OUR KING AND QUEEN, WITH THE TWO PRINCESSES, entered St. Paul's Cathedral in a funeral train to commemorate the remembers of the Household Cavalry when they attended a special Te Deum service there on August 18, 1945, to commemorate the anniversary of the end of the War. The Prime Minister and his Cabinet, Mr. Churchill, distinguished representatives of all the United Nations and the Dominions, and heads of the Services and civil departments were among a large congregation.

Photo, P.N.A.
The Day for Which the World Had Waited

CELEBRATING THE JAPANESE SURRENDER. Generalissimo Chiang Kai-shek (1) broadcast on August 14, 1945, from Chungking. In Paris, U.S. troops (2) sold newspapers in all of the Red States. New York's Times Square Augt 15 was jammed. In Cairo, British, Egyptian men and women (3) strolled the busiest blocks. In Government troops heard the news from the U.N. (4). Two days previously, Filipinos in Manila (5) had hailed Russia's war declaration.
Although I have on various occasions expressed my opinion that the Japanese, for all their preposterous boasting, would not be able to prolong the War for any considerable stretch of time after the complete collapse of Germany, and I have never expected them to endure many months beyond that happy event, I readily confess that one could not easily have submitted a good case for that belief, which was more in the nature of "wishful" than a conviction based upon reason. That Russia would soon or later attack Japan was fairly obvious, for the Soviets regard themselves as the heirs of "Mother Russia" along the vast and still indefinite borderlands of Manchuria and Mongolia, where for generations the competing interests of Russia and Japan have been awaiting final solution. One could, of course, argue that the tremendous bombing which the war plants and industrial centres of Japan had been receiving for months past was "softening up" the island empire preparatory to mass invasion and naval attack, which would quickly precipitate the early collapse of the far-scattered Japanese forces, as these had been robbed of all naval support by the almost total destruction of the Mikado's sea power; but it was a mere handful of men in America and Great Britain who knew about that greatest of all secret weapons, the atomic bomb.

"A Bomb to End Bombs" Without that stupendous instrument of offensive war, to which by comparison the most diabolical of Hitler's weapons was an almost medium of servitude, a war against Japan might still have been going on, even through its end would have been clearly in sight. The fact that no more than two of these bombs were required to preclude the existing race of greedy and obvious Nipponese to submission, is the best proof of the value of this great discovery, in which both British and American scientists have shared. A quick-witted humorist has described it as "a bomb to end bombs." And quite seriously that may prove a truer description than "a war to end wars" which, for a time, so many of us hoped the First World War might prove.

We can restrain our tears for the large destruction of two populous cities of a people who have shown themselves to be as cruel and barbarous as the Western Huns and even more treacherous. These bombs destroyed five-eighths of the total national debt of Great Britain at the end of the Napoleonic Wars—may yet be locked upon as cheap at the price, and there can be little doubt that they left a third of a million lives of the Allied armies by order to save a major part, much as forest fires are fought by burning large tracts of country in their course: the "sacred earth" policy wherewith Stalin has ruled.

This thanksgiving services and natural rejoicings with which the submission of the barbaric God-King of the Japanese was marked throughout the world, and especially in those countries whose sons have fought against the oriental aggressors, were not entered into with the same lightness of heart that, for the long years of suffering which had been endured. It is, however, regrettable that certain nations have failed to take advantage of this occasion for rejoicing, but refused to allow any form of thanksgiving in their churches because of the means whereby the superior intelligence of the West has overwhelmed its imitators in the East. Those who have witnessed this awful secret from the innermost recesses of nature will yet discover how to apply it to the good of humanity. That will take many a year of research and experiment, I remember reading in a New York journal fifty years ago the breath-taking details of the possibilities awaiting the world when science had discovered how to obtain from coal its total energy without destroying most of it in the furnace fires. That was a future that was to be brought about by the new method of abstracting their full calorific value, what hundreds of tons were needed to produce by the methods then in use! After half a century we are still burning away in smokeless smoke most of the calorific content of the coal!

The Dawn of a New Era But the human factor remains. Will those on whom we have inflicted complete defeat in the West and the East be willing to accept the verdict of this World War? It is a question to which your answer is as good as mine. All that we do know today with any certainty is the fact that we possess a weapon of offence which has never before in the history of the world been at the disposal of any group of human beings, and if we fail to use it in such a way as may prevent all predatory peoples from disturbing the world's peace we shall have proved ourselves unworthy custodians of a power in which there must reside potentiabilities for the good of Man no less than for his harm. On the whole, the chances that we have shifted for ever the willingness to make war are as great as the potentiabilities for war-making which have now been demonstrated to the world by the use of the atomic bomb. In any event the world has been forever raised from its present level of human activity, and we must go forward in it not full of fear and trembling, but with high hope for the triumph of the human mind.

J. A. Hammerton
We are fully justified in reporting Jap's surrender, even if it is the wish that it had been brought about by other means, to obtain to be sure whether fighting will cease even when the Emperor's orders have reached his troops. His broadcast was far from satisfactory, and had more sinister implications than a mere face-saving statement. General MacArthur may have no easy task in enforcing the adoption of a more chastened attitude even among those who have experienced the bombardment of the heart of Japan by sea and air, and who must realize the effects of the atomic bomb. Outlying troops and commanders who have not had these experiences nor been decisively defeated—in some cases they have not been engaged at all—may not consent to lay down their arms while they are in a position to continue the struggle.

POLICE Operations to Suppress Bandits by Fanatical Groups

The Russian offensive is admirable, and, as Mr. Churchill has told us, so punctually timed, has removed the most serious danger of prolonged resistance in defiance of the Emperor's orders. But it would, I think, be premature to count on the surrender of the many detachments in Manchuria where reserves can easily be employed to avoid decisive defeat. In such cases much must depend on the personal reaction of the local commander, for the Russian violent and often wanton propensity to suppress bandities by fanatical groups. Meanwhile, everyone who is familiar with the Japanese war closely throughout will be pleased that the Australian, when released, was able to set forth first to defeat the Japanese on land, shoulb on Bougainville be the first to receive the surrender of a complete detachment, still capable of resistance.

It will be interesting to learn, though we may never do so with certainty, how nearly the Japanese Government was brought to surrender by intense bombing before the atomic bomb was used, or whether Russia's intervention would by itself have proved a decisive factor. In the event, there cannot be a shred of doubt that the use of the atomic bomb was decisive and that it accelerated the end. That is the immediate justification for its employment, for it probably saved more lives than it destroyed.

The long-term effects of its use may be infinitely more important. It gave convincing proof that the most peace-loving nation in the world possessed this terrible weapon. If
Japan's Surrender Envoys Receive Their Orders

AT MANILA on August 14, 1945, in response to a note from Gen. Douglas MacArthur, the Imperial Japanese government, through its American representatives, accepted the terms of Gen. MacArthur's General Orders No. 5. In their turn, the Japanese envoys were received by Gen. Douglas MacArthur in the presence of Gen. Chester W. Nimitz, U.S. Fleet Admiral of the Pacific. The terms of surrender were given to the Japanese envoys, as shown on the chart on the left. The Imperial Japanese government, through its American representatives, accepted the terms of Gen. MacArthur's General Orders No. 5. In their turn, the Japanese envoys were received by Gen. Douglas MacArthur in the presence of Gen. Chester W. Nimitz, U.S. Fleet Admiral of the Pacific. The terms of surrender were given to the Japanese envoys, as shown on the chart on the left.

