BRITISH "FROG-MAN" READY TO GO UNDER has his "fish" suit adjusted by a Petty Officer (right). Existence of these underwater Commandos, known as L.C.O.C.U. (Landing Craft Obstruction Clearance Units), was only recently disclosed. Special breathing apparatus enables them to remain under water for 11 hours at a stretch, their "fish" giving them a speed of 65 yards a minute. On D-Day, they removed from the Normandy beaches mines and other obstructions. See also page 361.

Photo: Spor & Gowers

Edited by Sir John Hammerton

No. 218 will be published Friday, October 29
The Royal Marines Brought Freedom to Penang

BRITISH BATTLESHIP H.M.S. NELSON, flagship of Vice-Admiral H. T. C. Walker, was where the Japanese delegates headed by Rear-Admiral Uccini (1), enemy Governor of the island, on September 1, 1945, signed documents surrendering Penang, Malaya (evacuated by our forces on December 19, 1941). Vice-Admiral Walker is on the extreme left, facing the enemy signatory. Royal Marines of the British East Indies Fleet took over the island two days later when Japanese soldiers were obliged to hold back the crowds (2) cheering the arrival of their liberators. The impressive ceremony on the waterfront (3) as the Union Jack again flew over Penang.

Photo, British Official
I have always held to the belief that some things in British military history have been so much taken for granted that it is liable to be taken for granted without question, and that this is the reason why British military history is so often quoted as the model for all other armies. We have made great progress in this field, and the result is that many of the most important facts in the history of British military history are not known to the general public.

The quickest way to become acquainted with British military history is to read a book on the subject, and to do this I recommend to you the book by Maj.-Gen. Sir Charles Gwynn, "General Staff Officer," which is a valuable contribution to the subject. It is a book that will be read with interest by all those who are interested in the subject, and it is one of the best books on the subject that I have ever read.

The book is divided into two parts, the first part being a history of the British Army and the second part being a history of the British Fleet. The first part is a brief history of the British Army, and is divided into three sections: the first section is a brief history of the British Army from the time of the Norman Conquest to the present day, the second section is a brief history of the British Army from the time of the Hundred Years War to the present day, and the third section is a brief history of the British Army from the time of the Napoleonic Wars to the present day.

The second part of the book is a history of the British Fleet, and is divided into three sections: the first section is a history of the British Fleet from the time of the Norman Conquest to the present day, the second section is a history of the British Fleet from the time of the Hundred Years War to the present day, and the third section is a history of the British Fleet from the time of the Napoleonic Wars to the present day.

The book is well-written and well-researched, and it is a valuable contribution to the subject. It is a book that will be read with interest by all those who are interested in the subject, and it is one of the best books on the subject that I have ever read.
Hongkong Passes From the Clutches of Japan

CRUISER H.M.S. SWIFTSUB. Flying the flag of Rear-Admiral C. H. J. Harvey, C.B., C.B.E. (portrait in page 353), led the British naval task force into Victoria Harbour, Hongkong (1), on August 30, 1945, to arrange the Japanese surrender (signed on Sept. 15) of the famous Crown Colony, then lived under an American Protection Order, in the name of the Chinese Nationalists. (2) Guarded by Royal Marine Commandos, the enemy convoy passed along the right deck of the carrier Indomitable (1), from which came this landlsee aorta (2). See also page 352.
Malayans Cheer the Flag in Liberated Singapore

AFTER THREE-AND-A-HALF YEARS of Japanese occupation Singapore was freed on September 5, 1945, when the 5th Indian Division took over without incident and crowds in fantastic ritual dress paraded the streets (1). Rescued from a P.O.W. camp was Lieut.-Gen. A. E. Percival, commander of the city when it fell in February 1942, and seen (2) in England showing his wife a pen used at the Tokyo surrender (see page 346). Malayans cheered the Union Jack (3), and greeted Gurkhas (4) driving through the streets to disarm the Japanese.
United States Navy has lost no time in announcing its plans for the post-war strength of the fleet. It is proposed that it should include 18 battle-ships, with the following cruisers, 27 fleet aircraft carriers, 10 light fleet aircraft carriers, 79 escort carriers, 31 heavy cruisers, 48 light cruisers, 367 destroyers, 296 destroyer-escorts and 200 submarines, together with a sufficient number of minelayers, minewepers, patrol vessels, fleet auxiliaries, landing craft, district craft, aircraft and dry docks to support the fighting ships enumerated above.

