the de-Gaussing of 400 drifters was completed.

One complaint of the R.N.V.R. in the last war was that the Admiralty gave promotion only tardily, and that advancement to senior rank was almost unknown, but now a much wider field of activity is in prospect and seniority by seniority has to a great extent been abolished, promotion by merit being the thing. So that we now see numerous lieutenant-commanders, commanders, and even captains. R.N.V.R. officers are in the Navy List; both in the executive, or deck, department and in the Special Service branches.

A great number of honours and awards have been won in the light coastal forces, whose tireless, indomitable work can never sufficiently be praised; many more have resulted from conspicuous gallantry in the Fleet Air Arm. But officers and men of the R.N.V.R. can be found today serving not only in M.T.B.s, destroyers, submarines, but frigates, cruisers and battleships, but in submarines—for long the Regular Navy’s special preserve. Destroyers, submarines, frigates and sloops are commanded by R.N.V.R. officers in some cases.

Stalwarts of the Merchant Navy

The words of the Merchant Navy are not spoken, but they are written in the very grain of a ship’s wood. The names of seamen are carried on the ship’s hulls and crew; it is a brave code among the shipwrights and the engineers. It is not a code that is known to the outside world, but it is one of the secrets that make a merchant ship strong. The names of the men who work on the ships are written in the very grain of the ship’s wood.

The crew of a merchant ship is a small community, and it is a close-knit one. The ship is their home, and they are all connected by a common purpose. They work together, and they live together. The ship is their life, and they are the ship.

The names of the men who work on the ships are written in the very grain of the ship’s wood. They are the names of the men who have worked on the ships, and they are the names of the men who will work on the ships in the future. They are the names of the men who have made the ships, and they are the names of the men who will make the ships.

The names of the men who work on the ships are written in the very grain of the ship’s wood. They are the names of the men who have worked on the ships, and they are the names of the men who will work on the ships in the future. They are the names of the men who have made the ships, and they are the names of the men who will make the ships.

The names of the men who work on the ships are written in the very grain of the ship’s wood. They are the names of the men who have worked on the ships, and they are the names of the men who will work on the ships in the future. They are the names of the men who have made the ships, and they are the names of the men who will make the ships.

The names of the men who work on the ships are written in the very grain of the ship’s wood. They are the names of the men who have worked on the ships, and they are the names of the men who will work on the ships in the future. They are the names of the men who have made the ships, and they are the names of the men who will make the ships.
Where Hitler’s Vaunted Legions Used to Stamp

BRITISH VICTORY PARADE OF 10,000 MEN passed before Mr. Churchill in Berlin’s Charlottenburger Chaussee on July 31, 1945: at the saluting base (3) before the march past stand Field-Marshal Mountbatten, and Montgomery on the Premier’s right; on his left, Field-Marshal Alexander, Mr. Eden and Maj.-Gen. Lyon. Salvoes of 192 rounds were fired by the R.H.A. at the parade entrance (2). Armour passing the base included self-propelled 17-pounders (2) of the immortal “Desert Rats.”

PAGE 254

Photo, Press News Central Press
POTSDAM CONFERENCE, which opened on July 17, 1945, differed in some vital respects from previous meetings of the heads of Government of the U.K., U.S., and the Soviet Union. First, the site itself—Potsdam, cradle of Prussian militarism—signified that the main purpose of the earlier conferences at Teheran (November 1943) and Yalta (February 1945) had been fulfilled with the overthrow of Germany. Second, the chief representative of the U.S. was no longer President Roosevelt but President Truman.

In addition to Chiefs of Staff and representatives of the armed forces of the Three Powers (including Admiral Lord Louis Mountbatten, C-in-C, South East Asia), there were in attendance the British Minister of War Transport and the head of the U.S. Maritime Commission for distribution of fuel and food in the liberated countries and in conquered Germany was a priority subject for discussion.

Result of the General Election (see p. 255) brought changes in the British representation at the Conference, Mr. Attlee and Mr. Bevin replacing Mr. Churchill and Mr. Eden.
BRITISH MAUSI Were Ready FOR INVADERS

One of the most interesting chapters in our anti-invasion plans of 1940-41, recently disclosed, is that describing the organization of an underground movement—British counterpart of the Maquis.

The organization was divided into two distinct branches—each with quite separate duties—one part an elaborate set-up of guerrillas, armed with automatic weapons, explosives, knives, and so on, the other equipped with secret wireless sets, forming an intelligence system, and provided with all the paraphernalia for espionage behind the enemy lines. Both of these branches of the “Maquis” were controlled by a central secret military headquarters which trained civilian personnel and devised methods whereby they could do most harm to the Germans.

The “guerrilla” branch comprised several hundreds of teams of seven men each, team being housed in a camouflaged dug-out (of which there are many today spread round our coast), armed with automatic weapons for self-protection, but with their main weapons—explosives—for offensive use. Their task was to emerge from this dug-out at night, ambush German transport, blow up aircraft on landing grounds, destroy enemy dumps, and generally create havoc and confusion among the advancing enemy. The personnel were enrolled in special battalions of the Home Guard, and much speculation surrounded them as to what they were doing, but once they did not parade, showed no one that they were in the branch, and followed a separate course of training.

The other branch of the organization’s activities was known as “Special Duties” and this follows more closely the lines of a “thief” in the manner of its working, in the type of person employed in it, and the high degree of secrecy which of necessity surrounded it. Special Duties had the task of infiltrating members of our coastal counties, all prepared as civilians to report on enemy movements and activities by their radios, communicating with senior military headquarters.

Of the great numbers employed in the organization, few knew their neighbour members, and probably are entirely unaware even today that the farmer up the lane, or the postman in the village, was also a “Special Duties” man. Women, land owners, business men and labourers attained a high proficiency of wireless skill, including the use of codes.

LAST GLORIOUS FIGHT OF THE GLOWWORM

In one of the most daring and courageous sea-battles of the war, the British destroyer H.M.S. Glowworm, of 1,345 tons, fought a single-handed duel at point-blank range with the German cruiser Hipper; then, battered and burning, she turned in a last supreme act of defiance and rammed the giant enemy warship above her. On July 10, 1943, it was announced that Lieut.-Cmdr. G. B. Roope, R.N., the Glowworm’s heroic commander, had been awarded the V.C. (see illus. p. 216).

Only then, with the repatriation of the Glowworm’s one surviving officer, 27-year-old Lieutenant Robert Ramsay, R.N., did the story of this epic fight come to light. All the details were known previously, but the Glowworm had been sunk by a heavy enemy vessel in the North Sea on April 8, 1940. This is what happened:

The Glowworm was escorting the battle cruiser Renown when a man was lost overboard in heavy seas. In her efforts to find him, the destroyer came within touch of the main British force, and as the weather worsened she had to reduce speed to less than ten knots. Her gyro-compass failed, and she had to steer by magnetic compass. On April 8, 1940, she was trying to rendezvous with another British force, when she sighted an unidentified destroyer.