The surrender of Japan was announced by President Harry S. Truman on August 14, 1945, in a radio broadcast from the White House. The terms of the surrender were later signed by the Japanese government and Gen. Douglas MacArthur. The surrender marked the end of World War II and the beginning of the Cold War.

Many of the Allied leaders present when the terms of surrender were signed are shown in the photographs on this page. President Harry S. Truman, Gen. Douglas MacArthur, and Gen. Douglas MacArthur's personal representative, Gen. Winfield S. Rice, are shown in the center of the photograph. The Japanese representatives are shown in the photographs on the right. The photograph at the top shows the Japanese delegation as they arrived in Manila. The photograph at the bottom shows the Japanese delegation as they left Manila.
Simultaneously With Our Navies Today

By FRANCIS E. McMurtrie

Weapons of all kinds, including torpedoes, mines, shells of various calibers, and naval aircraft. Amongst the last-named was the latest type of Seafire, with a speed of over 400 miles an hour. There were examples of enemy weapons such as the "Biber," and the "Sechund." Aidget submarines, a man-sized human torpedo and an explosive motor boat. An exceptionally interesting exhibit was the Porcupine Dome, an ingenious device for training anti-aircraft guns' crews, in which the sounds of the aircraft's engine and of the firing of the guns are realistically reproduced. Each man under training mans his gun just as he would on board a ship, and does his best to hit the enemy aircraft as it passes over in the form of a shadow on the dome. The number of shells fired in the total of all is registered automatically.

EXCHANGES of Warships Between the Royal Navy and U.S. Navy

The Wrens produced a very effective scene, in which methods of rigging and splicing and visual signalling were demonstrated. Wrens could also be seen working on radio gear for aircraft. There were great many photographs showing the actual progress of the war in the Atlantic. Mediterranean and Far East. Aircraft were also demonstrated, and the Dutch took the utmost interest in these photographs, examining them closely and reading out the captions to one another. Altogether the occasion was a tremendous success, and I returned from Rotterdam wondering how long it would be before the Admiralty is able to stage a Navy Week in this country again.

With the end of Lease-Lend, warships are starting to change hands. The first of these exchanges took place at Chatham and Harwich, where American-built frigates of the Royal Navy were turned over to the United States Navy in return for or British-built corvettes which hoisted the American flag in 1942. All the frigates were of the Dido-propelled type, belonging to the "Capitán" class, while the corvettes were of the "Flower" design. In the former were included H.M.S. Grenadier and in the latter the U.S.S. Intrepid, which was launched at H.M.S. Candaig. It is quite certain, of course, many more American-built British warships than there are British-built United States ships.

ONE OF THE MOST SENSATIONAL STORIES OF THE WAR was how Admiral Nimitz, Allied Naval C-in-C in the Pacific, described the rescue of 198 British and Australian prisoners. They were survivors from the sunken Japanese transport Rabaul Wave, sunk in the Tasman Sea, west of New Zealand, on the morning of May 26th. Of the retained at least one month on board a medium-sized cruiser named the "Imperial Eagle" and the other prisoners were transferred from the cruiser to a merchant vessel named the "Sandfly." The prisoners were given food and clothing. The cruiser made a tour of the world and returned to the United States in November, 1942.
After Years of Trooping the Queen Mary is Home

SOUTHAMPTON ROARED ITS DELIGHT when on August 11, 1936, the giant Queen Mary entered her permanent berth for the first time since 1919, when she became the world's largest troopship. Crowds cheered, bands played and aircraft circled overhead as, with regal ring, the $35,000,000 luxury liner sailed up Southampton Water. As her thousand privileged passengers from the U.S. disembarked, other goosanders were being hurriedly converted to warship. It was 8 months before they were ready to go back to their former purpose. When they were, long after the war ended, their passengers included Admiral Ernest J. King, former Commander-in-Chief of U.S. Navy forces in Europe.
Removing All the Nazi Smears from Norway

The task of evacuating by land and sea the 140,000 members of the Wehrmacht then in the Narvik area of Norway—at an average rate of 5,000 a day—began in early August 1945. By British troops transferred from Royal Artillery A.A. regiments to infantry. At the request of the Norwegian Government, 7,000 German was sent to Fiumara (see pages 535-69 and 549, Vol. 3), as led General Sir William Nicolson, Director of Military Intelligence, by the Norwegian: vast quantities of equipment left into British hands, so the British had built up stores sufficient to maintain their forces there for at least nine months. Small arms ammunition and breakdowns of all sorts were calmed, but large-calibre ammunition was dumped in the Narvik fjord. Metal from all seized gun-barrels except those likely to be of use to the Allies, was collected and melted down to a kitten of Norwegian, in which 73,000 Red Cross and Polish troops are housed, was handed over to Allied care by the local town council.
Jap Resistance Flickers Out in the Sittang Bend

WAITING FOR THE ORDER TO FIRE was this mountain battery of the 14th Army (1) east of Toungoo in Burma, firing she missed in mid-summer 1945. In the Sittang Bend, where fighting was still reported after the Japanese surrender on August 14, Gen. Sir Claude Auchinleck, C-in-C India, spoke with men of the Royal Thai Regt. (2). In a field hospital, a U.S. Field Service volunteer tended a wounded Burman (3), flabby-weathered Japanese, supporting themselves on sticks (4), were captured while trying to escape.
Two phases of radar, the brain-child of Dr. Robert W. C. Pollock, C.B.E., Scientific Adviser on Telecommunications, and Captain W. C. G. Tarkie, O.B.E., of the other radio "back-room boys," was begun for the Army in anticipation of the probability of a surprise attack on the nation's capital on October 13-16, 1936. The secret project was performed under the direction of Mr. H. C. Hewett and Mr. W. G. Tarkie's invaluable guidance and with the kind cooperation of the many British radio corps. It was the first U.S. achievement in the field of air defense "visible to us" and the first time the public became aware that radar was in the test stage. "The War Illustrated." It was radar, immensely improved, which enabled the skill of our A.A. gunners to such an extent that Hitler's terror-campaign of double-dugout raids failed in its purpose.

Before the VI menace, scientists had been working to produce a radar system which could not only detect the enemy's aircraft, but could also locate him at a distance. The radar system which scientists invented was the first to be used in conjunction with the B.B.C.'s "Over the Air" system. The B.B.C. was used to transmit a signal which could be picked up by a receiving set at any distance. The signal was then picked up by a receiving set at the receiving station and then transmitted to the control tower where it was amplified to a loudspeaker.