Most of the ships retained will either be comparatively new or will have undergone complete modernization. This means that older vessels, more or less worn out, will either go to the scrap heap or be relegated to harbour duty as non-combatant units. Apparently the ships that will be discarded are to include the old battleships Arkansas, New York, Texas, Nevada, Pennsylvania and one of the New Mexico class. Presumably the 27 fleet carriers to be kept are the 34 of China is to receive some surplus U.S. tonnage, together with certain British ships that are past their prime.

A"ither force endeavouring to fix the future strength of its material in the Royal Canadian Navy. Two new air-craft carriers of the light fleet type, the Magnificent and Warrior, are expected to be commissioned soon under the Canadian flag. Two 8,000-ton cruisers, the Ontario and Uganda, have already been transferred to the R.C.N., and eight new destroyers, the Crewe, Crusader, Crozier, Crystal, Cracker, Cretean, Crown and Crown have been earmarked for the same service. These will be the newest ships in the post-war R.C.N.

There are besides the "Tribal" type destroyers Haida, Huron, Iroquois, Micmac, the Exsaa class and the 47,000-ton Midways; though it is possible that one or two of the former type may have been so extensively damaged by Japanese suicide plane attacks that they may not be considered worth the expense of refitting. However, on the assumption that all the Exsae group remain in service, those scrapped will be the Enterprise, Ranger and Saratoga. Escort carriers to be retained include all those now in service with one exception; this may be either the Long Island, or one of those damaged by suicide plane attack.

A"ERICAN Surplus Tonnage

May Go to Allied Navies

How many cruisers are to be dispensed with is not quite so clear, but probably the Pensacola and Salt Lake City will both go, together with the nine old light cruisers of the Omaha class. No doubt cancellation of contracts for the construction of ten heavy and ten light cruisers will account for the balance.

Quite a respectable fleet could be made up from the cruisers that are to be disposed of, and it is possible that some of them may not be broken up, but will be handed over to Allied navies. This has already been reported.

"Flower" type with the flower-bud of the "Loch" type and six of the "River" type have been returned to the Royal Navy, from which they were lent during the Battle of the Atlantic.

A certain amount of information has been released lately concerning new British warships. Three large fleet aircraft carriers, reported to be equal in size to the United States carriers of the Midway class, are under construction, their names being Gibraltar, Malaya and New Zealand. Three others of an improved indelible design, believed to displace over 30,000 tons, are to be named Ark Royal, Argus and Eagle. Discussion of the first and last of these commemorative of the Diving Commander W. S. Hofflard, R.N., devised a light and simple type of escape apparatus, with an inflated bag and an absorbent canvas for disposing of foul air instead of the oxygen cylinder used in the more elaborate Davis gear. This was tried out and perfected in the Diving School at Portsmouth, and during the Normandy landings was the means of saving 28 per cent of the personnel of tanks that foundered. Thus, as in so many other successful operations in this war, the advantage of two services working in close conjunction was demonstrated.

Another sphere in which the Navy is aiding the Army is in the return to this country of demobilized soldiers. A number of escort aircraft carriers have been equipped as transports, with troop accommodation in the hangar spaces, and will be of material assistance in bringing home men from our Armies in the East. One of these ships, H.M.S. Rance, was recently fitted out for this purpose by Palmers Hebburn Co., Ltd., on the Tyne.

ALTOGETHER there are more than 30 escort carriers in the Royal Navy, but some of these include Colossus, Glory, Ocean, Venerable and Vengeance, of the smaller size, and Albion, Bahama, Cairn, Cymric, Hercules, Leviathan, Magnificent, Majestic, Powerful, Terrible, Theseus, Triumph and Warrior, of the enlarged design. Two of these, as already mentioned, have been earmarked for the Royal Canadian Navy, provided the mounting difficulty can be overcome. Four more were to have been built, but it is doubtful if they will be begun, now that the war is at an end. In fact, a certain amount of new construction is almost certain to be cancelled, just as it was in 1919.

