SYMBOL OF CHINA'S RESURGENCE is this scene at Kunning, capital of the Chinese border province of Yunnan, where the Burma Road from Ledo into the heartland of China has been re-opened, and the re-opening of the Lincang Johan road was announced. The Chinese front has advanced swiftly from Kunning, and the famous road into Yunnan province has been driven through to the Burma border. The Chinese forces are said to be ready to enter Burma from the north. The road is being used by large numbers of Chinese troops and supplies, including thousands of mules and carts. Near the border, the Chinese have captured a large number of Japanese soldiers and prisoners of war. The Chinese are expected to continue their advance into Burma, and to drive the Japanese out of the country. The Chinese government has declared that the Japanese occupation of China is at an end, and that the Chinese forces will continue to fight until the war is won.

NO. 215 WILL BE PUBLISHED FRIDAY, SEPTEMBER 14
Russia Smashes In to End the War With Japan

Soviet Russia declared war on Japan on August 8, 1945, when, by a decree of the Supreme Soviet, it was announced that the Soviet Government has decided to take up the side of the United Nations and to join them in the war against Japan. The Japanese Armed Forces declared war on Russia on August 9.

The Japanese Air Force, which had previously been inactive, launched a surprise attack on the Russian Far East on August 9. However, the Russian forces were able to repel the attack and began to advance rapidly towards the Japanese-held territories.

The Russian army, which had been preparing for months, suddenly launched a full-scale invasion of Japan. The Russian forces advanced quickly and effectively, pushing the Japanese forces back in a series of swift and decisive victories.

The Japanese government was unable to withstand the pressure of the Russian forces and surrendered on August 15, 1945. The end of the war marked the beginning of a new era for Russia and the world.
A was most right and proper the passing of the 8th Army did not excuse general neglect, in spite of the fact that the great achievements of the 2nd and 11th Armies had for a considerable time occupied a large share of the public mind. While it would be idle to compare the remarkable accomplishments of any of our armies, it is, however, fair to say that the 8th Army for the first time made the general public realize that an army could possess an individuality and develop an esprit de corps that deserved recognition.

That the 8th Army acquired those qualities to an unrecorded extent was probably due partly to the strange nature of the terrain in which it initially operated, and partly also to the fact that it was for a long period fighting as an independent force and was the sole Empire army in active employment at the time against the Axis. Its individuality was therefore a natural growth, though undoubtedly it was fostered by Field-Marshal Montgomery when he took command and deliberately invited public interest. His methods did not excite criticism, but it is now admitted even by the most critical that they produced valuable results, not only in his own army but by exciting a spirit of emulation in others.

Our Special Debit of Gratitude to Wavell’s Army of the Nile

The record of the 8th Army’s achievements is too well known to need recapitulation, but I should like to draw attention to the immediate cause of its outbreak, the great and important victory won by Wavell’s Army of the Nile which began the great work. Incidentally, I recall with pleasure the meeting in Cairo on the latter half of August, which was the relationship assigned to it in the history of the Middle East, and its experience gained during desert fighting in Cyrenaica and the deserts of Libya, and the exploitation of its successes, there was an obvious continuity in the development of the way in Libya. The primary task allotted to both armies was the defence of Egypt and the Suez Canal—the core of our position in the Middle East—and both cases offensive defence was adopted with success in spite of temporary reverses: one on a disastrous scale.

The special debt we owe to the Army of the Nile is that despite appalling weakness in numbers and equipment it not only saved Egypt, but so completely and swiftly dis- stroyed Graziani’s Army that German intervention came too late to effect more than a partial restoration of the situation. The Italians were rushed off their feet and their morale shattered beyond recovery by a bold and well-considered offensive. The feeling of relief and encouragement inspired by Wavell’s victories at a time when it was sorely needed

should never be forgotten, and it should be realized that the shock had been started which, as it spread, cost the Axis a third and materially weakened the whole frame of the enemy. Wavell had neither the men nor the armoured vehicle for the exploitation of success beyond Cyrenaica, and, weakened by the diversion of troops to Greece, withdrew to the frontier was inevitable when Rommel took the offensive. But Tobruk stood blocking his lines of communication and the defence had not broken down.

When the 8th Army was forced on November 16, 1941, the defence of Egypt remained to be carried out by an offensive intended to remove firstly the threat of Rommel’s Afrika Corps. A similar victory was won, and Tobruk was retaken. But although replenished and re-equipped the Army was not yet strong enough to achieve its object decisively. Rommel again emerged from El Agheila and recovered much ground. For a time the enemy were forced back on El Garaya, each steadily preparing to resume the offensive.

Rommel struck first, and after a narrow battle his weight of metal told. The disaster that ensued was the more serious because of the desperate situation on the Russian front, and an Austrian, and undoubtedly there was an obvious continuity in the development of the way in Libya. The primary task allotted to both armies was the defence of the Suez Canal and the Suez Canal—the core of our position in the Middle East—and both cases offensive defence was adopted with success in spite of temporary reverses: one on a disastrous scale.

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'Stand Easy' at a Jungle Naval Air Station

BREAK-FOR-MUSIC at a British East Indies Fleet Air Station was made memorable to an enthusiastic audience of maintenance ratings—with a Seafire in the background—by radio singer Miss Paula Green (I). Other side of the picture of life 'out there' is presented by the arrival of a wounded Jap (2) at a jungle surgical hospital during our advance on Pinam. Marines carry, working continuously for three days, 100 new rubber sections of a 1540 Bailey Bridge (3) across the Pagu Canal (see also Illustr page 27).
Union Jack Waves Beside the Flag of Austria

ROUNDING UP REMNANTS OF THE S.S. known to be sunk in the Black Sea, naval contingents of the British, American and British Commonwealth nations, under U.S. Navy control, and British, American and British Commonwealth land forces landed at Targu Jiu, probe for their quarry. In a simultaneous operation they uncovered large quantities of ammunition which was on its way to the Black Sea to equip the German fleet for the invasion of Russia. The Allied naval forces entered the city to prevent any withdrawal of the enemy ammunition.

Eighth Army troops on July 24 entered Graz, Austria's second city. The taking over from the Austrians by Gen. G.H. Park, C.S.A., D.S.O., British Commander-in-Chief Middle East forces, of the Austrian Guard, including the famous Guard, is a policy to be continued alongside the road and rail routes. Germany's failure to maintain the Guard has been a factor in the Allied success.
Now that Japan has faced sur-
render, it is useful to survey the
course of the war in the
Far East. One of the most fortunate things in
its incidence is that Germany and Japan never
tried to synchronize their operations to an
appreciable extent. Had Japan entered the
conflict promptly when this country was
forced to send a large fleet to the Pacific,
the situation was bound to be much
more acute. Japan entered the war with
a large fleet, and while it is too early to
say how far it has been restrained,
this is a matter of public record.