The gunners who operated the radar equipment were able to detect the presence of an aircraft at a distance of several miles. They were also able to determine the direction and speed of the aircraft. The gunners were able to fire warning shots at the aircraft and were able to tell the pilot the direction and speed of the aircraft.

The use of radar in the war against the Blitz was a great success. The gunners were able to detect the presence of the German aircraft at a distance of several miles. They were also able to determine the direction and speed of the aircraft. The gunners were able to fire warning shots at the aircraft and were able to tell the pilot the direction and speed of the aircraft.
These Were the Uncanny Secrets of A.A. Command

EQUIPMENT FOR SHOOTING DOWN FLYING BOMBS was included in a radar demonstration (1) given in Hyde Park, London, in mid-August 1940. Attatched to a light A.A. gun, it transmitted range, bearing and elevation data continuously to a director predictor controlling the gunner. Essential in the operation of radar were the A.T.S. (a predictor detachment at another station (2)), who gives the gunner instructions in the (3). This Canadian-designed radar set (4) is contained in a cabin which, when available, is used for ensuring the accuracy of the set on the closer ranges. See also facing page.
Now It Can Be Told!

How the Navy's Phantom Fleet Hoaxed the Hun

For nearly two years of the war the Royal Navy had a fleet of wooden warships fitted with dummy guns to hoax enemy reconnaissance aircraft and bombers. They were merchant ships with elaborate superstructures of plywood and canvas, painted to transform them into replicas of real battleships and an aircraft carrier.

Dummy warships had been used with success in 1914-15, and in 1939 a new force of dummy ships, known as Fleet Tenders for purposes of security, was constructed on the instructions of Mr. Winston Churchill, then First Lord of the Admiralty. Three 9,000-ton merchant ships were used: the S.S. Paktha and S.S. Waimate being turned into the 33,900-ton battleships Revenge and Repulse, and the S.S. Mamaki becoming the aircraft carrier Hermes.

They were manned by naval "carrier" crews, and their holds were filled with thousands of empty barrels to give them greater buoyancy in the event of their being hit by bombs or torpedoes. Many rumours, which are known to have reached the enemy, were started by the appearance of one of these mystery ships in ports in Scotland and on the Tyne. By 1941 the dummy warships had served their purpose: S.S. Mamaki (alias Hermes) had been wrecked off the Wash; the other two were handed back to their owners and sold as merchant ships.

It was left to a real battleship, the 33-year-old H.M.S. Centurion, disarmed under the Washington Naval Treaty, to carry this imposture into foreign waters. In a fortnight in April 1941, while the Devonport dockyard was under heavy air attack, she was converted into a ridiculous imitation of the new battleship H.M.S. Ammon. She was fitted with a dummy after-lapet, mainmast, main armament and, with a crew of 12 officers and 26 men, set out on a 30,000-mile trip round the Cape that ended at Bombay. In June 1942 she sailed in a Malta convoy that was intercepted by the Italian Fleet.

She was repeatedly attacked by bombers, shot down one Siska, and damaged at least four J.U. 188s. Her greatest danger was that her wooden armament might catch fire.

Once, in a morn in the Indian Ocean, her dummy "A" turret was swept overboard by a heavy sea, and astonished look-outs in the century reported a 14-in. gun firing down the funnel! Perhaps her strangest trip was the voyage home manned by a scratch crew of naval officers and men due for separation. Their main armament was half-dozen rifles, apart from the dummy guns. When they entered the Suez Canal from the Bitter Lakes, a signal was made to the ship from the Suez Naval Officer ashore. "You leave the Pyramids on your left," it said. The Centurion was finally sunk as a blockship off the Normandy coast on D-Day to form a breakwater foiling craft—part of the Mulberry project.

This Was Hitler's Amazing Plan for Britain

There recently fell into British hands a document which now can be reproduced quite humorously. Entitled "The Military Administration of England," it was a close secret of the German High Command. From it we learn that Hitler had planned invasion of this country before September 9, 1945.

It is now being transformed into Germany's war workshop.

Weapons were to be produced under Nazi direction for the Battle of Russia. To prevent shortage Field Marshal von Brauchitsch, then C-in-C of all German forces, ordered that the entire male population between 14 and 45 should be deported to the Continent and interned, as soon as possible after Britain was defeated. They were presumably to be distributed on the Continent as slave labourers and German workers were to this country to keep the war machine operating with minimum interruptions.

ROYAL NAVY'S DUMMY WARSHIPS, which had fooled the Nazis, included a replica of the battleship Hermes (left) and an aircraft carrier (below). The Centurion (above) was camouflaged with wood and canvas, as revealed in this page.

Photo, British Official

This blueprint for Britain in detail was mapped out a year before Hitler invaded Russia by a group of military experts working under the direct guidance of Von Brauchitsch and General Halder, the chief of staff of the German High Command. Only 179 copies of the document were printed, 178 were distributed among high Nazi authorities and Army officers, the remaining reserved for the archives of the High Command.

Von Brauchitsch, who was relieved of his command by Hitler soon after the Stalingrad debacle, stated a direct order that "the chief task of the military administration in England will be to use all the resources of the country for the German war economy." In the German idiom, "England" usually signifies Great Britain, and the document probably applied to all areas of the United Kingdom. Here are some other regulations outlined in the document:

Any person invading the German war
effort in Britain by starting hostilities will be treated as a gasoline and shot. Hostages will be taken as a "security" measure. National law is in force before the occupation will be maintained only if they are not contrary to the purposes of the occupation. The country's state of health will be considered important only as a safeguard for the resources of the country, and non-fraternization policy for the troops will be enforced on a limited scale.

**Death-Threat Hanging Over All**

In conversation with the population the utmost reserve is ordered. The enemy's intelligence service will be active, and any fraternization might therefore have severe consequences. Any violence against the population, and looting, will be a Military Court offence and punishable by death. Monuments will be protected. There will be no compulsory acceptance of German State banknotes and coins. The rate of exchange will be 9½ marks to the pound (the pound would thus have been debased to a value of 1½ d. according to pre-war exchange rates)

All public utilities, including gas, electricity, the railways and objects of art will be under the special protection of the Army. Sabotage

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**GANGSTERS FOR COMMANDOS**

An order recalling suggestions considered in the early days of the Occupation was whether it would be better to use two thousand or greater saboteurs; the order was now to use five instead of five hundred. The new orders, it is revealed, are carried by Edward A. Clarke, the British Army magazine, and that Edward a Commando, was the 50th division of the Army. Clarke also has a new concept, a how-to-do-it handbook for a Commando of control and sabotage.

SOUTHERN'S "PIER 34" was a wartime secret weapon kept by one of the best of all the famous Nazi warplanes. As the outbreak of the air raid on Britain a special upper deck was inaugurated for the Prince George, the German air raid on the German, and a battery of such guns was emplaced in the southern part of the country. The ship was a German Airship, the "Vampire," and the gunners above it were on active service on the approach of a German warship building for London.

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Britain was to be divided into districts in the charge of army commanders, who were to act as "governors." Subordinated to them were field and town units. The document finally reveals that astonishingly intricate arrangements had been completed for our economic enslavement.