Shells burst within a cable’s length of the Glowworm during the next hour. Finally, she rammed the A. Bismarck Nazi cruiser. Admiral Hipper. Taken from the German archives, the photograph shows the Glowworm lying a few yards astern of the Hipper, as she cuts across the enemy’s bow waves. She was released on July 10, 1943, with the repatriation of the one surviving officer, Lieut. R. Ramsay, R.N. He was awarded the D.S.O. for this action, and the posthumous award of the V.C. to the Glowworm’s Captain, Lieut.-Cmdr. G. B. Roope, R.N., was also announced (see page 216).
Another had burst in the Transmitting Station, killing most of the crew and all the staff of the Wireless Office. A third was hit by the shell under the after-torpedo-tubes, crossed the ship and burst against the forward bulwark of the Captain's cabin. The cabin was being used as a first-aid station and the explosion turned it into a shambles. This shell also made a huge hole in the ship's side abreast the engine-room, and another completely wrecked the after superstructure.

"The Captain was so far unhurt, and as the ship heeded over to starboard he gave the order to abandon ship. He sent me down from the bridge, and I tried to get as much timber and other floating material over the side as possible. There seemed to be very few un wounded, but all that could be done was done to put lifebelts on the injured men in the hope that they would save themselves."

"The Captain, who was the only other survivor on the bridge besides myself, then came down. E. A. Gregg reported he had gone down to the boiler room and let off steam to avoid an explosion as the ship sank. Then shortly afterwards—about 10 o'clock—the Glowworm capsized. After floating bottom-up for a few moments, she sank.

"The Hipper stopped and picked up survivors. Our Captain was not among them, though he was seen in the water. I was taken before the Hipper's Captain, who told me our torpedoes had missed his ship by only a yard. The ramming had damaged the ship's tubes.

"We Ferried Invasion Trains to France"

While planning the invasion of the Continent it was realized that as soon as we were established on the far shore, railway communications behind our lines would be of major importance and that locomotives and rolling stock captured would be in no condition to satisfy our needs. Thus a large programme was arranged for the repair of additional supplies of locomotives, wagons, ambulance trains and railway workshops. Over 1,000 locomotives were specially built in Britain alone.

It involved on the Transportation Service, War Office, to arrange for suitable vessels for shipping locomotives and rolling stock from the United Kingdom to France. For since 1940 all existing train ferry vessels had been converted to other uses and plans had to be made for their return to normal use.

The main factors governing the re-establishment of the pre-war train ferry service were, first that we could not expect to find the original terminal works on the French side intact by the enemy, and second, that the location of the French and Home Terminals did not suit invasion plans. It was decided, therefore, to equip the ships with special gear so that locomotives and rolling stock could be picked up and landed at any quay which was rail-served or which could be quickly linked up with any nearby railway system.

Designs for special gantry cranes, to handle locomotives and other heavy lifts up to 84 tons for the Southern Railway's Twickenham Ferry class steamers and for special loading ramps for the ex-L.N.E.R. vessels, were put in hand in late 1942, the fabrication of the structural steelwork and crane machinery proceeding during 1943. It is of interest that the ships could not be fitted out with their new gear as it became ready, but had to remain in service until the last moment on urgent operational work.

But these ferries were not enough, and it was decided to convert British and American L.S.T.s (landing ships, tank), so as to carry railway wagons or tanks. The work on the former was done by Naval Dockyard personnel and on the latter by U.S. technicians.

The scheme was successful and some 59 craft were fitted out; these in due course transported upwards of 30,000 wagons and coaches to the Continent.

 Concurrent with the need for modifying the ferry vessels was the necessity for new terminal facilities to be built at suitable locations on the South Coast which would not interfere with other shipping facilities. The War Office carried out the necessary reconnaissances and prepared designs for three sites. Construction work on these terminals was carried out by Port Construction and Repair Companies R.E., supplemented by Pioneer Corps Troops and Railway Construction Troops as needed.

Terminal arrangements required for the L.S.T.s were simple. It was only necessary to lay rails into the "hards" which had been constructed for the loading of tanks, and to connect to new holding sidings for the wagons, and provide rail-mounted rams to run up and down the hards with the sides. (See illus.) In the case of the "far shore" terminals nothing much could be done on the planning side, but the experience gained in this country enabled certain basic requirements to be determined which greatly expedited work when it came to be done at Cherbourg and elsewhere. Cherbourg was captured on June 26, 1944, and on July 29 the "Twickenham Ferry" delivered her first cargoes of locomotives. As the tide of war swept eastwards, further terminals were successfully developed at Dieppe and Calais.

**Special Bridging Device Known as the Ark**, which helped to defeat Germany and is being used in Burma, can now be revealed as a tank on which are mounted two ramps for driving down on to the Ark. Here, two of these ingenious bridging tanks are ditched one on top of the other, and the ramps have been lowered, enabling British armour to cross a shallow in Germany. See also illus. page 279.

Pioneer Corps Troops and Railway Construction Troops as needed.

Terminal arrangements required for the L.S.T.s were simple. It was only necessary to lay rails into the "hards" which had been constructed for the loading of tanks, and to connect to new holding sidings for the wagons, and provide rail-mounted rams to run up and down the hards with the sides. (See illus.) In the case of the "far shore" terminals nothing much could be done on the planning side, but the experience gained in this country enabled certain basic requirements to be determined which greatly expedited work when it came to be done at Cherbourg and elsewhere. Cherbourg was captured on June 26, 1944, and on July 29 the "Twickenham Ferry" delivered her first cargoes of locomotives. As the tide of war swept eastwards, further terminals were successfully developed at Dieppe and Calais.

**Locomotive from the U.K. Leaving a L.S.T., for its journey via French quay-rails to an Allied base, during operations on the Continent. How special ships and gear were devised to enable trains, rolling stock and tanks to be transported across the Channel just when the need was greatest is revealed in this page.**

PAGE 237
The novel idea of a community centre for seamen in a country setting was conceived after the South African Navy War Fund had donated £50,000 in practical appreciation of the Merchant Navy's immense war services to the Empire. This generous gift was placed at the disposal of the National Union of Seamen; and the secretary, Charles Jarman, and his colleagues were prompt to use it for a welfare scheme more ambitious than anything formerly attempted.

During the London blitz it became advisable to transfer the N.U.S. headquarters from town to a mansion known as Sachel Court, at Alford, Surrey. The commodious house, set in an estate, was to become available as a community centre for selected seamen beneficiary of the agreed plan; and some of the surrounding farms, comprising another 200 acres, were purchased, if possible, for cultivation and special development by them in other directions.

When negotiations and constructional work are completed, Springbok Village will exist in the rustic peace of Surrey as a permanent and practical memorial to the wartime heroism and self-sacrifice of British seafarers. A third of those accepted for residence will be married men and their wives, but Springbok will have no melancholy atmosphere of the "eventide of life", such as sponsored by some well-meaning charitable organizations.

A helipad may rest at its last meetings, and times were when an old sailor was allowed to rest in indolence despite willingness to undertake light employment. At Springbok he will have the satisfaction of proving himself a useful member of the community by the pursuit of his own interest in such light duties as he can perform.