In fact, Japan made her move too late. Moreover, her naval strategy in the Pacific
area was entirely wrong. The blame for the failure of the
Naval Staff in Tokyo never had a chance
to become effective since the theory that
the Army had absolute control in this respect
was widely held. Moreover, in the case of
the United States, even though the British
had failed to achieve a complete victory,
the situation would have been much
more acute if this had been the case.
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had failed to achieve a complete victory,
the situation would have been much
more acute if this had been the case.

The Japanese fleet was flushed away
in a series of more or less disconnected thrusts
in the South-West Pacific: when it was
last seen, the whole available force was assembled
in a direct effort in the Philippines in October
1944, the arrangements for which were
the basis for the completely
failed last-ditch defense
in the Philippines.

The fact that the Japanese fleet
was not flushed away was
largely due to the
question of supply support to the
other forces.

The system of supply to the
Japanese fleet was the
basis for the completely
failed last-ditch defense
in the Philippines.

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was not flushed away was
largely due to the
question of supply support to the
other forces.

To flush out the Japanese fleet,
the American forces
were forced to employ their
destroyers as long as
possible, a proceeding that
resulted in heavy losses.

Consequently, on their later operations they
were severely depleted through lack of
enough destroyers to provide a screen
for their battleships and
aircraft carriers, and to
execute the many other duties
for which destroyers have
come indispensable. There
was an almost total neglect to make
any effective use of the num-
ber of submarines which
the Japanese Navy possessed
which were not employed
again employed ex-

For a considerable time now the Allies
will require to maintain a strong surface force,
comprising naval, military, and air elements
in the Far East. Hundreds of thousands of
men, from Yalta to Manchuria and Korea, a process
which may well take years to complete, is
viewed with the greatest interest by many
people in the United States, as well as by
those in the United Nations.

POSSESSION of. Russian Claim
in a Percentage of Jay Ships
It may be recalled that the Japanese
will be able to take over some cruisers and
destroyers, with a miscellaneous collection
of coast defense ships, training-vessels and
small craft of all kinds. Most of these are likely
to be found in the naval ports of Yokosuka,
Cure and Sasebo, though some may be at
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Shanghai or Hongkong.
Naval Operation Gave Argonaut New Lease of Life

EXTRACTION OF A GIGANTIC 'TOOTH' FROM H.M.S. ARGONAUT: one of the after propellers being lifted out complete with turnstile and the screws. Turning near are the men of the repair yards, while the men preparing a crane to work with the winch finish a job of such magnitude that but for the new lease of life given to the H.M.S. Argonaut, she would be lost to the Navy. See also facing page.

PHOTO: U.S. Navy Official
Thoughts on the Peace of Potsdam

The Berlin Conference of 1945 will long be remembered as one of the red letter events in world history. The prospects of the reunion of Germany, as the mighty forces of this World War have surmounted the military and naval remnants of what was once an empire, took on a new significance after the conference

Henry Kissinger, who edited this article on the Conference, is a recognized authority on European politics, with intimate knowledge of the Balkan and Central European countries. See also last page for the Potsdam agreement.
They Laid the Foundations of the New Europe

THE BIG THREE AND THEIR FOREIGN MINISTERS in the gardens of the historic Cecilienhof Palace, Potsdam, headquarters of Germany's future crown prince, at the momentous Conference ended (see end). Front row (left to right) Mr. C. B. Attlee, President Truman, Generalissimo Stalin. Standing (left to right) Admiral Lord Louis Mountbatten, M. A. I. Chicherin, Mr. Ernest Bevin, Mr. Jean Monnet, the Foreign Secretary of France, and H. C. E. Wolters, the German Foreign Secretary.
Potato Queues and the Black Market in Berlin

Once-Luxurious Adlon Hotel, bomb-damaged, is serving meals again—though the only potatoes available are of a lower grade. The girl (1) serves the soup, without which food is almost inedible. Potato shortage is keenly felt in the capital. British Army leaves, each loaded with 8 tons, arrived with German troops (2). In the background, bodies of dead horses (3) were dumped on the pavement (4) to be weighed and sold against some of the ration works. (5) A soldier carrying a box of food. (6) A child holding a basket of food.

DO YOU WISH TO LEAVE YOUR BONES IN BERLIN?

If so drink untreated Berlin water. Sewer rats can desert rats cannot!

Linking hands, young Berlin policeman round-up 'Black Market' peddlers in and around Brandenburg Gate. For an identity check in the gardens of the ruined Reichstag (1), 350 cigarettes are reported to fetch as much as £2.00. In Berlin's Kleiner Zirkus, 600 daily customers (2) are reported. The guards (3) are armed with machine guns. Army warning (4) explains itself. See also story in page 681.
Our King and U.S. President Meet for First Time

FROM THE BATTLE CRUISE H.M.S. RENOWN officers and ratings watched the U.S. cruiser Augusta (top, background) sail down Plymouth Sound on August 2, 1941, as the carriage President Truman and the staff back to the United States after the Teheran Conference. Earlier in the day, H.R. H. King George VI (center) of the United Kingdom, returned to H.M.S. Renown by motor boat from the Presidio of San Francisco, which is his special flag ship.
Now It Can Be Told!

How Royal Marines Hacked a Base From Jungle

The dramatic story of another secret war port was revealed by the Admiralty in July 1943. It is the story of "Port T"—a naval base with full defenses—hacked out of the jungle on Addu Atoll, a collection of seaweed coral islands in the Indian Ocean, 390 nautical miles from Colombo and 1,000 from Australia.

Like the Mulberry (see page 710, Vol. 8), Port T was always known by its code name. Absolute secrecy was essential, for this port was a vital link on the conveyor route to Australia and for certain operations in the Indian Ocean. Now it is possible to tell how a force of Royal Marines drawn from the first Mobile Naval Base Defence Organisation, working against time and tropical disease, began preparing this secret fleet anchorage while the Japs were still planning their attack on Pearl Harbour.

The Royal Marines went ashore on Addu Atoll in September 1941. Their task was to establish coastal batteries, searchlights, signal towers, roads, camps and airfields for a naval base. The price they paid was heavy: 23 per cent of the whole force had to be evacuated in the first three months by the hospital ship Viva, so ill to be of further service, but by the time Japan declared war the base was ready, and on January 3, 1942, the first convoy of five transport ships, escorted by the cruiser H.M.S. Emerald, put in to water and refuel.

The atoll, in the extreme south of the Maldives Islands, consists of a rough triangle of coral islands, surrounded by a coral reef which enclosed a deep lagoon. On four of the islands—Gun, Hisada, Mido, and Wingandi—coastal batteries and searchlights were required while Gun was developed as the main base. When the First Royal Marine Coast Regiment and the Landing and Maintenance Company of the M.N.B.D.O., under the command of Lieut.-Colonel W. B. F. Lukin (now Major-General Lukin, C.B.E.), first reached Addu Atoll they were faced with virgin jungle without roads, landing places, or the most primitive amenities.

SECRETS OP "PORT T" became known with the dicecrion (in this wade) that an exchevepioideb rade it is a posee of the Multihues in 1942. A Royal Marine hunter in the battle with the Japanese patrol-potitioned craft. [

The great swells of the Indian Ocean broke in a perpendicular surf on the coral reef; tall palms towered above the islands.