"An army economic staff will function under the direct orders of the C.-in-C. of the Army," it states. "It will be installed in all barracks and industrial centres, and will have charge of transporting raw materials and completed war equipment. Immediately upon the defeat of England, administration staffs will join the Armies of Occupation. They will be made up of experts on food, agriculture and industrial production."

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**WHITEFIELD MEMORIAL CHURCH, Tottonham Court Road**, was completely destroyed on Sunday evening, March 30, 1940, by one of the first ranked bombs to fall on London. Of a congregation of 30, seven were killed. The church—so it was (above left), and (right) after being struck—was destroyed completely. The church, in the centre, is being restored to its former state at a cost of a licence fee incorporated in a bill. It was opened in 1903. Westminster, a comparatively new church, was cleared with over 15,000 casualties.
Problem of Sudeten Germans in Czechoslovakia

It may seem surprising that the Germans, invited by the Czechs to settle in Bohemia in the 13th century because they were industrious farmers, subsequently conduct themselves as if they were first-class citizens while they regarded the Czechs as very second-class. But when the Battle of the White Mountain, fought near Prague in 1620, resulted in a dire defeat of the Czechs at the hands of the Habsburgs and a German domination which lasted for three centuries, there was every encouragement for the Germans in the country to consider themselves as a separate people, more or less, speaking a German dialect and in a different language. It is not surprising that after the Austrian defeat at the hands of the Habsburgs and the Czechs, their language proved to be quite a strong tool in the national movements of the period. In 1918, the Czechoslovak Republic was founded, and the Germans were considered a minority group.

In 1938, the Sudeten Germans, who lived in the Sudetenland region of Czechoslovakia, were faced with a significant challenge. The region was inhabited by a large number of Germans, who were concerned about their future in the independent Czechoslovak Republic. The Sudeten Germans felt that their rights were being ignored and that they were being discriminated against. The situation escalated when the Sudeten Germans began to demand more rights and representation in the government.

The Czechs, on the other hand, were wary of granting the Sudeten Germans too much power, fearing that it would lead to the dissolution of the state. The Czechs were also concerned about the potential for conflict with Germany, which had already annexed Austria in 1938 and was expanding its influence in Central Europe. The Czech government was under pressure from the international community to handle the situation with caution.

Under the German occupation, the Sudeten Germans were granted special rights and privileges, including representation in the government and in the legislature. However, these rights were later revoked by the Nazis, who sought to eliminate any vestiges of German nationalism in the region. The Sudetenland crisis eventually led to the Munich Agreement in 1938, which ceded the Sudetenland region to Germany, further exacerbating the situation for the Sudeten Germans.

The crisis in the Sudetenland highlighted the complexities of dealing with national minorities in a multi-ethnic state. It also raised questions about the limits of self-determination and the role of international law in resolving conflicts. The story of the Sudetenland remains a significant event in the history of the 20th century, and its legacy continues to shape the political landscape of Central Europe.
Broadcasting at midnight on August 14, 1945, the Prime Minister said, "Japan has today surrendered. The last of our enemies is laid low!" The next two days were combined public holidays, and the sense of rejoicing that had prematurely overflowed in the torrent of rumour became the mighty torrent in the accomplished fact. This unique scene in Piccadilly symbolised the profound feeling of relief and thankfulness that swept through Britain and the Empire.
Their Majesties Drive in State to Open Parliament

At the commencement of the two-day Victory holiday, on the morning of August 15, the King, accompanied by the Queen, drove in an open landau from Buckingham Palace (top left) for the ancient ceremony at the Palace of Westminster. Escort was provided by the Household Cavalry, and the route was lined by troops of the Brigade of Guards backed by cheering spectators. Rain falling steadily kept no one's spirits down, nor did it induce Their Majesties to raise an umbrella (top right).

While Multitudes of Citizens Assemble to Rejoice

Around the Victoria Memorial and down the Mall vast jubilant crowds swayed and surged (bottom): this was the remarkable scene from the roof of Buckingham Palace. All day long and far into the night the throngs, in highest good humour and orderly fashion, continued to celebrate. Those able to approach the Palace cheered again and again for sight of the King and Queen, who made their sixth and last appearance that day on the Palace balcony shortly before midnight.
Monty's Day of Triumph Down Lambeth Way

Lambeth held its own particular "party" on August 15, to acclaim Field-Marshal Sir Bernard Montgomery (top) as he drove like a prince in triumph through the streets to the Town Hall to receive the Freedom of the Borough, his birthplace (see also story on page 31). Many of the welcomers, still honing with cheering, went at night to swell the crowds that riveted in London's floodlighting: St. Paul's Cathedral (left) and the Tower of London (right) were among the spectacles.
NEVER in any war before the one that has just ended have we had so marvelous opportunities. When I think of the number of the men who were killed, of the number of the casualties, of the number of the prisoners that we had captured, of the number of the warships that we had sunk, I cannot help but feel a profound sense of regret that we had not had even more opportunities to use these means of destruction. But I must say that I do not believe that we could have done any better with the means that we had.

Time, along with the enlarged opportunities, brought in the problems of mutual distrust, of war correspondents, of war correspondents' exercises. The correspondents were supposed to be of the utmost importance, and they were. But it was also a matter of great concern to the correspondents themselves. They had to maintain their own morale, and they had to maintain it in the face of constant pressure from the authorities. The correspondents were supposed to be a source of news, but they were also supposed to be a source of propaganda, and they had to be careful not to cross the line into propaganda.

Diplomacy was something that the correspondents had to deal with as well. The correspondents were supposed to be the eyes and ears of the world, and they had to be careful not to mislead the public. They had to be careful not to give the impression that the war was going well, or that it was going badly. They had to be careful not to give the impression that the war was never going to end.

But despite all the difficulties, the correspondents were able to do their job. They were able to report the news, and they were able to do it with a great deal of skill. They were able to maintain their own morale, and they were able to maintain it in the face of constant pressure from the authorities. They were able to do their job, and they did it well.

Long-Distance Naval Actions

He jumped at the chance of seeing a naval engagement, but unfortunately for him, his enthusiasm was short-lived. Although not a single shot was fired at the warship, the tension of the situation caused him to sit up straighter and to feel the tension of the moment. The tension of the moment was enough to make him want to cry. The tension of the moment was enough to make him want to laugh. The tension of the moment was enough to make him want to do something.

But before he could act on his feelings, he was called back to his duties. He was called back to his duties by the authorities, who were concerned about his safety. He was called back to his duties by the authorities, who were concerned about his safety.

The authorities were concerned about his safety, and they were concerned about his safety because they were concerned about the safety of the warship. They were concerned about the safety of the warship because they were concerned about the safety of the warship.

50,000 Miles With a War Reporter

Of General Alexander, as he was then, Mr. Gander says that he had a forlorn, almost supercilious appearance, given him by his drooping upper lip, his classiﬁed mustache, his prominent round jaw, and his Guernsey style cap. There is nothing supercilious about him, however, except its superciliousness, for he has the most charming, unafﬁliated, unaffectedly entire direct manner.