NAVY Devised Escape Apparatus

for Army's Amphibious Tanks

In the success of the Army's "DD" (amphibious) tanks on D-Day the Royal Navy had a share. As these peculiar craft are very vulnerable to both air and naval fire, the development of a simple and effective apparatus which, if the vehicle is hit, will enable the tank to be washed over, and the men to escape, was a matter of some urgency. In January it was announced that this work was in hand, and now that the tanks are in action, the details of the apparatus have been released.

The chief idea was that of a single man, able to cover the tank with a simple cloth bag provided with a means of ventilation and a hose by which he could blow air into the bag. This was done, but proved unsatisfactory as the pressure of the bag kept the man inside. The man was also placed in a simple lifeboat, with a hose by which he could blow air into the bag, and this, too, proved unsatisfactory. The solution was to put a bag over the man and add a means of self-inflation. A bag made of 9 oz. canvas was made of a bag for the commander of the tanks, and the following apparatus was made:

One of the chief problems is that of holding the bag inflated. In 1939 the strength of Canadian naval personnel, with reserves, was under 5,000; by VJ Day it was 90,000, an unexampled expansion. Since nearly all were entered for hostilities only, demobilization will reduce the total to a very low figure indeed, unless a substantial proportion can be induced to remain for a further period of service. It is hoped that a strength of from 10,000 to 15,000 can be maintained as a permanent force, sufficient to man most of the ships mentioned as likely to be retained. In the meantime ten corvettes of the

FRANCIS E. MCMURTRIE

By

"OPS" ROOM, H.M.S. WESTERN APPROACHES,

where the Battle of the Atlantic was planned. The main plot is seen near the camera; the dark disk indicates restricted bombing area for aircraft of approximately 150 miles radius, while demarcation of the Allied navies in the Channel;
Piloted Torpedoes the Germans Failed to Use

SEIZED ON A DANISH ISLE were these piloted torpedoes (1) after members of the Danish Freedom Movement had discovered there (Sletland Island) a German trial station for secret naval weapons. In one type the pilot takes refuge in the upper part of two cylindrical hulls, the lower cylinder being the actual torpedo (4). Driven by electricity, these craft carry one or two torpedoes; the two-torpedo type has a periscope, compass, and depth gauge and instruments recording speed and depth when submerged, and controls for releasing the torpedos. Two Danish patriots examine the two-torpedo type, the “Marlan” (3); note the painted device—a Chamberlain umbrella—placed by a torpedo. These unorthodox weapons were tested against the enemy in the Italian campaign in 1943, and later against our landing-forces on and after D-Day 1944. British “human torpedoes” took the Italian cruiser Upio Traiano in Palermo harbor in January 1943 (see page 775, Vol. 7).
Miracle of Mined Ship Made Seaworthy Again

The 7,000-ton Liberty ship Horace Binney, mined off Flushing on V Day, almost broken in two and with a huge hole amidships, was given up as lost—except by Capt. R. Brooks, O.B.E., Port of London Authority's Chief Salvage Officer. Thanks to his ingenuity she was beached off Deal, and supported by steel bawlers whilst P.L.A. wreck-lighters salvaged her cargo (1). After she was towed to the King George V Dock, London (2), men cleared her holds (3), and welders, watched by Capt. Brooks (4), patched her side (5).
These are Our ‘Frogs’ Who Won D-Day Fame

LANDING CRAFT OBSTACLE CLEARANCE UNITS—Frog-Men, for short—who blasted a hole in the Nazis' "Atlantic Wall," enabling our invasion craft to reach the Normandy beaches on D-Day, were mainly mechanics—only personnel: back clerks, students, carpenters and engineers. Attired in their thin rubber diving suits, fitted with helmets and breathing apparatus (diagram above), and with huge rubber fins attached to their feet, they trained intensely for over five months. Their moment came at 6 a.m. on D-Day when ten units (four Royal Navy and six Royal Marines), consisting of some 200 officers and men, went into action. Working in face of enemy shell and mortar-fire, and sniper fire, in two days they cleared over 2,400 obstacles—mines, tank traps, steel barricades. Photographs taken during training in the Kingston (Surrey) Swimming Baths show a Frog Man swimming under water (1): "enemy sighted"—the men plug into the water from their dinghy (2), while one tows the boat from beneath the surface (3); recharging for underwater sabotage (4). See also page 365. Germany's Frog Men were illustrated on p. 551, Vol. 8.