But the disadvantages of this apparent island paradise soon made themselves felt. The climate was hot and very damp. Flies, mosquitoes and rats were plentiful. Practically every drop of water had to be shipped to the steel and landed across the beach. Supplies were seldom sufficient to allow for washing.

At the Skin From the Flesh

The Royal Marines soon found that every small scratch immediately turned septic and developed into an ulcer that refused to yield to treatment. The humid climate favoured the growth of micro-organisms that literally ate the skin from the flesh, while the diet of dry or tinned food with no green vegetables or fresh fruit reduced a man's natural resistance to such infections.

Soon a form of scabies, born of the rats and their parasites, broke out. While working, a man would suddenly fall unconscious without having previously complained of sickness. A violent fever followed for fourteen days, leaving the victim weak and debilitated. Malaria also appeared in malignant form, but never became a serious menace owing to the stringent anti-malarial precautions. The rapid deterioration of tinned food caused the Quarterly Meat Analysis and gave rise to occasional food poisoning.

But work was pushed with relentless speed. First, landing places had to be improved by blasting away the coral, then stores cleared in the jungle for camps. Roadways to take heavy guns and equipment had to be cut through the scrub to the battery sites and across the work of gun-mounting chafed bare. The natives laboured hard and easily amused. For instance, they rushed with laughter at the sight of the tarpaulins used to transport the guns. They were willing to help but could do little but aid in stripping vegetation from the sites.

The programme required the guns to be mounted in six weeks, and in six weeks to the day the batteries fired their proof rounds—but not before the Devis and Kret batteries of the R.M. Coast Regiment working on Hisada and Mido had been reduced by sickness to less than 50 men apiece.

On Hinda, the four-mile roadway from landing-place to battery site had to be laid across a swamp infested by giant land crabs. The major in command stripped and led his men thigh-deep into the black, foul-smelling mud to lay foundations with palm fronds lashed into bundles of ten. The running surface destined in carry 13-ton wheeled rods was made with prefabricated track and crushed coral held together with the trunks of palm trees staked down. Another road on Mido was entirely built by a corporal and six Marines continuously at work for two
months. They used cord as the hard core, with a top dressing of earth and sand.

The islands were swept at regular intervals by torrential storms that washed away the road surfaces and flooded courtyards and gardens. Unlodging steps could result in certain stages of the line, so that it had to continue day and night, then working two six-hour shifts twenty-four.

Yet by December 8, when news of Japan's entry into the war reached the islands, the anchorage was already in a state of defence; only camouflage, fortifications, and the completion of the war signal stations remained to be done.

To improve communications a subterranean tunnel was built between the island of Midia and Hera, and on Wirigilgi a channel was cut between the sea and a mosquito-breeding lake, so that the brackish water became tidal and the mosquito larvae were killed. Later still the islands were linked by causeways.

When later in the year the Maori of the landing-party returned to Addu Athol with a company of Royal Marine Engineers to build an aerodrome, they worked on the sloping, steeply rising terrain in the history of the islands—"they cut their teeth and chiselled their names on Addu Athol!"

A number of Australian troops from the Middle East, steamed into the anchorage that they built.

**Goebbels Tried to Make Peace Terms**

As the Nazi Reich lay in its death agony, Goebbels offered to play Judas to his master, Adolf Hitler, and take over the leadership of a reconstituted German Government which would conclude an armistice with the Soviet Union. This was the content of the so-called "Ufa-brief" (ceived by the Tass Press Agency on July 24, 1945) by Lt.-Gen. Peter Konstenko, Chief of Artillery in the late Col. Gen. Nikola Kozlopan's Fihk Russian Striking Army who now headed the aide-de-camp in Berlin.

It is the first time that any Allied correspondent has been given a complete picture of the savage battle for Hitler's capital by senior Russian officers who themselves took part in the fighting.

At midday on April 30, with fighting for Berlin at its fiercest, a small group of Nazi officers, including Konstenko, set out in their own car for the Soviet High Command to talk to the Soviet H.Q. in the southern part of Berlin near General-Karachevsky, their senior officer said he came from General of Artillery Weitling, Commandant-in-Chief of all German forces Berlin, who had authorized him to ask for an armistice between the Russian Government and a German Government under the leadership of Dr. Goebbels.

No mention was made of what would become of Hitler, but the inference was that he had already been killed or would be handed over to the Russians after their entry into Berlin. At the time this was in no case made known to the Russians.

In this connection it is interesting to recall that Goebbels was always reckoned as the leader of the "Easters" wing of the Nazi party, which favored reconciliation with Russia and switching all German's resources against the Western Powers.

The answer of the Soviet High Command was immediate and uncompromising: "Unconditional surrender—else..."

The Russians returned to their cars and all that night and the next day the battle raged. During the night of May 1, Hitler's Chancellery was finally stormed after bloody hand-to-hand fighting, and with the first light of May 2, General Weitling broadcast an order to the Russian troops in the Berlin area to lay down their arms.

The battle for the city divided itself into two phases: the encirclement of Berlin, which took five days, and the deoccupation into the centre of the city from the south, north-west and east. All organized resistance was ended by May 2, but mop-up of the Crimean and Transcaucasian troops who held out in various parts of the city, especially the suburb of Spandau, lasted until May 10.

The Germans had prepared the city thoroughly and cleverly for defence. They had two S.S. tank divisions, two Volkssturm divisions and the remnants of S.S. and Wehrmacht units withdrawn from the outer front. These were concentrated inside the Berlin trap and they were prepared to defend each house until it fell in ruins.

**Population Covered Underground**

The Russians therefore organized their forces in special small, strategic groups, with tanks and artillery both light and heavy, known as General Konstenko, which was the plan of the Russian Air Force in 1945. The attack on Berlin was timed to mop up what was left of the light artillery from the outer suburbs of Berlin while heavy guns were in action over open skies. Tanks were used whenever possible, but it was predominantly infantry and artillery.

During most of the battle the civilian population remained covered underground, flying in hundreds beneath the falling ruins of their homes. Many of them, however, emerged in the Russian rear and began性疾病ing with rifles and bayonets. These combatants were completely encircled and were surrounded by massive Russian units between 28 and 30 miles in range.

The Chancellery area itself was especially held exclusively by S.S. men armed with tanks, self-propelled guns and a new submachine gun of the German army, with the result that the German defenders were fighting to the last man.

General Konstenko said there was no evidence whatever to prove conclusively that Hitler was in the Chancellery during the battle. General Konstenko's troops came in aircraft had been seen taking off from Charlotten- tower in the last days, but nobody could identify the type or say who was the passengers. The middle of Hitler's fate remained unexplained.—George Gooding, correspondent from The Daily Telegraph.
San Francisco Background to World-Wide Peace

At San Francisco on April 25, 1945, delegates from fifty Allied Nations in agreement on a framework within which the sovereign states could relate to one another to assure the maintenance of international peace and justice. The task of drafting the Charter was assigned to the special committee, chaired by Peter Hove, who was present at the Conference. See also this.