Mr. Gander was able to give him two bottles of whisky, which were very welcome in the jungle, where evening meals had to be eaten in darkness because of stringent blackout and where night was "made hideous by howling hyenas, mosquitoes, snarling lizards and sweat." Again misfortune befell Mr. Gander, and he had to go to Moscow to join his Guernsey style cap. His misfortune contained the report sent by the cheerful and dauntless native runners.

While he was still lamenting this blow, Mr. Gander had a cable from Fench Street: "Can you get to Moscow quickly?" The prompt answer was to go by Bagdad and Persia, but no sooner had he arrived at Tehran when he was told in another cable: "Regret Moscow only. Complete your visit and return India." Back in Delhi he accost General Wigram and found that "nobody looks less like the conventional picture of the habitually blown soldier and man of action than he could be expected to be. He had a thin, pallid and aesthetic face." (I think Mr. Gander must have meant "concise")! He had a long bony nose. He was a great talker, and as he talked rapidly on an immense variety of subjects, ranging constantly forward, a rebellion broke out in his thick brown hair which fell over his forehead. He did not smoke and hardly ever took strong drink. It was hard to associate this gentle, mild-mannered man with his reputation as a ruthless, resourceful jungle fighter and brilliant guerrilla leader. Only when he began to doze off did some favourite subject come to you, a glimpse of this iron will and the driving power in that frail frame.

From Delhi Mr. Gander flew to Cairo in accordance with an order from his office to join the Eighth Army in the Middle East. But he was too late. The Eighth Army had left: it was concentrating for the invasion of Sicily. Then followed "weary fruitless months in which nothing happened. The 'fortified' correspondents in Egypt grew more and more despondent at our inactivity." However, everything comes to him who waits. In September 1943, after the Italian surrender, the Germans started narrowing the islands in the Aegean known as the Dodecanese (there are twelve of them, and "dodec" is the Greek for twelve). Mr. Gander was told by the British army authorities he could go in that direction if he "made his own arrangements." That, you know, made everyone expect to be able to go to the islands. But there were many obstacles, many problems, many obstacles, many problems. At last Mr. Gander had his chance, and his story of this little engagement went all over the world. He escaped before the surrender in order to send it.

Gun Barrel Became White-Hot

There was a small British ﬁce on the island which needed many Italians, who were used at all, with a few exceptions, such as an Ash-Asho, gunner who "fired with great verve and prodigality till the barrel of his gun went white hot," and did some useful, accurate shooting, too. If the attack had been made only from the sea, it would certainly have been repelled. But, in spite of the sensibilities of the rocky surface, parachutists were dropped in large numbers and gradually the defence was worn down. At last Mr. Gander had his chance, and his story of this little engagement went all over the world. He escaped before the surrender in order to send it.

He had wandered far and wide, travelled 50,000 miles at least, seen many lands, suffered many disappointments, but he struck good fortune at last. And he was collecting all the time materials for a very entertaining book.
We Helped the Dutch With Their Harvesting

AT AN AMSTERDAM LABOUR Exchange
British crews offered state services as farm-
workers to worried Dutch farmers. A hearty
welcome awaited them, including an arrival
meal of fish and vegetables.

HOLLAND'S GRATITUDE
At Buckingham Palace on August 19, 1945.
there were delivered to Their Majesties a
letter and a bunch of flowers—the simple gift of
Reproducers. The last evening of British coming
back to Holland, a group of Dutch farmers
from some of the fields of Holland, were brought
by plane and, with the letter, were pre-

missioned to Queen Elizabeth by the Netherlands
Ambassador, His Excellency Johnhee van
Verdoorn, with this letter.

None of us has yet had an opportunity to thank
Gen. Eisenhower, who allowed us to be
in their midst, not as soldiers but as guests, and
who have put up with us and our thousands of
fellow-ninth year after year. It is to these, our
patron and generous brain, that we now case
to say, "Thank you and thank you again.""To the Ministers of State and the Members of
the Cabinet, we are grateful for the chance to
speak we would do something, something that
tells more convincingly of our feelings than mere words
can do. But what use is a commemoration plaque,
or even such a modest monument or gift to charity
as our more humble could provide, to the house-
workers, the farm-workers, or the farmers of
Britain? None, indeed. And us, forced to admit
our inability to announce this letter with
the dignity it deserves, in the presence of this
Holland's Majesty, we feel that we have only
one way to do it, and that was to send our gift
to those two persons whose joy is shared by all
British in like measure, as all British's joy
shared by them. That, then, is why we decided to
have you make gifts of this handful of humor,
recovered from your Majesty, asking that
you will accept them not only as a token of our
gratitude, but also as an earnest of the resolve
which is engraved in all our hearts in these four
words:

WE SHALL NOT FORGET!

IN RESPONSE TO A BROADCAST APPEAL
by the Netherlands Prime Minister in mid-July
as the signal that, although the area which is
visible in the fields there are not the maps," British
soldiers lent a hand and Dutch newspapers carried the headlines: "The Trommen Help!"
Mulberry Methods to Give Britain New Houses

"MULBERRY" HARBOUR CAISSONS were made of concrete, and similar methods of construction are now being tried in the erection of permanent houses. By building only the front of brick and the other walls of concrete 12 in. thick a considerable saving of skilled labour is effected. The concrete is poured between the steel frameworks, after being vibrated and stood aerated, a method of which it was during recent tests proved to be experimental site in Middlesex. The brickwork is left to the last so that the concrete mixer and other equipment can be removed.
Royal Signals Have the Gloves Off in Germany

British Military Control sentence out no soft treatment to German civilians. First perhaps to acknowledge the truth of this would be the engineers of the supremely important communications system there. Now these are supervised and controlled by the Royal Signals, purveyors of British telecommunications in our zone—and rebelled by Capt. Martin Thorndike, M.C.

In the prime German communications system in the British-occupied zone is in the charge of officers and men of the Royal Signals. This is the most important service in the country; upon its successful operation depends the smooth running of the entire economic system. Under this rigorous supervision German workers are outwitting even the sternest Nazi-run organization, for the disciplined efficiency displayed by the Royal Signals in fighting days was a byword.

These are the men who built and maintained hundreds of miles of metallic strands and countless radio links forming the vast communications web over beaches, mountains, through forests and rivers, tying together all units, co-ordinating the whole attack. As rapidly as areas were absorbed in the advance, Signals would go to work on the rehabilitation of existing telephone lines. Under withering sniper fire linesmen repaired damaged lines, replacing disturbed cables and restoring them to service; replacing insulators shattered by recurring attacks, fixing new poles for those splintered by heavy shrapnel, re-testing and re-testing guides until reliable communication was effected.

It was the specific mission of Royal Signals to weave and maintain this network with one hand while fighting off the foe with the other. For the swift tempo and varied needs of mechanized total war made it imperative that every man in the Corps should be fully trained as well as expert in every aspect of communications. That is the reason the training which qualifies the present managers of Royal telecommunications came, and that their German civilian employees have no option but to sign up to the nearest stand of labour and discipline which the German soldier ever thought of them.