Disabled seamen and their wives will form the majority of the new community, acceptable applicants being disqualified men whose disability does not require constant medical care or that prejudices them from doing work of some kind for the common good. Until to continue a seagoing career, they will be rehabilitated in civil life by training under an expert staff for cultivation of the land, tending livestock, tenancy and repair of mechanical plant and vehicles, and other employments. When the whole Springbok estate becomes established, many of the former Seamen will be launched on new careers in this Surrey haven.

Sachel Court itself will be the hub of the community. This will house the administrative and domestic staff, and provide for the offices, a meeting-room, lounge, library and a large dinette, where the residents may foregather for the principal meals. Bathrooms and lavatories, each with a bath, will be constructed on the estate for accommodation of married couples, and dormitories will be available for single men. Electrical power from the grid will supply lighting and heating, and hot water will be on tap throughout for domestic use.

A nursery school for children of the younger married seamen is included in the plan; this to be supervised by the local educational authorities, who are taking keen interest in the project. Numbers of amenities exist already at Sachel Court, such as garages and stables, which are to be extended, several fine greenhouses, rock and rose gardens and tennis courts. Future plans include the construction of bowling greens, a putting course and an open-air swimming pool. Presumably, too, the community will be without its own welcoming "Dog and Duck", where the salts, young and old, can relive experiences.

Recreational facilities would not be commented upon by the Sachel Court staff, or the newly-arrived seamen who are determined that such men who become resident in the new community of Springbok Village shall have adequate opportunity to follow their natural bent.

The main plan, therefore, includes the erection of a factory for some light industrial enterprise to give employment to a proportion of the seamen; and, where necessary, machinery will be adapted to suit those men who otherwise would be handicapped by disability of an arm or leg. Training will be given in plumbing, oxy-acetylene welding, carpentering and other pursuits, and workshops built where these trades can be followed profitably on attaining proficiency.

Those seamen who prefer the farmer's life will find healthful employment on the many fertile acres of the Surrey Uplands, cultivating crops, fruit and vegetables, and tending livestock. Beside model dairy and pigsties, the plan provides for an up-to-date canneries and packing sheds. Not only will the community be self-supporting so far as food is concerned, but there should be a large surplus for marketing.

The executives of the National Union of Seamen have had useful experience in sponsoring the Merchant Navy Convalescent Home at Linsfield, Surrey, and other communities of seafarers. One thing in this plan is that an extraordinary number of so-called oldages frequent the carpenter's shops and hobby rooms to make model boats and mechanical toys.

This tendency has been encouraged at a welfare centre at Hulst with the result that it is hoped to provide for these products for the mutual benefit of the men and the public.

The N.U.S. officials intend, as further funds become available, to erect an additional workshop at Springbrook Village for the pleasant trade of model-making, convinced that the products of disabled Merchant Navymen would compare favourably with any foreign toys.

The handsome sum placed at the disposal of the Seamen's Union by the South African Navy War Fund will be sufficient to purchase the Surrey farms to add to the Sachel Court estate, and to get the main plan in operation. Shipping companies and other interested bodies are coming forward with financial aid, but further funds are needed to transform a wonderful dream into lasting reality.

Behind the project is the dynamic personality of Charles Jarman and that of his energetic colleagues. They have roughed it themselves on stormy seas in the past, and their hearts are attuned to the needs of lower-deck seamen whom they now serve. The colour of change is airbrushed from them, and whatever is done by Governments or the public for Merchant Navymen, they regard only as part payment for vital services rendered. Their own reward will come when they see in full glory the Springbrook haven to which they have set their course.

The Merchant Navyman almost not uncommonly visualises himself as one day with a garden to cultivate and bees as a profitable hobby. Mostly this paradise ashore remains a dream. But it, and more, can become a reality for seamen because of age or partial disability, as explained by STANTON HOPE specially for "The War Illustrated."
This Was Hitler's Legacy to Berlin!

At the Brandenburg Gate, marking the boundary between British and Russian zones in Berlin (top), Field-Marshal Montgomery on July 12, 1945, invested Marshal Zhukov, Deputy Supreme Commander of the Red Army (on Montgomery's right), with the insignia of an honorary Knight Grand Cross of the Order of the Bath, and bestowed the K.G.B. on Marshal Sokolovsky (on the Field-Marshal's left); the ceremony was followed by a march past of Grenadier Guards. The next day 60,000 British troops and over 500 vehicles paraded, looking down the Charlottenburger Chaussee (bottom) as the parade began. Spearheaded by tanks, every British unit in the German capital was represented and every arm of Britain's Forces. The column, with marching and lorried infantry, took more than half an hour to pass the saluting base.
'Bitterest Foe of Nazism, Best-hailed in Germany'

The day after his arrival for the Big Three Conference at Potsdam, the Premier, in khaki drill uniform of a colonel of the 4th Hussars, on July 16 made a tour of the centre of shelled Berlin - outside the shattered Reichstag (1), with Mr. Eden.

To the amusement of Berliners, Mr. Churchill, leaving his jeep, walked through the streets with only a couple of detectives and a handful of military police to guard him (2). "Comments of crowds included, "So that's supposed to be a tyrant!"

Mr. Churchill in a Jeep Tours the German Capital

The mediocre Chancellor was also visited, in company with his A.T.S. daughter Mary; on leaving the building, Mr. Churchill gave the famous V-sign to British soldiers and sailors (3). At the imposing entrance to the Chancellery (4), on the Wilhelmstrasse, the Whitehall of Berlin, which lies in the Red Army sector of occupation, with his Roman gods who had fought in the taking of the building on May 2, 1945. Red Army officers also accompanied the party.
At the End of the Fuehrer’s Trail

Once the most famous building in Berlin, the Reichstag (top) as the airman now sees it. The original structure was burned out on February 27, 1933, a month after Hitler became Chancellor, the fire being the signal for Nazi Party terrorism and their assumption of power. A mile south of the Reichstag lies the ruin that was Bahnhof Station (bottom). Comparing these photographs with that of London on page 232, it should be noted that little clearance has been done in Berlin.
In Australia they call the Japanese "the Japs." But that doesn't mean they like the people of Nippon any more than we do. For they lived during several months under threat of invasion.

They have not forgotten those months; they never will. They were spurred to efforts unprecedented anywhere else, allowing for the smallness of their population. A nation of million, protects themselves and the Japanese. They also helped them to defeat procrastinators and red-tape officialism. Nothing was allowed to stand in the way of swift and efficient solution of problems, often of a localised nature.

The regimentation of civilian labour was an action altogether opposite to the basic principles of labour in Australia. The control of labour gangs was something which violated the worker's code on which much of Australian life had been based for decades. But Australian labour had nothing to fear from the destruction of the trade union. The Australian worker is not afraid of the United States in the hour of danger. The Australian Army would make the sacrifice of the men of the other continent at one vast base for the United States in the fight against Japan.

"Work or Fight or Perish." was the slogan adopted throughout the country, and they lived it. The men went to work and working with a tight-lipped intensity which has few parallels in history. Naturally they feel admiring, even affectionate, gratitude to the Americans who in their dark hour went to their aid. When Mr. Johnstone's publisher put on the jacket of his book the words of Mr. Curtin, "What a pleasure it is to furor some," he was thinking no doubt of the emphasis laid on that now tie of friendship and mutual interest. It was drawn all the more tightly because for a time we were unpopular and were angrily blamed for the sudden and alarming change in Australia's position. The common accusation that Australia had let down every town and city was "Britain let us down." And Britain remained the anchor that until Australian soldiers began to return.