The heterogeneous war-swelled population of San Francisco is itself composed of many racial elements as some members of the conference were from the Orient or the Middle East. The conference was also attended by representatives of many nations who had previously renounced war as a means of settling international disputes, and the delegates who met in San Francisco were not only the leaders of the world's nations but also the representatives of the other, less fortunate, nations.

Through May, a certain impatience and even open discussion about the apparent failure of the Charter to take recognition, and the consequent checks which held up work at first thought completed. As each power of the Charter worked in its world the necessary chain of approval, from the original drafting committee to the Steering Committee for final presentation to the full Conference, such checks inevitably appeared—often from unexpected quarters.

The delegates to the Final Draft, after the first few weeks of the Conference, were able to give full attention to the work of drawing up the Charter. The conference was divided into sections, each section having a chairman and a number of members, all of whom were representatives of the countries which had signed the Charter.

The conference was a forum for the discussion of the Charter and other international questions, and the delegates were free to express their views and to vote on motions. The conference was adjourned on July 25, 1945, after the completion of the draft of the Charter, and the final text was submitted to the United Nations Conference on International Organization, which met in San Francisco from April 25 to June 26, 1945.

The Charter was adopted by the United Nations Conference on International Organization on June 26, 1945, and was signed by 51 member states.

Kernel of the New Organization

The world organization will have—apart from the Assembly, and perhaps a number of functions clearly defined in the Charter. A place, Assembly of all member states will discuss any subject within the scope of the Charter, including general questions of international co-operation and specific questions brought before it by any member or by the Security Council. This Council, described by the Times as "the kernel of the new organization," will consist of five permanent members representing the United States, the United Kingdom, China, the Union of Soviet Socialist Republics, and France, and the remaining members will be elected for periods of two years each. While the Assembly will, except in unusual circumstances, meet only annually, the Security Council will "be so organized as to be able to function continuously."

It is designed, in fact, as the executive committee of the organization with delegated power to take any action against threatened or actual aggression, including armed action in which war might be made of forces drawn from member states. In such cases, any state providing forces will be invited to participate in the Security Council's deliberations. An International Court of Justice (fifteen members of differing nationalities) will assume the international legal authorities of the World Hague Court, backed by the Security Council.

The Charter was adopted by the provisions of the Charter will only be set in motion when a decision of the Council is reached. The United Nations and all its organs, including all the permanent members, will have to be called upon to the case that one of these members was party to a dispute would this role be invoked. Apart from the enforcement of the Charter, the Security Council will be the basic body for all the organization's functions and will have the power to effect strengthened developments of the old League of Nations and from the other three legal-general organs. The wider-developed organizations of the specialized sections of the League were largely carried over into the new spirit that has succeeded the Second World War.

This is in two long documents of 171 Articles, every one of which had to be translated into the other 50 languages of which the conference was attended. A total of 500 million words passed back and forth over the course of the Second World War, and the work was done at San Francisco, a framework which they could feel was ready was characteristic of the world's leaders wanting to maintain the peace and avoid future conflicts for a long period, which is good in order that the war might vanish. At the final session Lord Halifax, of Britain, was in the Chair, and he called for a vote on the adoption of the Charter. The floor was left open for discussion, and the vote was taken without any opposition, excepting only the United States, but it was a majority. Fifty-five members stood, representing fifteen hundred million workers after peace.
*Monsoon and Mud Were the Japs' Allies in Burma*

Torrential rains fell, sometimes for two hours without a break, changing the country to mud. Yet on August 1, 1945, S.E.A.C. was able to announce the closing stages in the attempt by remnants of the Japanese Imperial 38th Army to break out from the Pya Yomas; more than 10,000 were killed. Our men on patrol (1) in local craft across a flooded paddy field, and (2) close to the Pya Canal. On their return, Capt. E. Kemp, of London, washed mud from his clothes (3).
Fifty Allied Nations Signed the World Charter

United Nations Conference on International Organization (UNCIO), which opened at San Francisco on April 25, 1945 (see Blue, p. 31), held its final session on June 26, when President Truman (1, standing on dais) addressed the delegates. On that date the representatives of 50 Allied nations put their names to the Charter, which was ratified on July 10 by the U.S. Senate. The President examines the bulky Charter (3). The Earl of Belmore adds his signature (3).

To Ensure Durable and Just Peace for the Future

As the Conference neared its triumphant close, chairman of the delegations stood (4) to record a unanimous vote of approval of the Charter. Among the signatories recorded (3) were those of the French delegation (left), the British (top right) and the U.S. (bottom right). "If we had had this Charter a few years ago, said President Truman, "millions now dead would have been alive. If we should fail in the future to our will to use it millions now living will surely die."
**Mortar Crew in Action at Balikpapan in Borneo**

Important oil-centre on the south-east coast of Jap-occupied Borneo, Balikpapan was regained after the Australian 7th Division landed there on July 1, 1945. This mortar crew was supporting infantry attacking a feature near Vacey Highway — named after the late Maj.-Gen. Geoffrey Vacey, M.C., O.B.E. The presence of the late General Millard, commanding the Division, told his men that their assault would remain an outstanding achievement of this War.
by Hamilton Fyfe

By this time everyone knows the name of a German naval officer who shook his hand when asked what caused the explosion of his ship. His name was Admiral Louise Nimitz. Now we are assured that he is Commander of all naval forces in the Pacific. But few know more than that. The sketch of him that the German naval officer, the admiral is described as "a sunburned, apple-cheeked, clean-shaven, white-haired, blue-eyed Yank, who looks like a Texas Texan."

I have no idea of his appearance; his was the only American name on the list of enemies. More than likely he is a Frenchman or an Englishman, but I do not know which. I imagine him to be about 35 years of age, with a well-marked face, and a decided cast of countenance. His name, however, is unknown to me.

I should have guessed they came from Russia, for "Nanyuzka" is Russian for "German." However, his origin does not matter today. All that matters is that he is one of the most famous Americans of the War. He had no advantages to start. With his first job was driving a butcher's cart. But as soon as he was told to manage the Navy he showed that he meant to rise high in the service. He had the vision of a great leader, the determination of a great leader, the enthusiasm of a great leader, the patience of a great leader, the perseverance of a great leader.

That sounds as if this French island with a British name might be a source of trouble in the not far distant future. The French used it from 1833 to 1893 as a convict settlement. They have never managed to colonise it with free people. New Caledonia is a wretched place, even by Pacific standards, which are not high.

America's Citizen Navy at Work

The sailors have the best of it. They live in clean, wholesome ships and have plenty of air that has never been to be had, instead of sweating on shore in smelly surroundings. New Caledonia has seven acres of the air.

Life at sea is infinitely preferable, most of us could say, to life on a tropical island. But soldiers and sailors have their point of view about it also. A sergeant told the author, "Sure, it's a nice life on a ship if you don't get seasick and so on. But when the shooting starts I like to have a lot of ground under my feet."