There is another reason for this rigorous control. This is a sphere where war-time surveillance is vital. Only the strictest compliance with military orders can ensure British Army of the Rhine lines of communication, with secret circuits for messages in code. These are to enable the Army, should this prove necessary, to function with the same measure of security as it did throughout the invasion campaign. A second priority is hospitals and doctors, but no civilian can be linked up with Exchange without an Allied Military Government permit.

Staffed by German Civilians

All switchboards, including large automatic exchanges like Düsseldorf, Mülheim, Essen and Münster Gladbach, are, of course, staffed by German civilians. This area is controlled by the 3rd (Welsh) Division, and here again the system comes under stringent Royal Signals supervision. Line maintenance, too, is the job of German Post Office Engineers. But while Royal Signals are responsible for supervision, discipline and for ensuring general maintenance up to the highest possible standard, cable and work repairs come within the sphere of British G.P.O. technicians, who form a large section of the Royal Signals and have been working with them throughout the war.

At Hamburg, where much of the damage to the city was caused by fire, underground cable systems are a reasonably sound state. But in the industrial Ruhr, where destruction was largely due to the deep penetration of H.E. bombs, these systems are in a chaotic condition. Here German P.O. engineers are facing the tasks of re-linking, as well as of repairing, these systems for British, for the problem of bombed cable repairs in the Rhineland areas is the pattern of that described in the last section. It was sent for skilled labour on the spot and over the line, without asking for reasons. So much larger, in fact, that German cable engineers have a task that will keep them busy for months. And, since it is so important to British occupation, speeding the work with stern rigor equal to that exacted by Royal Signals in the Exchanges, are many of those same British technicians who liberated Britain from a sudden communications catastrophe when this country itself became a battleground. They are men who learned their lessons in the hard school of reconstruction along a 20 million-mile net-work of smashed wires and cables, most of it underground.

Throughout the tragic walk-over of the Battle of France these men were men. They were constantly repairing extraordinary measures to maintain vital contacts between armies and units which were perpetually on the move, unable to give advance information of their next locations. When the Expeditionary Force was being evacuated under grave difficulties via Dunkirk, had it not been for the skilled feats of these Royal Signals P.O. engineers the contacts essential to the retreat and evacuation might have been irretrievably lost.

Only at the last moment was this little band of telecommunications men extricated from Dunkirk, to be buried a few months later in a nightmare in which it would be difficult to find a parallel. In the London area alone, between September 1940 and September 1941—the worst phase of the Battle of Britain—4,000 separate cables were fauteured by bombs, involving the replacing of more than 100,000 miles of wire. For a single phase, while maintain in as many as 3,000 lines were repaired, each must be joined to its proper partner at the other side of the break. It was a job for skilled and brave men, since the Germans had to go day and night, bombs or no bombs, in fair weather or foul, unbarraged and untrammelled.

Three hundred miles of wire were laid in the devastated streets of London on the night raids which burned out a quarter mile of the City of London and scattered H.E. bombs among the flaming streets and buildings. It meant, as well, the joining of 250,000 pairs and the soldering of 100,000 points. Under the worst blows which Britain suffered—at one period there were 92 consecutive days of raids on London—communications scarcely faltered. Contacts between the all-important Defence Services were uninterrupted.

"People at home think;" a Royal Signals officer told me, "that we are giving the Germans kid-glove treatment, but I can assure you that the gloves are off." And while they are off the hands of men with the background of Royal Signals and the G.P.O. engineers who serve with them, there is little cause for disbelieving his statement. The job at hand is not a role which falls happily on the British soldier, but there is not a man among them—and certainly not in the Royal Signals—who does not realize the urgency of ending for all time and by every fair means the education myth of the "Master Race."
Cleaning-up the Rhine for Peacetime Traffic

Five months after Monty's famous crossing of the Rhine on March 23-24, 1945 (see illus. pages 762-763, Vol. 9), U.S. Army engineers were still clearing the wreckage of the river's several bridges blown up by the retreating enemy. Among these destructions were the remnants of the Wiesburch Bridge at the famous town centre of Badenweiler (1), near Wiesbaden. Here's to clear the river for traffic, a 24-inch trench (2) was dug up to 116 tons and removed to show sides, a large fragment of the wreckage (3) was made secure after the demining explosion, and then cleared from the water's surface.
ABOARD THE QUEEN MARY, 1,500 men of the U.S. 35th Infantry Division left Southampton, England, August 17, 1945, for the United States. Aaker taking position as a seaman was called to duty aboard the Queen Mary on August 15. He was later assigned to the work of loading the big ship for the great trans-Atlantic voyage. A look at the efforts being made to load a freighter. The crane is busy setting in place a cargo of boxes, carefully positioned to ensure that the ship's stability will not be jeopardized. Troops are shown on deck, stripped to their minimum height and height, awaiting transfer to their new quarters. A crew member works on a truck, checking the ignition system of other trucks. Crated vehicles (1) at Ashchurch, Gloucester, awaiting to be taken to a British transport.

Photo, U.S. Signal Corps, Keytes.
Was There!

Eye Witness
Stories of the War

We Had a Night Without Parallel in London

End-of-the-war celebrations on the night of August 15, 1945, were the most purely peaceful ever seen in Great Britain. All over the land, crowds gathered to hear the news broadcast in a record number of places. In London, the streets were filled with a sea of jubilant people.

There was dancing roundabout Nelson's column, and in Piccadilly Circus, where a middle-aged pony man, standing nine feet above the crowd on top of the traffic lights and placidly smoking his pipe, might almost have filled the place of King. London's streets everywhere echoed to the noise of singing and whistling. Every now and then rockets shot up from tall buildings, and very lights like multi-coloured butterflies lit the sky. But perhaps the most installations of all were the lights which stood on the cross above St. Paul's, illuminated in the beams of two searchlights.

Outside Buckingham Palace a crowd of 200,000 channel for the King and Queen, who made several appearances on the balcony. At six o'clock, towards all roads to Piccadilly, Trafalgar Square and Westminster Gardens, people assembled to hear signals, buying paper hats and whistles and miles on the way, from the East End, and place as far away as Barnet and Wimbledon, Mitcham and Chiswick. They came in such numbers that early in the evening, a bright cloudless evening after a day of showers, traffic was diverted. No buses passed through the Strand, Trafalgar Square and Piccadilly. Had they tried they could not have got through—the crowds were so dense.

They came, many of them, without supper. Restaurants and public houses had since noon displayed their "Sold out" signs. But there were plenty of fruit barrels selling plums, peaches and apples. Londoners made an evening meal of fruit. By eight o'clock a large crowd of people jammed the area from Piccadilly, extending south and east to Trafalgar Square.

Trafalgar Square was packed with people gathered to hear the King's speech. At nine o'clock the King's voice was heard and all hands were quietened. There were no more fireworks, no chatter. When the King had finished his speech, people turned back to the streets and crowded up a corner such as Trafalgar Square for a long time. It went on for what seemed like hours.