Photos, British  Official, Fox, Sport & General. Diagram by courtesy of The Illustrated London News

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In the technical sense, the most important factor in winning the war at sea for the Allies has been radar. This word, which is of American naval origin, is the equivalent of the older term radio-location. Radar has recently been cited by President Truman as one of the three principal benefits received by the United States from this country under Reverse Lease-Lend. Practical sea experiments in radar began nearly 25 years ago, and it was in use in the Royal Navy before the War began, though in an elementary form. Echo-sounding was one of the first uses to which radar was put; it being found that sounding by this means was simpler, quicker and more reliable than by the older methods.

Since these first steps were taken, radar has made giant strides. It is no exaggeration to say that it has completely transformed the face of naval warfare. Improvement after improvement has been devised by the Admiralty scientists and technical officers engaged on its study in collaboration with Army and Air Force experts. Much of the experimental work has been carried out at the Telecommunications Research Establishment at Malvern, under conditions of the utmost secrecy.

To understand how radar works, it should be appreciated that short radio waves behave similarly to light, travelling at the same speed. They can be focused in a beam in just the same way, and can be reflected by earth, solid or liquid surfaces. Where radar has the advantage over light is in its ability to penetrate fog, cloud or smoke, and to cover far greater distances than the human eye, which depends on light for its operation. Moreover, radio impulses are much more easily controlled than beams of light.

Radar has thus gone far to provide the sailor with a sixth sense, enabling him to ‘see’ in the dark as well as in daylight.

In simple terms, radar projects a wireless beam which, on coming in contact with an object, returns an echo which is reproduced visually on the screen. In range-finding, to take only one example, this amounts to nothing less than a revolution.

It is a curious thing that the Germans, for all their boasted scientific ability, should have failed to discover the corresponding principle in this field of research. Throughout the War they seem to have been content to lag behind in radar development; and when hostilities ceased, the Germans were still short of the stage which had been reached by the Royal Navy.

Italians Surprised in Darkness

One of the first notable cases in which radar proved of most important service to the Allied cause was the Battle of Cape Matapan, March 28, 1941. Though the type of radar was not then in use in the Mediterranean Fleet at that date, it would be regarded as crude and elementary in comparison with the highly efficient sets now in service, it enabled Sir Andrew Cunningham to locate the Italian fleet and open a deadly fire upon it out of the darkness.

Three big enemy cruisers and three destroyers were sunk without being able to retaliate.

In subsequent attacks by our light forces on enemy cruisers proceeding at night from Italy to Libya, equally surprising results were obtained with the help of radar. Had radar not been installed in the Grand Fleet at Jutland, in 1916, the Germans would never have succeeded in extricating themselves from the battle under cover of mist and darkness to prevent the partial night action which ensued would have gone very differently.

By means of radar, station keeping at night or in fog is rendered comparatively simple; this has been a great boon to convoys proceeding to North Russia. It was the direct cause of the destruction of the German battleship Scharnhorst when she attacked a convoy off the North Cape in December 1943.

Every time she tried to break off the action with the escorting cruisers and destroyers, her movements were followed by radar and her touch was maintained until H.M.S. Duke of York came on the scene. With the British battleship’s gunfire accurately directed by the same means, a disabling hit was soon secured, after which the end was inevitable.

U-Boats Forced to Fight It Out

Though the fact was not disclosed at the time, radar had an important share in locating the Bismarck and bringing her to action with H.M.S. King George V and Rodney in May 1941. In the Battle of the Atlantic radar also played a prominent part. It enabled enemy submarines on the surface to be detected in time for convoys to take avoiding action, while the escort vessels closed in on them with unerring direction.

Thus U-boats were forced either to dive and be exposed to depth-charge attack, or fight it out on the surface. In either contingency the convoy was able to proceed unhindered. During the Allied landings in North Africa, ships of the United States Navy used radar and during the Battle of Cape Matapan engaged the French battleship Jean Bart at Casablanca at a range of over 20 miles. Thus she was disabled with a chance to hit back, and other French warships which offered opposition were equally unlucky.

In this way radar has proved a more efficient substitute for the human eye in gunnery fire control. It has been particularly

PORTABLE-TYPE RADAR for navigational purposes weighs only 20 lb. It is carried by Lt. R. B. Mitchell, R.N., who used it on D-Day while leading assault landing-craft.

early valuable for anti-aircraft purposes. So highly developed is the type of radar now installed in H.M. ships that it is possible to locate almost anything on the surface of the sea, from a seagull to an iceberg. Though the exact shape of an object is not shown on the screen, its size can be determined.