The trouble with a ship, sailor, is you can't get off it. It is your home, and it makes you feel better.

Can you understand this when one reads Mr. Nurney-Taylor's account of the battle at sea during which he was rescued by the Swedish cruiser "Upan." It was the first time he had been on a big ship in action. The discharge of the fifteen guns knocked him sideways and all over the place. But he managed to get off it. He is a hero of the sea.

Cockroach-Ridden Colonial Port

There is no doubt as to his capacity and driving power. He was put in charge of New Caledonia, where he has since been at work. The type of man he is is shown by the fact that he has seen service in all parts of the world, from the Jerseys to the Mediterranean, and back again.

The New Caledonia is a French island in the South Pacific. It is about 300 miles from the tip of New Zealand, and 1,000 miles from the tip of New Guinea. The sea is rough, and the climate is hot and humid. The island is about 20 miles long and 10 miles wide, with a population of about 10,000. The island was settled by the French in 1833, and has been under their control ever since.

The author pays warm tribute to the fighting men he saw in action, but they had little idea of what the war was about. They supposed that their life in their country would be just the same as before when they returned, and they seemed to return as soon as possible. "They had no great hatred for the enemy, if they were embarked on a crusade they did not know it. They had no ideologies which they could put into words or which anyone had put into words for them. It was just a lousy business, too. They were bored beyond belief and they sought distraction in gambling, which gave them 'something for their money' and a chance to do nothing."

The author praised the habit of playing cards, and the way the correspondents did not play much, but they were very good at it. They were well-versed in trying to beat one another by securing "acorns."
Burma's Civilians Retread the Peacetime Paths

In Rangoon, freed in early May 1945, the war was hardly returning to normal by midsummer after the long Japanese occupation. A start was made in decommisioning blue water crafts. Here a British tramp is being unloaded. In the harbour, there opened an important conference between the Governor of Burma, the Governor-General of India, and a number of Burmese leaders, to discuss plans for the future of the country. A White Paper published in May on Sir Reginald's life and Lt.-Gen. E. H. M. Wood's life of Lord Mountbatten at LEAC helped Urgent problems in the schooling of young Burmese, whose education had been totally neglected by the Japanese, had to be urgent. Chief of the Burma Eductional Committee, was Lieut.-Col. Stowe Parke. Chief Administrative Officer at Rangoon was Major-General Sir Henry Bennett. The High Commissioner for Burma was Sir John Hope and the Governor of the Eshowa Pla for the relief of the country's many needs was Colonel W. H. H. D. Watkinson.
De Gaulle Sees the Ruins That Were Brest

FRANCE'S LEADER SAW FOR HIMSELF when he paid a brief visit to the great Breton shipping and shipbuilding center of Brest on July 16, 1945, and inspected the war-devastated eastern of the non-pavement town, and the area. Accompanied by Naval and Army officers, he was followed by hundreds of officers and the French, with a population of almost 100,000, Brest surrendered to U.S. forces under Gen. Phil Smith, the German commander on September 19, 1944, when General Namaca, commanding the German garrison, hoisted the white flag.
Atomic Bomb: World's Most Terrifying Weapon

"It is now for Japan to realize in the glare of the first atomic bomb which has been born," declared Mr. Churchill in a statement issued from 10, Downing St., on August 8, 1945. "That bomb," according to a statement by President Truman, issued from the White House, was dropped by a B-29 Superfortress of the United States Army with a yield of over 20,000 tons of T.N.T. It had more than 2,000 times the explosive power of the British 'Grand Slam' (titanium) bomb, the largest bomb ever used in the history of warfare." (See also page 19.) This makes the effect of the two bombs roughly equal to a raid by 2,000 Superfortresses.

"One of our major worries in Europe," said Gen. Carl Spaatz, commander of the Strategic Air Forces in the Pacific, "was the fear that the Germans had perfected some secret weapon comparable to this. The Germans were actually experimenting in this direction in a huge factory at Oranienburg (on the northern edge of Berlin), but we wiped out the factory in a big raid in the spring of this year." In answer to a question as to whether the new bomb would have speeded the end of the European War, he replied: "If we had had it, it might have shortened the war by six or eight months. We might now have had a D-Day." If Japan is to be the testing-ground of this amazing result of British and American research carried out at a cost of $10,000,000,000, work was done mainly in the Universities of Oxford, Cambridge, London (Imperial College), Liverpool and Birmingham. At the time of the formation of the Coalition Government in 1939, responsibility for co-ordinating the work and pressing it forward lay with the Ministry of Aircraft Production, advised by a Committee of leading scientists appointed by Sir George Thomson—and there was a full interchange of ideas between these scientists and their colleagues in the United States.

In late October, 1941, President Roosevelt sent to Mr. Churchill a letter suggesting that any weapon of this nature might be used for the common defense. According to Allied British and American efforts were combined and the British account added: "The cost of the British scientists concerned proceeded to the U.S. Apart from their work, it is estimated that all of these activities and no single person was involved in the work indispensable. By the summer of 1942, Great Britain and the United States had decided to build the requisite full-scale production plant and the work was now under way. In May, 1943, Churchill has paid tribute to Canada's cooperation. The Canadian Government provided both indispensable raw material for the program as a whole and also necessary facilities for the work on one section which has been carried out in Canada by the three Governments in partnership.

A part of the great co-operative effort, Canada, alleging, was approved by Mr. C. H. Dowe, Canadian Minister of Munitions, in August, 1943, to build a pilot plant for the purpose of investigating one of the methods of making material which is required for the atomic bomb. Canada also possesses the world's largest uranium deposit from which the raw material on which this new source of power is based.

One of the places where the atomic bomb was made is Oak Ridge, a "secret" city in

The starting point of this wonderful discovery was the pioneer work of the late Lord Rutherford (1879 Lord Rutherford (1879), who first made an atom explode), whose experiments on the artificial disintegration of nitrogen directed attention to the stores of energy locked up in the heart of the atom. Earlier pioneer work, however, had been done by Sir J. J. Thomson, whose son, Sir George Thomson, was head of the board of British scientists working on the bomb.

And so at long last we have freed the force of the atom. Will the atom become mankind's master? Sir John Anderson, who as Lord President of the Council was appointed by Mr. Churchill to be responsible for atomic research, has said: "We have yet to see to it that the unexplored energy created by the atomic bomb is harnessed for the benefit of mankind. . . War purposes have been absolute priority, but the basic investigations, the fundamental of the whole thing, will stand when investigations are made into using the energy of the bomb for industrial development. My opinion is that it will take a long time. . . The cost of producing the essential materials is very great.