The noise and singing and pushing and the exploding of fireworks was almost entirely the work of young men who would have had to fight the Japanese war. But the songs they sang were not those of victory, but such popular and traditional favourites as in the Shade of the Old Apple Tree, Yi Yi, Yippy, and Old Father Thames.

Mr. Attlee received a tumultuous welcome when he appeared on the balcony of the Ministry of Health building with Mr. Bevin and Mr. Herbert Morrison. "We are right to rejoice at this victory of the people, and it is right for a short time that we should relax," said Mr. Attlee.

Thousands of people packed the court of Westminster Gardens to cheer Mr. Churchill. In response to roars of "We want Churchill," Mr. Churchill made six appearances at his window. Then the crowd sang For He's a Jolly Good Fellow.

Princess Elizabeth and Princess Margaret left Buckingham Palace before 11 o'clock to mingle with the crowds. With an escort of two plain clothes officers they walked to the front of the Palace and watched the King and Queen make another appearance on the balcony. The Princesses were surrounded by cheering men and women. Police told them that the Princesses wished to be treated as private individuals and they were allowed to go on their own and see what they wished.

Just before midnight there were still many thousands of people outside the Palace singing their eyes on the floodlit Royal Stora d, cheering and calling for the King. Women outside the Palace fainted and ambulance men and policemen fanned them over the heads of the crowd and on to the stands in front of the Victoria Memorial. More than 130 people were injured in the West End by exploding fireworks. Thirty-five people had to receive hospital treatment for eye injuries, facial burns, and other injuries. Superintendent Freemantle, of the Better Division, St. John's Ambulance, said the Victoria Memorial is a million times worse than VE night.

There were more private cars out in London than at any time since the resuming of petrol began. The Embankment, to which a lot of traffic was diverted, was times as black with vehicles all crowded in capacity. The whole of South East and North London was ablaze with hundreds of bonfires, fed with tons of debris that had lain on bombed sites as a melancholy memorial to the blitz and the V-bombs. To see characteristic Cockney rejoicing one had to go to places like The Angel at Hasting, Notting Dale or Kennington.

I went to Lambeth Walk where they had a score of bonfires. "There's a good few men out in the Fair East who will be wondering what's going on in the Walk tonight," an old lady told me as she watched the broken stones, window frames, doors, joists and flooring dragged from the,bombed-wrecked buildings and built into huge stacks that were fired at nightfall.

A bar-b.q was built on the site of the Nelson Column and children climbed on all sides to watch the fire. The old lady said to me as she watched the broken stones, window frames, doors, joists and flooring dragged from the bombed-wrecked buildings and built into huge stacks that were fired at nightfall.

The Welcome We Gave to Lambeth's Own Monty

Lambethians! Fakings in the befogged streets and cheering for the victory, with the architect of their new-found fortune there, standing in a Witherspoon and smiling at a crowd of police and firemen leaning backstands on 50,000 people who wanted to talk to him on the back.

The idea was that the Metropolitan Borough of Lambeth would admit the

VICTORY BONFIRE in London's West End, shortly after the midnight peace announcement was made, had its counterparts in uncounted instances in the country. Such was the case throughout the United Kingdom. Darkness descended to the air of motor-bikes, bells, whistles, drums and carnival life. Daylight in Piccadilly Circus found dinerskeep cheering up the diners (right). See story page.
I was There!

Great Eighty Army, you had a long way to travel, but on your way you shotled, inspired by this man!

Montgomery rose, his head on one side, his voice strong, just as though he was addressing an assembly of the battle conference at "Army Group." He had taken our measures. The little man knew. "I like to think that my welcome is meant as a mark of your gratitude to those wonderful fighting men who have won the final victory set us today." Just that. And everyone in the crowd with a son in the war, living or dead, was still with a great pride, and every father opened his mouth to cheer the speaker—and found that somehow his voice had gone rusty; something to do with his heart.

Two 'Grand Old Cabs' with the Pacific Fleet

For the two months April-May 1945, the fleet maintained constant operations against the Japanese Group. The fleet comprised a number of divisions, including the armor division, whose base was in Tokyo, and the battleship division, including the battleship. This account, by Sir L.G. A. A. D. R.C.R., who saw one of the ships, was written specially for "The War Illustrated."

This was the climax of the amazing growth of the Fleet Air Arm during the war. The aircraft were built by Fairchild Aircraft Company, based in Toronto—with other bases—and the performance of modern carrier planes is not far behind those that are now built. That in all but two—Darby and Joan. In the 1930's, the Super Tomcat, was put into the Fleet Air Arm, and still she clung bravely on. Many Allied aircraft have came to thank her for all asea rescue; she played a valuable part in saving four out of every five American airmen who came down in the Channel.

On April 19, aircraft from another ship were returning from a raid. As they passed over the lookout station, they were met by a Japanese escort carrier trapping the islands south of the Kuriles. The lookout station was in the Kuriles. The lookout station was well defended, but the American aircraft were able to put the carrier out of operation. The fleet's task was to bomb the island runways and prevent their use by any reinforcement aircraft coming up from the south to attack the Americans on Okinawa. Avengers and Couriers were responsible for keeping the Japs busy night and day filling in bomb craters. Towards mid-May the Japs 'trowed in the towel.'

The story of the amazing growth of the Fleet Air Arm during the war.
over the enemy coast, one shuddered and caught fire—at least by a British anti-aircraft project. Unfortunately, only the observer managed to bale out. Fishing in the sea from only 300 feet, he found himself less than a mile from the coast. He had slight burns, and though his Mae West would not inflate he managed to keep afloat for nearly two hours.

In the meantime, Darby was sent to the rescue. We all turned out to watch P. O. Broma Aya, of the H. A. F., center her boat down the deck and soar off the end like a pre-historic bird, racing towards the islands at 85 knots. The waiting Jamaal must have been amazed, suddenly thinking it to be a new British "sucker" weapon! Darby had to land in shallow water, quite a mile from the survivor, and then weave slowly up to him, avoiding jagged coral boulders.

Sub-Jt. A. R. Marshall, N.C., the observer, had great difficulty hauling the survivor aboard; but the Jamaal encouraged him to hurry by firing their A.A. guns. Fortunately, they weren't deep enough sufficiently, and shells whistled overhead. Chugging speedily out to sea again Darby took off, and returned safely home.

Modern planes have so increased their landing speeds that it becomes very necessary to control the Japs, fitted to the tail of the aircraft, engage anti-aircraft machine guns. Darby bombarded Japanese with his machine-gun and with no reply, Darby asked "Where are you going and where are you coming from?"

Mob Law and Gangsters in the Italy of Today

You can't wait for in Rome today without someone teaching you the ethics of taking it in your hand. When you exit from a hotel you cannot be picked up by a group of women and men until you break out from the crowds and are not guilty of having "an audience" from Rome on August 14, 1945.