These men corrected misconceptions quickly. The American soldier, according to the British Tommies, was the bulwark of the world. They had seen the humble London householder standing up to the fury of the blitz. They had been able to escape from France only because of the iron resolution of the British armoured brigade that fought the rearguard action until it was almost annihilated. They had seen the magnificent work of the Royal Navy. The wave of anti-British sentiment that had surged through the Empire's refractory dominion was stillled.

All the same, it seems to have left a backwash of feeling that the Old Country must expect more criticism than it had in the past and that relations between Australia and the United States will become closer than they have been before. If, says Mr. Johnstone, the Atlantic Charter is to be more than a form of soothing words, Australia must "throw away its tariffs and its dependence on others." must be "less tied by tradition to questions of Empire preference," while Britain must end the period of exploitation of subject peoples in Asia.

That, we know, is how Mr. Curtin felt; his successor, we must suppose, feels the same.

How Australia Went to War

If there is a touch of self-righteousness in the charge of "exploitation," its source must be looked for in Mr. Johnstone's justifiable pride in the handling by Australians of the affairs of war. Papping the only country native people have shown their appreciation of this was deadly for them by the local devotion of their behaviour during the war. "Papua for the Pawns" was the watchword adopted by Australia.

The slogan of independence came not from the subject people, but from the ruling people. The Pawns have no more idea of the meaning of independence than the man in the moon. But they do have a deep-seated sense of justice and humanity, and they are prepared to make useful sacrifices to express gratitude for just and humane treatment. There must be lessons in that for other countries and for the people who will shape the destinies of colonies in years to come.

The Papuans have acted as guides in swamp and jungle, across the deserts and over mountain ranges. They have helped Allied troops to move from island to island for fresh offensives. They have rescued American flying crews, forced down in forests, under the very noses of the Nippon. They have hunted down enemy, few indeed, many of them—many coast natives unaccustomed to the terrible mountain trails and the chilling alpine mists—slaved for months carrying great loads of ammunition and food along the world's worst military supply road. And then they came back with the wounded on their shoulders, often taking weeks to carry one man from the battlefield to the safety of a rear hospital. They marched by day through dank swamps and steaming jungles and always the face of the wounded man was shielded from the burning tropic sun by a green leaf.

The other fellow's viewpointThe sidelong light on Australian sentiment—and good sense—will be new, I think, to most British readers, who are inclined to think of our fellow-Australians as rather hard and lacking in tolerance for "the other fellow's point of view," and who are certainly an odd mixture. It is hard to believe sometimes that the people of Sydney and of Melbourne, for instance, can be of the same stock—especially on a Sunday. Nowhere else in the world, I should imagine, is Sabbatarianism kept up so rigidly as it is in the capital of Australia. No cinemas, no roller skating, no concerts, no dance-halls, no horse races, no popular entertainments, no newspapers, no shops open in Melbourne, very few eat-house, very few restaurants indeed there is a whole theory that there is no place to go and therefore nobody should need transport to go there. But all the same Americans like Melbourne because they found refuge and friend in private homes.

Many of them have seen more of Australia than the Australians themselves. Few of them has been able to sink the love for the or business, to Darwin, the little port in the extreme north of the continent, to Alice Springs—quite so hot there as it is at Wodgina, where temperatures rise to 100 degrees and close for six months at a time the thermometer never registers less than a hundred. But it is here that the Australian game is, with the exception of the Kakadu area of the Northern Territory, half a million square miles, that is the most typical of the outback. It is the real country of the bush, its home to the Aborigine, to the "hottish" warmers of flies and mosquitoes, poured more white men than the world knows. And this is the part of the country before. The Northern Territory, half a million square miles, had fewer than 4,000 white inhabitants, some 1,600 Chinese, and 7,000 Aborigines. War brought ten of thousands of soldiers to this barren, cruel land. They laid out airfields, made roads, built camps.

Mr. Johnstone is very anxious about the railway to Darwin, on which there was just a minor war order. It is a splendid order but, of course, it is one a day, but the service is still regarded as less urgent and has not been given the "at once" order to get "lost"—that is to say, to defeat the efforts of officials to locate them for an hour or two. It used not to run after dark. The custom was to park up at a convenient hotel at nightfall and remain there until morning. The main reason was that the engine was not fitted with a headlight and the risk of carrying arms was preponderant. Somewhere it did it, and that is an example of the war Australia went to war.
Desert Rats Hoist Their Proud Sign in Berlin

FIRST BRITISH OCCUPATION TROOPS to settle in Berlin were accompanied by a N.A.A.F.I. mobile canteen (1) under the charge of Cpl. Harvey, who has followed the 7th Armoured Division ("Desert Rats") to final victory. The sign (2) reminds all who pass how long that historic journey was. Whilst British and Americans queue for dinner, German children wait expectantly for tinfoil (3). Some of the first A.T.S. in the capital go sightseeing (4) in intervals of their duties at the Potsdam Conference.

Pétain—Marshal of France—on Trial for His Life

AT THE PALAIS DE JUSTICE IN PARIS, on July 23, 1945, Marshal Philippe Pétain— erstwhile leader of Vichy France—was brought to trial by the State on a charge of treason. First witness was Mr. Paul Reynaud, Prime Minister of France in the spring of 1940, giving evidence (1, left), while the 89-year-old Marshal fixes his eye upon the witness-box. Pétain's trial has been at times intense. The court has been adjourned several times, and the accused has occasionally been permitted to return to his cell. Pétain stared into the future (2).
Holland Now Faces Task of Rebuilding—

Their liberation complete, the people of the Netherlands have begun a new struggle to restore their devastated country. And their determination and courage is perhaps the greatest engineering task of this century. This article by E. H. COOKIDGE sets out some of the tremendous problems now facing Holland and its people.

America and the Allied Supreme Command has promised to provide about three million pairs of reconditioned army boots, which may be worn by men and women alike. The Dutch have offered millions of pairs of wooden clogs. Dutch babies are without nappies. There are people who have worn the same shirt, the only one they possess, for 15 months.

Lack of Power Motes Radio Sets

The authorities are facing staggering problems of communication; determined, gallant people, are fashioning their teeth to solve them. They hope to rebuild their lives, though the task seems sometimes too big for human power and endurance. Much help is needed and is being given by the Allies, though it is limited because of the shortages all nations are suffering themselves. Holland will, of course, entitled to a large share in those reparations in kind which are going to be extracted from Germany. But the progress of the negotiations about this is necessarily slow, as it may be many months before the Allied Reparations Commission, now in session in Moscow, can commence to attend to the various claims.