And how is the awful secret of the atomic bomb to be kept only in the hands of those well disposed to their fellow men? Not indeed, says Mr. Churchill, "that the moral of the conquest of the atomic energy is to peace among the nations, and that instead of working miracles have upon the entire globe they may become a permanent instrument of world prosperity."
Transition from Warplanes to New British Homes

PRE-FABRICATED HOUSES, largely made from aluminium alloy, are being produced at the Vickers Factory which produced the R.A.F. Beaufighter. In the welding shop (1) workers prepare a roof of the new Vickers, with nine pieces, for transit to the other side of the factory; in the workshop two-bedroom, hall, living room, kitchen and bathroom, etc., is built in four separate units; (3) view of the living room and bedroom units, ready for transportation to the site; (4) sectional view of the living room. Living-room units are fitted with refrigerators and garbage units.

FIRST OF THEIR KIND, prefabricated houses of the same type as in the picture, will be made for 130,000 workers and their families between 1940 and 1941. A "Howard" takes shape on the site (4). Major Mariner has been busy seeing that everything is ready for the first instalment of prefabricated homes at the Vickers Factory. (Photo: United Press, April 1940, R.A.F. Pictures) PAGE 279
I Was There!
Eye Witness Stories of the War

We Dropped the First Atomic Bomb On Japan

Two men in the Super-Fort which dropped the atom bomb on Hiroshima on August 6, 1945. Col. J. W. Ehrman, the pilot, reached the Disached.

First Pilot immediately be returned from the raid, and Capt. W. Parsons, a U.S. Army Airman, reports here first account of the awesome effect. And the first test of the bomb is described in the Border message.

I was hard to believe what we saw. We dropped the bomb at exactly 9:45 a.m. Japanese time, and got out of the target area as quickly as possible to avoid the full effect of the explosion. A tremendous cloud of smoke arose which completely blanked out Hiroshima. When we felt the explosion it was like flying through cumulus clouds.

The whole thing was tremendous and awe-inspiring (called Capt. Parsons). After the mission had been dusted I signed, and stuck back for the shock. When it came, the men aboard me gasped: "My God!" and what had been Hiroshima was a confusion of smoke like a giant mushroom. A thousand feet above the ground was a great mass of dust, boiling, swirling, and extending over most of the city. We watched it for several minutes, and when the tip of the mushroom broke off there was evidence of fires.

The success of the mission can be gauged by the fact that the first photographic report of the new bomb was carried out on the Atomic bombing range in New Mexico. On July 10, and the finished product was delivered in Japan 20 days later. The men in the Super-Fortress knew they were on something big, but no more. They were, however, to expect a blinding flash and were issued with black goggles. Only three of us in the plane, Maj. Marion, Maj. Ehrman, and myself, knew what type of bomb was being dropped.

Two minutes before firing time, everybody was down in the driver's compartment. A tin rattle told over the loudspeaker, there was a complete, awesome silence. Dr. Conant, President of Harvard University, said he had never imagined seconds could be so long. Most of the individuals, in accordance with orders—screened their eyes.

First came a horse of light, a brilliance beyond comprehension. The flash took over and blazed through dark glass on the ball of fire. About 40 seconds later came the shock, very few followed by the sounds, neither of which seemed startling after our complete astonishment at the extraordinary lighting intensity. Two supplementary explosions of minor effect other than lightening occurred in the cloud—which reached the stratosphere in two minutes—just after the main explosion.

General Thomas Farrell, General George McGee, and I, were inside the shell and was dramatic beyond words. As the time for the test shortened from minutes to seconds tension increased. Everyone knew the social and political implications of things they thought were about to happen.

The scientists felt that their feeling must be right and the bomb had to go off. But there was no one to say or give a warning of death.

I Saw the Glider Pilot Survivors on Parade

Communizing their fallen comrades, on Stadkarri, near Mailbraut, on July 23, 1965. Survivors of the Glider Pilot Regiment remembered that two out of three of the Regiment's troops were missing or dead. The memorial service was attended by Edward Henry, who describes the moving occasion is reproduced from The Evening News.
Toil and Trouble I Saw in the 'New' Germany

Today the German people in the British zone of occupation are writing their own history. On the streets, in the shops, in the schools and universities, there is a sense of purpose and determination. The task of rebuilding their country and nation, in the shadow of the war's devastation, is not an easy one, but the German people are facing it with determination and resolve.

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y after 5.15 a.m. I was called from my billet in Hanover. Outside, on a patch of earth intensively cultivated as allotments, a Harley rally was being held. I joined her at 20 past 6 a.m., and in the half-light she was tending her vegetable crops with painstaking diligence.

Example of the "early to work" is not exceptional. At the base of bombed areas in the city, in the northern regions of the Rhine and Ruhr, the countryside is under cultivation, in the midst of the ruins, and the farmers are tending their crops with carefulness and diligence. The country's plight is real. In the French occupied zone, which is the worst off agriculturally of the Allied zones, no assistance can be expected from the American or Russian soldiers, not a grain of wheat in fact. Nor is the zone where production has been reduced by 15 per cent of the total foodstuffs necessary to sustain its population. It is thought that this can be stepped up to at least 30 per cent. The Germans are being restricted by their rationing authorities to a basic ration of 1,500 calories a day, just half that previously enjoyed, but three times the basic ration allowed the city of Berlin by the Allied powers in 1949. The Alliedarpers are not expected to be able to meet this demand, and the situation is critical.

The corn harvest is now almost entirely stalled, thanks to the British forecourt of demobilization. The operation "Barleycorn" is intended to move from the British zone, farms of small and medium-sized farmers from Wehrmacht prisoners of war. It is an unusually good harvest, especially in the Ruhr area, consisting mainly of peas, wheat, barley, and potato crops. A rich potato crop is to follow. These blessings owe their being to an exceptionally favourable season.

At a pitch, the food problem may solve itself. But certain signs must be watched. Almost every town in the British area has its D.P. (Displaced Person) problem. These non-German nationals, forced labourers under the Nazi regime, still feel something of the licence which informed them after liberation. There, hundreds of them, foodless, plundered, pillaged, burnt, killed and raped almost at will. They often dragged off their bicycles in the streets, and in some districts, still refuse to do it. At night, much too much time of the military occupying forces is devoted to keeping an eye on groups of undisciplined D.P.s.

Spoil is removed from stolen cars. I have known of German smallholders "visited" surreptitiously at 2 a.m. by gangs intent on stealing their stock without reason or provocation and leaving it cold on the floors of stables and stables.

The Germans are having problems of shelter and health. Many people have been around the high standard of living enjoyed by the more physical body of German children, their mothers and elder brothers and sisters. The open-air spirit is quite remarkable. It seems to me that the German people, especially the children, are adapting to the new circumstances with a remarkable degree of fortitude. The old world has gone, and they must build a new one. They are doing it with determination and resilience.
I Was There!

"OPERATION BASLICORN" is the name given by the British Military Government in Germany to harassing the former members of the Wehrmacht to provide the Allies with a detailed account of their actions during World War II. This operation was to involve a total of 11,342 German officers and 22,316 soldiers, all of whom had committed war crimes.