JONES "BLACK MARKET" is a slangy afterthought. The Via d'Annunzio and trade are done with. Stable operators with strangler prices.
**In the areas other than British waters 3,200 American airman, 4,665 soldiers sailors and civilians have been saved. In July 1943, out of a total of 196 Fortress crews lost 136 were saved; on one day that month 78 out of 80 were rescued. During the D-Day operations 136 R.A.F. craft, many naval craft and 60 U.S. Coastal Cutters scoured the invasion area.**

On August 13 Thunderbolts and Spitfires were again in action south-west of Kyushu, in the Shagun and Mokapin-ritto areas. All over the widely scattered Japanese island empire enemy troops were still relying on traditional tactics. 

**BIGGEST Single-Day Raid Made by the Far East Air Forces.**

While the American and British operations proceeded mysteriously within Japan, the air action against the Japanese in their home and occupied islands was maintained. On August 10, more than 500 aircraft from Okinawa dropped petrol-bombs from a low altitude on Kamakura, a military supply centre on Kyushu, in the biggest raid made in a single day by the Far East Air Forces. Oita, on north-east Kyushu, was also hit.

On the same day the R.N.Z.A.F. co-operated with Australian troops and naval elements to silence the Japanese strongpoints on Shoosha island guarding the Buka Penange between Bougainville and Buka Island. Australians were fighting with air support in the Wewak area of New Guinea.

On August 12 the Japanese reported an attack on Super Fortresses against Shoosha Island, a day after the raid on Kamakura. In the carrier aircraft of the Third Pacific Fleet bombed six artillery positions in the Kanpi Plain around Tokyo, shooting down 21 Japanese aircraft of the interceptor force that tried to intervene. Aircraft installations and a radar manufacturing plant were among the targets.

During daylight on August 14 and early morning of August 15 (Japanese time) 80 Super Fortresses with nearly 200 fighters as escorts, flying from Taisan in the Marianas, bombarded targets on Honshu; these were the naval harbour at Hakata; the army arsenal at Osaka; the Maru fuyhara south-west of Hiroshima; the Nippo Oil Company at Akita; and industrial areas of Kumagaya and Sendai. Next day the enemy signal fire was given on British warships off Tokyo at 11:15 a.m., but isolated Japanese aircraft continued to attack the Allied ships, and five shot down from them after 11:15, according to instructions, "in a friendly way." British-Brown Averagers dropped torches that may be this war's last British bombs on a factory near Kamakura at dawn on August 15.

There are three postscripts to these events. It is now thought that the Japanese launched thousands of paper balloons carrying explosives against the United States. On a single day during the San Francisco Conference the Navy set hundreds of these balloons heading for the California coast, but none were seen to reach land. By the end of July, 230 of these infernal weapons, or their remains, had been recovered.}

Squadron Leader Ian W. Burnage, DFC, AFC., has been awarded a warrant as late as 6595 V.C. for his bravery on action August 4, 1944, while acting as Master Bover of a Pathfinder Squadron detailed to mark an important target at Toney St. Maxime for the main bomber force. Chief of the Air Staff, Marshal the negotiations and discussions proceeded mysteriously within Japan, the air action against the Japanese in their home and occupied islands was maintained. On August 10, more than 500 aircraft from Okinawa dropped petrol-bombs from a low altitude on Kamakura, a military supply centre on Kyushu, in the biggest raid made in a single day by the Far East Air Forces. Oita, on north-east Kyushu, was also hit. On the same day the R.N.Z.A.F. co-operated with Australian troops and naval elements to silence the Japanese strongpoints on Shoosha island guarding the Buka Penange between Bougainville and Buka Island. Australians were fighting with air support in the Wewak area of New Guinea.

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This Is the Atomic Bomb in Trial and Practice

SPECIAL CAMERA FOCUSED SIX MILES AWAY secured this remarkable picture-sequence of stages in the explosion of the atomic bomb during the test at Alamogordo, New Mexico, on July 16, 1945 (see story in page 292). Flames and smoke rose from the target like a monstrous tongue (2), giving place to a gigantic "fire" of fire (5) which developed at (7). At Nagasaki, three minutes after an atomic bomb (the second to be dropped on Japan) had exploded on August 6, smoke had risen to over 20,000 feet (7).

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Photo: Editions, Associated Press
The popular press gave H. G. Wells full marks for producing over 34 years ago a story about the atomic bomb. One can only hope that the other stories written by the great man with equal prescience in foreseeing it as the bomb the world could hardly have been prepared for. In Wells's story, The World Set Free, documentoちょうした great war only a few months before such a war did happen. In the book the first atomic bomb was given as 1956. In a preface to a later edition the author apologized for the extraordinary wide a shot, and explained that the matter of dates always lay on the cautious side, partly out of consideration for his more squeamish readers. The continued as follows:

"The particular case of The World Set Free there was, I think, another motive in holding the Great War back, in which the reader is asked to get well forward with his discovery of all that has happened for that reason. The story was written some 40 years ago and..."
In Britain Now: Speeding Peacetime Recovery

Whaling-Factory Ship, the Markland, of 11,800 tons (d.w.), was one of two launched at Haverigg, Lens, Yorkshire, on July 22, 1946, for the Norwegian fishing-fleet. The other being the Marianna, also of 11,800 tons (d.w.), the British and Norwegian Governments have allocated £1,150,000; £1,000,000 to Norway and £50,000 to Britain. Each factory is served by nine whalers. Whaling-I...used is making margarine and other products.

Rehabilitation Treatment in the form of exercises for badly-reformed ex-soldiers, is provided for those serving under labour contracts. A Labour Board for the Ex-Servicemen is responsible for many matters throughout the country where over 30,000 patients, both British and civilian, receive special treatment.

War Criminals" has hoped of nations, the United Nations agreement was signed in London between representatives of the United States, the U.S.S.R. and France. At the signing of the agreement (from left to right) Justice Jerkner (U.S.S.R.), Lord Justice Ball, (British) and Justice Fauriel (U.S.S.R.) As a result of the agreement, a Four-Power tribunal has been established, and a new European court has been created. The former has been agreed to by the four Powers as has been the second, the court. The Powers have agreed as follows: (i) crime against peace; (ii) war crimes; (iii) crimes against humanity.

U.N.R.R.A., United Nations Relief and Rehabilitation Administration held its first Council meeting under the presidency of Mr. M. A. F. Peet, British delegate. The meeting was attended by Mr. Ernest Bevin, British delegate, the American delegate Mr. E. M. Catlin, the Greek delegate, Mr. H. F. L. Lalimos, the Swedish delegate, Mr. Hans Hedman, and Mr. W. H. S. A., who headed the U.S. delegation. The meeting was opened by Mr. M. A. F. Peet, and the proceedings of the meeting were unanimous.

Photo: British, Press, 25th June 1946

Image: PAGE 21
A Radar Tower that Foiled the Raiders

KNOWN AS "CHAIN HOME LOW" STATIONS, towers such as this were sited at strategic points along our Southern and Eastern coasts during the period leading up to the "Warp" of the War. It is estimated that in August 1940, with nothing better available, our coastal radio devices were responsible for saving many human lives on board our merchant ships. In 1945 they ceased to be regarded as being of any serious value.