Therefore, Holland is looking for help in the first instance to Britain and America. Here, apart from the shortages we have to deal with ourselves, the problem of rehousing is one of the greatest handicaps. The Dutch merchant fleet, which fought so gallantly on our side, suffered great losses. Dutch ports have been partly destroyed by the Germans. One German air raid on Rotterdam was so disastrous that the city was almost blown up, causing the river mouth to silt up, the Germans stole or destroyed Rotterdam's famous elevators and cranes, all dredging equipment has been destroyed or taken to Hamburg, Kiel or Luebeck. But already thousands are working on the rebuilding of the ports and it may be hoped that Dutch shipbuilding yards will be working again before long, turning out new ships. Supply of coal, however, is still the paramount problem. Rotterdam's supply of electric current was, for instance, cut off on June 27, but the ration is so small that it will do little more than light a single room for a couple of hours. Every radio set cannot be economic, for the cost of running a town and many great rural districts have no current at all. New plans have been completed to "import" current from Germany by long-cable system, and in rural districts windmills are used to generate electricity. (See illus. in facing page.)

Many Dutchmen to whom I spoke told me that Holland feels that she is indebted to the British for ever, as it was they who liberated the country under the most difficult conditions and suffered great sacrifices, as at Arnhem or on Walcheren, in an endeavour to bring rescue as quickly as possible. A pleasing token of this gratitude is the recently given promise by the Royal Netherlands Navies to provide three school ships for the Royal Naval Colleges at Dartmouth and Greenwhich and the Royal Naval Barracks at Devonport, Portsmouth and Chatham, with Dutch sailors every summer. There the students can exchange language and friendship experienced during the war.

There is today a strong trend among many Dutch people to see the country more clearly linked with Britain. Although, of course, this is not new, certain events have caused the ancient independence and sovereignty, bound so intimately with the beloved Orange line of the Dutchmen hope that economic and cultural bonds with Britain will be far closer than they were before the war.
—A Country Paralyzed by German Devilry

WINDMILLS GENERATE ELECTRICITY for rural areas in Holland (1); this particular district near The Hague was a launching centre for V1s and the crater made by one of the many missiles can be seen in the foreground. Unloading Allied food supplies for the Dutch at Rotterdam (2). Works of art were removed by German order from the Rijksmuseum, Amsterdam, to massive strong-rooms specially built at Peells, near Nieuwkoop. The Netherlands have a wealth of jewels, art treasures, and important military documents. The Netherlands were invaded on 10 May 1940 by the Nazis as a likely invasion point and was defended by them with anti-tank obstacles. PAGE 247
Their Majesties in the Isle of Man and Ulster

ANCIENT TYNWALD HILL in the Isle of Man, where every year public proclamation is made of Acts passed by the legislative body that met there for the last time in history made on July 5, 1944, when for the first time a King of England directed the traditional rite. King George and Queen Elizabeth, preceded by sword-bearer, walked from St. John's Chapel (1) to the Hill.

Continuing the royal victory tour, a fortnight later, Their Majesties, accompanied this time by Princess Elizabeth, flew to Northern Ireland. After opening the new Parliament at Stormont, Belfast, on July 18, the King and Queen visited the Necropolis (2), containing the remains of the Parliament Buildings (3). On the same day behind the Queen and Prince Elizabeth were the Duke and Duchess of Abercorn, the former soon to be succeeded as Governor of Northern Ireland by Lord Granville, brother-in-law to the Queen. Seated on the city walls of Londonderry (4), the King was greeted by Lt. Col. Parish as the royal party passed by; the King was accompanied by the Mayor and the Bishop of Derry.
I have just visited the war pigeons' lofts 80 ft. above the traffic, after climbing an iron staircase. There are more than 300 of these birds belonging to people all over the country. They are now on furlough and will soon be going back to their original homes. Officially the birds have no name. A ring on a leg is their only identity. Some of the best birds were engaged carrying messages from the underground fighters of France and Belgium, who came over here to collect baskets of pigeons.

One bird brought to England the depressing news that the raid on Dieppe was unsuccessful. They now call him Dieppe Blue. He is a beautiful bird of dark blue plumage. He will go back to his original home with the reputation of a hero.

Captain Caiger, in civilian life a pigeon breeder, has been in charge of the lofts at Piccadilly since the war began. He is a case of a square peg in a square hole. He pointed out Dieppe Blue to me and explained how the bird had been dropped in the Dieppe area by parachute, afterwards to be sent back home with the story of the raid.

"These birds," he said, "were lent to the Government for the national pigeon service. We lost very few of them, and many of them have gone right through the war. A lot of youngsters have been hatched and they will go back to the people who loaned the pair of birds. If the owners do not want all the birds some may be given to demobilized Servicemen who would like to begin to breed pigeons."

The experience gained by these war pigeons has resulted in an increase of speed and stamina. Some of them took part in a race between Fraserburgh and London for £1,000 worth of prizes. Captain Caiger told me that they returned to London having flown the 430 miles of air-line in 10 hours, a speed of 43 miles an hour, faster than a racehorse or a greyhound.

Captain Caiger, who has lofts at Bognor Regis and Tottenham, told me of a scheme which he put up to the War Office for using pigeons for blowing up enemy searchlights.

"In 1943," he said, "I made the suggestion that pigeons should fly to the searchlights carrying on their backs a charge of high explosive weighing 2 oz. The authorities turned the idea down because they considered there was danger in carrying the birds by bomber. Experiments, however, were carried out."

During the war the suggestion was made that it would be useful if pigeons could be induced to call at an intermediate station to deliver their messages before flying home to their lofts in Piccadilly. This problem was overcome in a neat way. The pigeons were taken to the station on several occasions and fed there until they acquired the habit of calling at that station for food before flying home. These birds were afterwards called two-way pigeons.

Different kinds of receptacles for carrying messages were used. One large cylinder, about two inches long and an inch in diameter, was used for films. It was fixed to the pigeon's neck with elastic. Another was a small cylinder of metal, about three-quarters of an inch long and a quarter of an inch in diameter.
We Settled a Jap Cruiser in Malacca Straits

Early in the morning of May 16, 1945, a destroyer flotilla of the East Indies Fleet intercepted a Japanese cruiser in the Malacca Straits and sank her after a spirited engagement. Story of the action is told by Commander H. G. de Chair, D.S.O., R.N., of H.M.S. Venus, the destroyer which delivered the knock-out blow.

We had practised the plan many times. Luck was with us, and our plan and practice achieved success. We first made contact with the enemy shortly after midnight. It was some time later, after a dash through heavy rain squalls, that I could see the Jap cruiser from the bridge through binoculars. She was silhouetted by vivid flashes of tropical lightning.

She turned sharply to the southward to avoid the torpedoes fired by H.M.S. Saumarez, but in vain. There was a bright flash from her stern as they found their mark, and immediately we opened fire with starshell and commenced hitting her with all our guns. We then made our successful torpedo attack. Seven minutes later we received the order "Finish her off!" from Captain Power in the Saumarez. We fired our remaining torpedoes, which reached their target, and the cruiser sank almost immediately.

Searchlights from the Venus were switched on to the blazing hulk of the cruiser as she sank. A pinnacle had been lowered, full of what were probably high-ranking Japanese officers. The sea was full of survivors, but owing to the likely proximity of enemy aircraft from nearby airfields it was impossible for survivors to be picked up.