Winston, who, like many other British officers, was deeply affected by the events of World War II, wrote:

"was the day when the British and German armies met in the forests of the Ardennes. It was a terrible day, and I was there. The battle raged with great intensity, and I witnessed it all."
the money arrived—£3,000 in British and South African currency, cradled in three packing-cases. I explained its use and the principles of banking through the P.O. Savings Bank to the soldiers and stressed the desirability of saving for ever. They picked up the idea very quickly and we had a most successful savings campaign conducted in simple language.

An island newspaper, The Triton Times, was first published in March 1943, aiming for law-abiding, thrifty citizens, as in bell-bottoms, and the slogan was: "Save for the time when you can buy a home—farther with the Triton!" Capt. Watley was even awarded the G.B.E.

Western Desert Memory of the 8th Army Men

I had been in the mess of a fighter wing at Gambut, just south of Tobruk. It was a clear night, and I drove back quickly down the coastal road to my own camp and went to bed. At three in the morning I woke up suddenly. The canvas sides and top of the tent were lashing about in a helpless and most disconcerting fashion.

As I put on my torch the beam of light shone through the lashing sand-dune-like sand-light. Everything was covered with sand—my pillow, clothes, shoes, table and chairs. The tent poles seemed to sway as the wind howled against the whole of one side of the tent.

I got out of bed and propped my way outside, hoping furiously to re-arrange the sand-bags that kept down the flaps at the front of the tent wall. It was just about as much use as trying to stop the sea.

The sand seeped in through every crack and went, and the wind made the double flies of the tent flap together with a noise that was strangely soothing.

I was alone at the time, so perhaps my imagination accentuated the feeling of utter helplessness. I wondered how long it would be before the guy ropes were unsecured. I started peering some of my more personal belongings, almost decoratively. I went back to bed and left my torch on: the light gave one a sense of companionship, and I could see where the dufflupping noise came from and watch the tent poles as they cracked and groaned. It was only the complete darkness that produced an uncertainty of feeling of fear and loneliness.

I must have fallen asleep again, for it was murky light when I woke up. A layer of fine sand rested on everything. It was the same effect as you see in a garden after a heavy fall of snow. It seemed a pity to disturb the smooth pattern of it all. I looked at my pillow, the only clear patch I was aware of, where my head had lain, but even these were starting to slip away. I turned over, and the waves increased into the impression that was left. Outdoors, the air was thick with sand. I lost all sense of direction as I groped my way instinctively to the mess, with eyes half open and mouth tightly closed. After a few more experiences I became "desert worthy" and accepted sand storms and khasmas in a matter of course.

OUR DIARY OF THE WAR

August 1, Tuesday

1,200th day of War against Japan. Japan air attack on Darwin. Japan—Picked up first enemy aircraft north over Darwin, and six aircraft damaged thereon. Japanese plane was shot down. First American plane to be damaged. Japan—One American plane damaged. Japan—The first American plane to be damaged was destroyed.

August 1, Wednesday


August 1, Thursday

1,200th day of War against Japan. Japan—Japanese forces have destroyed the American plane that attacked Darwin. Japan—Second American plane damaged. Japan—Third American plane damaged.

August 2, Friday

1,200th day of War against Japan. Japan—Japanese forces have destroyed the American plane that attacked Darwin. Japan—Second American plane damaged. Japan—Third American plane damaged.

Rommel—General Rommel—Second American plane damaged.

August 3, Saturday

1,200th day of War against Japan. Japan—Japanese forces have destroyed the American plane that attacked Darwin. Japan—Second American plane damaged. Japan—Third American plane damaged.

August 4, Sunday

1,200th day of War against Japan. Japan—Japanese forces have destroyed the American plane that attacked Darwin. Japan—Second American plane damaged. Japan—Third American plane damaged.

August 5, Monday

1,200th day of War against Japan. Japan—Japanese forces have destroyed the American plane that attacked Darwin. Japan—Second American plane damaged. Japan—Third American plane damaged.
additional to the almost continuous pounding of the Japanese main islands with increasing powerful forces of aircraft carrying ordinary bombs, of both high explosive and incendiary types, from land bases in the Marinas and Iwakus, and repeated strikes by carrier aircraft of the Third Fleet in which British ships and aircraft formed an important element. On July 24 Admiral Halsey's attacks on remains of the Japanese fleet at

Sentai Bay area, the naval base 180 miles north-east of Toko, attacking power stations and factories.

yields, hangars, barracks, workshops, dispersed aircraft, airfields, shipping, gliders and tags. Several enemy aircraft attacked the Fleet as it withdrew, without effect, and a small force of enemy torpedo planes was completely wiped out.

On July 26 a proclamation signed by President Truman and M. C. A. P. C. (in the form of an ultimatum to the Japs, after its approval by King Sakti by radio). Clause 8 read: "The terms of the Cairo declaration shall be carried out, and the Japanese government shall be limited to the islands of Honshu, Koshikoi, Kyushu, Shikoku and such minor islands as we shall determine." Failure to accept this ultimatum as a signal to surrender will be followed by a war of annihilation upon Japan. The Japanese elder statesmen rejected the warning.

On July 27, 22 Super-Fortress bombers of the 20th A.F. dropped leaflets warning people to leave from Amosu, Nishino-suku, Ogasu, Ichinomisaki, Nagashima, Kuroshima, Uyumun, Tano, Kusume, Gosejima, and Hakadaki. Two days later the six cities in Sakai and the Shimotsu oil refinery were bombed with more than 5,500 tons of bombs from 150-400 Super-Fortress bombers. Five were left in ashes and the sixth heavily burned. In the night of July 31, twelve Japanese cities were similarly warned: Naha, Hiyahi, Maboshi, Tsukuba, Nagaoka, Shino-suku, Matsukura, Kikai, Maizuru, Ono, Fukuyama, Nanto, Kusume, Hakadaki. The four cities in Sakai and the Shimotsu oil refinery were among the targets of the torch fires. On August 2, 600 tons of bombs were dropped and the total load of 6,000 tons during the first day of August.

While on the Japanese cities were again warned. Miyazaki, Saga, Yawata, Hachinohe, Akita, Fukuyama, Utsunomiya, Tochigi, Tottori, Iwaki, Taka- lama, Hiroshima, Tsurumi, Kanazawa, and 22 Super Fortresses, and next day 260 Super Fortresses bombed Shimotonai, Nishionai, Oita, Jampa, and Shiga. The total load of bombs was 4,000 tons. On August 1, 500 tons bombs from 22 Super-Fortress were released at a time with 4,000 tons of bombs from 22 Super-Fortress.

First British Skin Fair Over Japan, this aircraft (top) operated by the Royal Air Force (RAF) was photographed in the air over Tokyo during a recent attack. The aircraft is a Superfortress (Type 109), armed with 1,100 110, 400 110, and 150 110 mm. It is powered by four 1,300 h.p. engines.