The Venus’s Chief Engineer Officer, Lieutenant (E.) J. W. Goler, R.N., said:

"In the dash to catch up with the cruiser, our bearings reached a temperature of 600 degrees. At one time during the action I heard a whirring noise above the roar of the engines. Puzzled, I turned to the Engine Room Artificier on the starboard throttle and shouted through the dim:

At the Receiving End of the Jungle Supplies

Of immense importance throughout the Burma campaign, airborne supplies of all kinds were nowhere so essential as in the sustaining of Wingate’s Chindits operations behind the Japanese lines. How anxiously awaited food, ammunition and mail were collected by the men in the jungle is told by Capt. L. J. Wells, specially for "The War Illustrated."

On this night our column has no wish to meet any of the Sons of Nippon. For the column is receiving its five-day supply drop of food and ammunition, and for the next few hours it is essential that its location be unknown to the enemy. The supply planes are due in half an hour. Everything is in readiness for their arrival. Great piles of dead wood have been collected and placed in the shape of a large L, which, when lit, will guide the planes in on their dropping runs.

Our nerves are taut. Through all our minds are running two questions. Will the planes come in? Will the Japs come up? And as the expected time of arrival draws near, our ears are strained to catch the first dull throbs of the distant aircraft. The nearest ears pick up the sound. A low murmur goes around as the word is passed to stand by. Precious dry paper is produced from packs and pockets and held ready to ignite the wooden "L." The R.A.F. officer stands ready with his Aldis lamp to flash out our prearranged recognition signal to the leading Dakota plane.

Now the first plane is roaring overhead, its powerful engines making the jungle vibrate. "Light the fires!" comes the order, and almost immediately orange flames leap up, casting weird shadows across the jungle clearing. The Aldis throws out its signal and is answered by the plane. The " Signals" have also contacted the aircraft and receive word that the latter are about to commence dropping. As the first Dakota begins its run-in, slouch-hatted figures silhouette against the marking fires prepared to collect the supplies as they strike these lands — a moment cannot be wasted. The quicker the column moves from the area the less likely the Jap is to find it.
I Was There

Flying conditions over this theatre of war are seldom good and the Dakotas is a key easy prey for lurking Zeroes.

Time and time again the mighty planes swoop over, round and around, steadily the piles of stores grow higher, and the piles of wood behind each marking fire diminish as smoke-beiging Zeroes. The smokelegged men shake the flimsy. Ex- cept the word is passed. "The main O.K. Number 2 Section has found it!"
The special 'chute that always holds the contain of the supply is one of the most important items that comes on supply drops. There is always the fear that it will be lost. Mail to jungle soldiers cut off from the outside world by hundreds of miles of free-occupied territory is the best morale builder there can ever be. It is possible if it will not be distributed to R. or 124 corps, but we are happy in the knowledge that it is there.

At last the planes are empty, and with one last swoop over the column they turn their noses west and head for home. The jungle is silent again, except for the tramp of feet as men complete the gathering of containers and commence to draw their rations. It has been a good drop. Only a few 'chutes have been lost. Each man receives a full five ration palls this time, including such things as fruit, onions and cigarettes. Ammunition is distributed to replace that used in a previous action. A new wireless set has arrived for the " Signals." The operators have a quick examination by torch-light for any defects caused through landing. A small supply of bread has come to earth in a nearby cherry tree. Fished out, it is a sudden meal; but it will make good duff tomorrow. A meal, as it knowing what is going on, tries to voice her opinion. She will soon discover that mule fodder was among the supplies dropped.

Everything has gone smoothly; the column commander has every reason to be pleased. He decides to allow time to brew-up before moving. At once " crash cans" (these are any large, empty tissue tips, for heating water for tea) are filled, section fires made, and with the skill born of long practice tea is soon ready. And it will have a dash of newly-arrived rum in it.

Soon, in the first grey light of dawn, a watcher would observe a ghostly column, backs bowed beneath bulging packs, move across the clearing to disappear into dense undergrowth, deeper into the jungle, deeper into enemy territory. Ghoulish in appearance but hard of body, tough as nails—Wingate's wonderful Chindits!

PLANE LAND HERE NOW was the ground-signal formed with parachutes which had brought dawn supplies to Wingate's Chindits. On the jungle track are men of that special force which permeated 300 miles into Japanese-occupied territory in Burma and was dependent on air support from India, over mountains and medical and other states.

FLIGHT REPORTS

JULY 14, Wednesday
JULY 15, Thursday
JULY 16, Friday
JULY 17, Saturday
JULY 18, Sunday
JULY 19, Monday
JULY 20, Tuesday
JULY 21, Wednesday
JULY 22, Thursday
JULY 23, Friday
JULY 24, Saturday
JULY 25, Sunday
JULY 26, Monday
JULY 27, Tuesday
JULY 28, Wednesday
JULY 29, Thursday
JULY 30, Friday
JULY 31, Saturday

JULY 14, Wednesday
1324th day of War against Japan
British guns 600 Superforts
made record attack on Osaka, Kobe, Mitsubishi, Fukuoka, Osaka, Daimaru.

In marked attack. Superforts
enough oil for Advanced Line.

JULY 15, Thursday
Superforts for Osaka and Nagoya.

JULY 16, Friday
JULY 17, Saturday
JULY 18, Sunday
JULY 19, Monday
JULY 20, Tuesday
JULY 21, Wednesday
JULY 22, Thursday
JULY 23, Friday
JULY 24, Saturday
JULY 25, Sunday
JULY 26, Monday
JULY 27, Tuesday
JULY 28, Wednesday
JULY 29, Thursday
JULY 30, Friday
JULY 31, Saturday

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.

In marked attack. Superforts
enough oil for Advanced Line.
In the south-west Pacific, General Earl Spatz has been appointed commander of the strategic bombing force operating against Japan. Within this Command is the U.S.A.A. 20th Air Force, which has led the heavy bomber attack against Japan proper and is now commanded by Lt.-Gen. Nathan F. Twining; and the 8th Air Force, which was the American opposite number of R.A.F. Bomber Command, and is now transferring to the Pacific under its last commander in Europe, General J. H. Doolittle, who was reported to hare reached Okinawa in July.

Not all the 8th Air Force has been transferred from Europe, but the main force is deploying to the Pacific to be strengthened by the addition of Super-Fortress bombers. The U.S.A.A. 8th A.F., which possessed 300,000 men and 1,300 first-line heavy bombers and 1,200 fighters, is now split into three. Its main force of heavy bombers began to leave Valley, Anglesea, and Prestwick, Scotland, to fly to the U.S.A.A. on May 19, and 2,118 Fortress and Liberator bombers had gone by July 9. It was a striking tribute to the efficiency of this Air Force that more than 40,000 men flew the Atlantic in this fleet with the loss of only a fractional number of aircraft. The former great adventure of the Atlantic flight has today become almost a routine journey.

Seven heavy bombardment groups of the 8th A.F. have been allocated for service on the continent of Europe. These have 72 aircraft each. Some fighter Groups were already on the Continent in July, but two were still in the U.S. Fighter Groups have 85 aircraft each. Altogether, 4,002 U.S. aircraft had been redeployed from the U.K., France and Italy to the Pacific by July 22, 1945.

In China, Lieut.-General Stratemeyer has taken over the 14th Air Force from General Claire Chennault. General Stratemeyer was previously in command of the air forces in Burma. Now that air and land routes from Burma into China are both wide open after the defeat of the Japanese war factories by the forces under Lord Louis Mountbatten, the U.S.A.A.F. in China is being heavily reinforced. This is possible because the earlier handicap of the very limited supplies has been lifted, and a larger number of aircraft can therefore be made fully operational.

The strengthening of Kamikaze aircraft, the main base in China, with additional material, indicates that post-war bombing operations are not far off. These should face the Japanese in the event of an Allied landing on the China coast or of smashing the Japanese war factories in Manchuria, according to the strategic requirements. It is significant that General Chennault stated recently that Japanese air strength in Manchuria and Korea has been substantially reinforced, and it is to be expected that there will be much of it. All air fighting in these areas before the Japanese surrendered. This may also be a pointer to Japanese fear of Soviet pressure; for, if the Soviet were to enter the war against Japan, the Japanese would have to attempt to gain control of the Russian Maritime Provinces or face the bleak prospect of bomber aircraft being based there for action against the Japanese mainland islands, already so heavily bombarded from the other side.

That R.A.F. heavy bombers will soon join the American heavy bombers in the assault against Japan is indicated by a series of conferences in Guam attended by Air Marshal Sir Hugh Lloyd, who gained his knighthood for his command of the air defences of Malta. The subject of his talks in Guam was the Pacific deployment of British heavy bombers.

STARING the Ancestral Homeland at Will Against Feebie Opposition

July 1945 will be remembered by the Japanese as the month of increasing air attacks on the ancestral homeland. Not only did the Super-Fortress bombers maintain their devastating raids on the cities, but American and British fleet aircraft carried the attack down the coast of Honshu, and bombers, midget carrier gunned and rocket-attacked at will, while the ships shielded targets with their bigger guns. From early on July 9 until late in the evening of the same day aircraft carriers of the U.S. Third Fleet assaulted the Tokyo area with more than 1,000 aircraft.

Within this zone lie operational, training and experimental aircraft, e.g., the Super Fortresses, Corsairs, Hellcats and Hellbriers. Aircraft strafed the Kanto Plain against feeble opposition; 342 Japanese aircraft were destroyed or damaged and only 10 American aircraft were lost. At times 700 American aircraft were simultaneously over Tokyo. Later that week the same fleet again appeared off Japan for the time further north. Targets in Northern Honshu and Hokkaido were bombèd and shellèd, includèing the towns of Kamaishi and Muroran.

Meanwhile, on the night of July 9, 550 Super-Fortresses bombed five large Japanese towns (Sendai 190 miles north of Tokyo, Gulf Sakai, Wataraya, and Yokohaki) with 3,500 tons of H.E. and incendiary bombs. On July 12 another 3,000 tons fell on the muntions-making centre of Ichinomiya, Kawasaki, Tokonomiya and Uwajima. On July 17 between 450 and 500 Super-Fortress bombers, making the first attack under General Spaatz' command, dropped 2,500 tons on Oita, Hirotsuka, Kusama and Numazu 50 miles south-west of Tokyo. Early on July 20 more than 600 Super-Fortresses flying in the biggest formation seen over Japan to that date, dropped 3,500 tons on Hitachi, Choshi, Okazaki, and Fuku, all situated along the Tokyo area, at distances varying from 50 to 200 miles. At midnight on July 21 a fresh force of Super-Fortresses took up the Ube Coal Liquidation Co.'s synthetic oil plant with 500 tons of bombs. Throughout the second half of July, American and British fleet aircraft bared the eastern shores of Honshu. Aircraft from their carriers bombèd and shellèd Tokyo almost at will, while the ships steamed under the shore guns of Tokyo Bay, shelling radar and other shore installations.

After a fortnight's action, Admiral Halsey's Third Fleet claimed the destruction of 596 Japanese aircraft and 791 vessels. What is happening off Japan is exactly what has happened off every South Pacific island prior to invasion, but in the case of Nippon it may be expected to take longer than in the case of the 'outpost' islands. On July 24, after a respite of six days, more than 1,000 bomber aircraft of the Third Fleet attacked the Kure naval base area. They began to attack from dawn. At noon 600 Super-Fortresses dropped bombs weighing from 500 to 4,000 lbs; by radar in a streaking cloud on five targets in the Nagoya area—the industrial areas of Kusama and Tsu, the Aichi and Nakajima aircraft and the Toyota bearing factories. Visual bombing was possible on the Suzuki motor plant and the Kawanishi aircraft factory at Otsuka. British carrier-borne aircraft took part in these combined Navy and Army operations. On July 25 more than 100 Super-Forts dropped 450 tons on two oil refineries (one the biggest in Japan) and an oil storage tank near Mount Fuji at Kawasaki, 10 miles south of Tokyo. General Kenney, commanding the U.S. Far East Air Forces, stated that the total of Japanese aircraft and aircraft redeployed from Europe.

BRUNEI AFTER ATTACK BY R.A.A.F. Beaufighters and Liberators which have given invaluable support both before and during landings in British North Borneo by Australian troops. The best shot of Brunei (see map in page 13) was captured by the Australian 9th Division on June 16, 1941, four days after landing. PAGE 292, Photo, British Official
Scourges of Germany Are Ready to Strike Japan


Page 293
The announcement that the Air Ministry have granted to ex-officers of the WAAF permission to retain their service ranks in civilian life must have posed a question in the minds of many of my readers. "After the First Great War "Captains" were two-penny. One met them, alas! in all sorts of queer trades, eking out precarioues living on a frayed reputation and dressed, many of them, in even more frayed attire. (J. B. Priestley immortalized the type in his early play, "Cornelius.") This time, with so many of our young soldiers achieving the rank of major at twenty-five or twenty-six, two will more likely be four-penny. It is rather early to make a definite assertion, but I am prepared to wager that a few of our young officers and including the rank of colonel will care to retain their ranks on settling down into private life in the General Election if like the Germans we were a military race and made soldiering a lifelong profession. We are continuing to take war—and warmongers—in our stride, and get on with our jobs as civilians as soon as the lighting is done with. The Air Ministry is on a perfectly safe witch with the WAAF. How many of our young women would willingly go through life with the handle "School for Women's Affairs County Assistant Section Officer" prefixed to their names? Even "Squadron Officer" is a mouthful—especially if you have to open a drawer and take a lug!

London's many bridges have been more remarkable for the historical associations of their predecessors than for themselves, for, as the Duke of Roxburghe noted the Embankment on a recent fine day. But no sooner had I begun to probe the generalization when a shaft of sunlight cut across London Bridge and revealed the elegant masonry and cantering Sir Giles Scott's new Waterloo Bridge. At that moment, as if to point the argument, I was stopped by a young U.S. officer, complete with the inevitable cornflakes. Can you tell me the name of that bridge?" I enquired, pointing to somewhere between Somerset House and the City of London. The new Waterloo Bridge, I explained, which for five weeks and (sometimes) despairing years of war. Londoners had gone on building in the hope of a better world to come, in assurance of ultimate victory over the powers of darkness. It was only after he had gone his way that I began to realize the full truth of the words I had spoken. For if ever there was a symbol of the British will to fight, to win, it was the Aldwych attack by the worst element in which London-planes have long, had a right to cross. I am not surprised by the speedway and giving access to Waterloo Station and the south side of the river.