More than 300 Planes, on a Two-Day Strike at Honsiu. At the end of July it was announced that at least 1,230 Japanese ships and 1,257 aircraft had been destroyed or damaged during the preceding 25 days by the Third Fleet. On August 9 and 10 the same Fleet struck more than a thousand planes on a two-day strike against targets in Northern Honshu. The British aircraft struck at targets around

Kure included about 350 British carrier planes, and about 1,000 American. On July 30 more than a thousand U.S. and British carrier planes attacked military targets in the Tokyo-Yokosuka area; their original targets—airfields—were wiped out by fire, so they were switched to targets of opportunity. The Japanese estimate for this day is that 1,600 aircraft had attacked the Japanese main islands up to 6 p.m.

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Flying Boat Base for War on Japs and Locusts

A 1,650 H.P. CATALINA IS HAULED UP THE SLIPWAY for a maintenance check at Korangi Creek, Karachi, one of India's largest R.A.F. flying boat bases (I). From shore (I) Captnship and Sunderlands arriving from the United Kingdom are essaying to the former destination, Karachi. The northern Dardanelles is patrolled by flying boats of the same type. Sunderlands have destroyed much enemy coastal shipping in the Gulf of Siam. Air Vice Marshal C. E. H. Guest, C.B.E. (in circle) commands R.A.F. Transport Command Group operating in India and Burma. PAGE 289
Only the sentimental among out country-dwelling, I imagine, will regret the passing of the Rezon des GasseEmployees (an influential body in the catering trade) to establish the traditional aperitif of the British water. Instead of the soup-splattered dicky and shiny suit, after the cut of the late Bilton, the water of tomorrow is in worn "washable white jackets, with immaculate tails, trimmed by all waiters in Hollywood films as well as by most in smart resorts abroad before the war. The old-fashioned waterers' clothes provided much shaggy humour for stage- hall comedians, and the publications of picture postcards, yet I doubt if done out in a thousand ever reflected, between courses, that this highly suitable cover, with at least daily change of cuffs, dicky and cellar—often made of paper—its true to- had to be provided and maintained by the waiter himself, often at considerable expense. Any new gadget that combines cleanliness and servility of appearance with charm and ease in laundering will be a blessing all round. I make only one reservation. I shall expect in future revived of G.B.S.'s still delightful play You Never Can Tell, the philosopher-waterer continues to dress in his old and familiar nan-s-gallery, Bovian philosophy and washable white jackets. I somehow feel, would not go hand-in-hand.

Many a motor-bus has travelled far from its accustomed heat in the last few years. It began with the blitz, and the hundreds of provincial buses that were rushed up to help London through the bad summer of 1940. Do you remember when you could ride down the Strand on a bright blue bus? Now he'd have to be a very dark blue one from Bradford or Birmingham, I suppose. It was like being in Venice or Naples or Glasgow! Later on, the great pavement of London Transport was too seen in the streets of Coventry and similarly struck towns. Altogether 283 London buses were lent to the provinces. And now there are men serving in the Army of Occupation coming from Maldon, Northampton, and other districts, who rub their eyes at the strange but gratifying sight of their home town buses scudding across Germany, in the process of transporting those tragic thousands officially known as Displaced Persons. Of course, buses were far afield on war work between 1914 and 1918, too. A battalion shifting from one part of France to another would often find a fleet of them waiting at the railroad; and though the buses were all disguised in a uniform of drab grey, Londoners at least could not mistake the peculiar top-hatcy lift, of the old B-Type vehicles, and always hailed them as old friends. The oddest encounter of this kind was when a party of German parachutists would have been hir- ned by the Lufthansa to fly airmail to the British countryside. One supposed they would have had excellent evidence as a lift of how to use them. Still, the principle of the thing was we were not able to tell them we need not go out of our way to help them when they were not enough; and the thoroughly with which the idea was carried out was justified as the time to simulate as a stimulant. Incidentally, how many remember that the man responsible for getting the signposts removed was Lord Reith, who was Minister of Transport for a brief period in 1940? It was an appropriate task for one who had already removed in his B.B.C. days for an insistent belief in the virtues of anonymity.

Chronicles of the Second Great War, like their predecessors in other wars, are not the least known and most romantic of these historical repetitors is disclosed by Charles Grice in his lively two-shilling pamphlet, Dive for Death. The reader is taken from the very beginning, to the 1939-45, and to the time when Londoners could not even exist in the trenches. (There were not fewer than 3,000 watchers in Clarendon Street alone.) The story moves back to the time of the Battle of France, when London cuneformes were pre-eminent in the news. (There were not fewer than 3,000 watchers in Clarendon Street alone.) The vital silences, aren't, should not, end up, quite yet. The B.B.C. has been a crucial and essential asset. The last of the two is always the most extraordinary, meaning (roughly) "Whataever things. The B.B.C. is a journal of news and information, a medium of communication. In the event, the B.B.C. proved far more successful as an agent of war than ever it had promised to be of peace. A series of events, some entirely unexpected by the B.B.C., even before the war had ended, led to a few years ago to the only one, for the scattered and cramped forces of French in Europe. You and I may have thought much of the Home Service and Literary programmes at times; but hundreds of thousands of men and women in the co-operating countries of Europe will always remember the voice of the B.B.C. gratefully. A little personally glowing speech about the world of darkness, a stimulus to resistance, and a constant assurance of final victory.
In Britain Now: Members of the New Cabinet

H. Rowson
Lord President of the Council

Ernest Bevin
Foreign Secretary

Arthur Greenwood
Lord Privy Seal

Hugh Dalton
Chancellor of the Exchequer

Sir Stafford Cripps
President of Board of Trade

A. V. Alexander
First Lord of Admiralty

Lord Jowitt
Lord Chancellor

J. Chuter Ede
Home Secretary

Viscount Addison
Dominion Secretary

Lord Pethick-Lawrence
Sec. of State for India

G. H. Hall
Colonial Secretary

J. J. Lawson
Minister of War

Viscount Stanage
Minister for Air

Joseph Westwood
Secretary for Scotland

George A. Isaacs
Minister of Labour

Emanuel Shinwell
Minister of Fuel

Ellen Wilkinson
Minister of Education

Aneurin Bevan
Minister of Health

Tom Williams
Minister of Agriculture

The new Prime Minister, Mr. Clement Attlee, returned to London yesterday after the formation of his Cabinet by August 3, 1945, in readiness for the opening of Parliament twelve days later. Mr. Churchill resumed leadership of the Opposition.

The Cabinet numbers 20, as opposed to 24 in Mr. Attlee's. The average age of Labour Members, as calculated from their birth years, is 60, considerably below the 64 of the previous Government. The average age of W.P. Members, as calculated from their birth years, is 56.
Brussels Says ‘Thank You!’ to the Guards

TROOPS OF THE GUARDS ARMORED DIVISION—seen marching along the Rue de la Régence towards the Palais de Justice—were honoured by Brussels on July 28, 1945, when the Burgomaster presented them with plagues and standards recording the city’s gratitude for their liberation.

The Guard’s Armored Division was a British military formation fighting in the Second World War. They served with distinction and were highly regarded.

The ceremony was held in Brussels, and the Guard’s Armored Division was presented with plaques and standards, symbolizing the city’s gratitude for their efforts in liberating the city.