Modern author win the familiar sound-and-see-Scotland of the boys before the war. But, need I say, the author of Bevis or Wool worth would be not hostile to a little stimulating book about Wood in which he makes the most vigorous plea for a new Government, as I am, and as the Aldwych attack, about which our London-planes will have done some of their most magnificent work, on the Strand and giving access to Waterloo Station and the south side of the river.

Wood from the Trees, it is published by the Fleet Press at nine-and-a-half pence. Forestry enthusiasts have always seemed to me somewhat cranky individuals, I must confess—grinders of axes which they would die rather than use. For that reason Mr. Jefferis matter-of-fact outlook is all the more welcome. He is content to leave us chewing 175,000 acres of ancient oak from which he states that their yield of 200,000 acres in this country which could be afforested; that Europe has still to import part of her timber from North America, even with the vast production of the U.S.S.R.; and that, with the exception of a few Crown forests, there was no such thing as State Forestry in this country before the First Great War. As Mr. Jefferis is careful to point out, forestry is a slow-yielding form of investment which often takes as long as eighty or a hundred years to produce a return of capital; which explains a lot. Two of his facts, new to me, will probably come as a surprise to most readers. Much as I have respected the inventive genius of the ancient Egyptians, I had not credited them with the manufacture of plywood over 4,000 years ago. Nor do I recall having read that Britain's first Forestry Commission was appointed in 1766 to encourage the planting of sufficient oak- trees for increasing the Royal Navy—which they did to the extent of 100,000 acres.

A friend in Eire sends me an unnecessarily large copy of "The Age", America, latest and lust of the propaganda news-sheets issued and distributed free in the United States. It dreams of a Europe for Americans three years by the American authorities in Dublin. At a paring shot it is most effective, for it contains a detailed account (with photograph) of the latest plans to get the U.S. unseated in Brussels and heavily marked "Gheim" ("Secret"). The Nazis—at we frequently found to our cost—did things thoroughly, and here is one of them. Most as, though it be imagined, were their abilities of Irish conniving, under the taint of which indeed the Viscount Fitzwilliam of Wherstead, I doubt, however, whether Mr. de Valera the more ardent supporters, who are always boasting of their country's mineral and industrial resources, while doing little or nothing to develop them, will find much to their liking in the Nazi survey. They have must be considered destroyed, for instance, at the reflection: "Relatively little material can be expected in Ireland except building-stone and turf." One striking fact which may or may not conduce to the United States to have counted on native Irish support for their proposed invasion. Not quite: one is tempted to say that the German plowman compiled for use by invading units of the Wehrmacht. Some of these synonyms produced broad smiles on the even broader faces of the Greek speakers when retained in the Irish capital recently. We may comfort ourselves with the thought that Ireland few people with a construction of "cause" as epistolary laughter.

Common current complaint is against the tanneness of the B.B.C. new-bulletins and newspapers, as passenger. For instance, if in the case of the newspaper in the popular "National" daily, a surfeited forenoon passenger between the headlines, have been hard put to it to sustain their readers' interest in the background of the general election and reports (various) of ex-Corporal Hitler's suicide and/or immolation seem to have sustained the news-editor, though even in the instance of public interest would interested. One then reads the same basic "newspaper" problem has been considerably eased by the fact that they had not yet gone all-American in the matter of headlines and tabloid layout, were not (as Oscar Wilde remarked of Hall Caine) writing at the top of their voice. Today, the only papers not finding themselves a tripe hoarse (so to say) are the more reserved, like The Times, The Glasgow Herald and The Manchester Guardian, and The Daily Telegraph, with their daring and often unsparing headlines only with the highest of high spots.

Cluttering plans for a complete overhaul of Britain's rolling-stock have recently appeared in the Press, with details of new buffet-cars and observation-coaches in the continent style. The House of Commons heard Mr. "Amen," for ever anyone deserved a little luxury it is the British railway traveller who, after five years of state of numbness begging adequate description. I have, however, one reservation to make. It concerns the proposed abolition of the photographs which have long adorned our railway compartments—slightly faded pictures of watering-places, panoramas of the British countryside, aerial (and other) views of our great cities. Doubtless these offer the addition of mood to interior decorations, but let them be warned. These pictures, originally intended as part of the decorative scheme as well, of course, as publicity for the holiday-resorts depicted, have long since assumed a deeper significance in the minds of travellers—especially those of an earlier generation. To us they bring back thoughts of a happier past, of holidays almost forgotten save in family-album nostalgia delightful to indulge in. Even our eyes have become Candy: and we are prepared to take them to a railway station, or to a newsagent's shop, to buy a number of newspapers, books and magazines we had planned to read en route. Whole railway stations are in London have been recalled to elderly travellers by a railway-coach picture of the promenade at Brighton or the beach at Great Yarmouth, or even a distant prospect of Middlesbrough?
In Britain Now: How the Great Count Went

ELECTION CANDIDATES and their agents with returning officers’ staffs aware of secrecy had a preview of the great count. Purpose of the check-up was to ensure that no under, sailor or airman overseas had voted twice, Mr. T. H. H. Fairburn, returning officer for Liverpool, who supervised the counting at the new Metropolitan Police Court, the former Town Hall, seated a force ballot box after checking (1). Causing votes at St. Pancras, London, on July 8, 1948 (2), Mr. Churchill was elected Conservative M.P. for Woodford, got his first ballot in, straight fight with Mr. A. Hancock, who polled 10,486 votes to Mr. Churchill’s 17,668. Mr. T. Baines, the Town Clerk, held up the board carrying the figures (3) on the steps of the Woodford Borough Council offices.

See also facing page, and page 213.

NEW GOVERNMENT CHOSEN

STATE of the Parties after the polling on July 9, 1948, and subsequently was as follows: Two results remained to be announced. Labour registered a large majority over all other parties.

- Conservative — — — — 200
- National — — — — 15
- Liberal — — — — 1
- Liberal National — — — — 1
- Total for the Opposition: 216.
- Labour — — — — 393
- Liberal — — — — 11
- Communist — — — — 2
- Irish Nationalist — — — — 2
- Norwich Wealth — — — — 1
- Independent — — — — 4

BELGIAN GIRL, one of the first 350 who volunteered for domestic work in British hospitals, and recently arrived in this country, is issued with her British identity card before being posted. On her right is an interpreter.

HOUSE OF COMMONS CHAMBER (right), destroyed by German bombs, is to be restored in its old style, with improvements in lighting and accommodation. Insurance of thousands of tons of rubble is a present (Photo, Planet, Fox, Topical).
Polling Day in the Shadow of the Pyramids

SERVING IN THE MIDDLE EAST, men of a Royal Signals unit recorded their votes in the General Election, in July 1945, in this historic setting: their polling booth a tent. To every front line and rear base unit where British Forces are stationed Ballot papers were flown by the R.A.F. Though many polling booths were of necessarily improvised, arrangements for secrecy of vote received special attention. Further unconventional touches included the use, at some booths, of German ammunition containers as ballot boxes. See also pages 199, 231, 223, 195.