In navigation, the value of this hardly need stressing, for shoals, buoys and other ships can be avoided with little difficulty.

Some go so far as to predict early abolition of that time-honoured friend of the mariner, the sextant. Navigating specialists are inclined to dissent, maintaining that the sextant will always be needed, if only for use in emergency. Certainly castaways in an open boat would require one to find their position in the absence of a portable radar set. Already sets small enough to be included in the equipment of aircraft are in fairly general use, and an illustration in this page shows a 30-lb. set; so it should not be merely a question of time before ships’ life-boats carry something similar.

During the invasion of Normandy, radar was used as a guide to the landing craft, to ensure that they made no mistake in selecting a beach for disembarking, as well as for many other purposes. Later, when the tide of invasion had reached Anzio, our ships were able to proceed up the Scheldt in fog at a good speed, radar picking out the varying configuration of the banks as well as every obstacle in the estuary.

A recent innovation for the benefit of navigation is a special type of buoy fitted with a device emitting radio signals in response to radar. Through this facility a ship’s position in a buoy-marked channel can be exactly defined without the possibility of error. According to its exponents, radar is still far from attaining its full degree of development, so its present performances may soon be surpassed. In fact, radar is a vigorous, growing branch of science for which new uses are constantly being found.
Working of the Navy's 'Magic Eye' Explained

A RADAR-EQUIPPED CRAFT of the Royal Navy picks up a convoy of six enemy ships, which are shown as bright marks on a dark screen in the lefthand corner (1). What a gunner radar-operator sees (2) is the target is shown by the inverted 'V'; the range is transmitted automatically to the gunner. In a British cruiser the operator (3) relies on a radar-screen with a marker and an automatic range to gunnery: (4) also is used to indicate the cathode-ray type on which objects are reflected. (5) A.A. gunner equipment (6); Diagram shows how radar works (4). Aircraft have been caught in ship's beam: plane A, not fully focused, is seen as smaller inverted 'V' (in circle); plane B, in the full beam, is shown as a larger inverted 'V' (in circle). (6) 'Hump' on the left in circle is radar transmission signal. See facing page and pages 295-297, 298. Photo, British Official, Associated Press.
The China Incident' Ends In Japan's Humiliation

POSITIONS OF ENEMY TROOPS IN CHINA were indicated by Japanese surrender envoys when on August 31, 1945, they were interrogated by members of the Chinese command at Chinkiang, in Hunan. The Japanese officer (1, extreme right) explained the dispositions—with reservations. Arrival of the enemy delegates' plane at Chinkiang (2), watched by U.S. troops, they were received by a junior Chinese officer and their salute to the waiting crowds was not returned. Wearing uniform of the Imperial General Staff, Gen. Takes Isad, principal envoy, affixed his seal to the surrender document (3); on his right his grim-faced aide-de-camp.
Freed at Hongkong They Sing God Save the King

OVER 2,000 BRITISH INTERNEES IN HONGKONG sang God Save the King as the Union Jack was hoisted at Camp Stanley on August 27, 1945—the first time for almost four years. They were freed by Rear-Admiral Hawker's force (see page 31), which included the carriers Indomitable and Venerable, carrying special medical supplies for prisoners of war. The naval task force was relieved on September 12 by the Third Commando Brigade, under Maj.-Gen. F. W. Festing (who led the 36th Division in Burma), newly-appointed G.O.C. China Coast.
Must Britain Go Short to Rebuild Exports?

"The dress the mother goes without this year is helping to make sure that her children will get what they need in the years to come," said Sir Stafford Cripps, President of the Board of Trade. Implications of this statement are clearly set out in this article specially written for "The War Illustrated" by JOHN BUCKATZCH.

During the last few months the attention of the public has been drawn to the urgent need to increase the value of British exports. Poland has been given many of the same arguments and articles on the subject by the recent dramatic but long foreseen termination of the Lease-Lend arrangements. The whole problem of our export trade after the war has not arisen unexpectedly. Since a very early stage of the war, economists have been pointing out that expansion of British exports was not likely to be the most pressing problem of the period of transition from war to peace.

Nevertheless, there are probably many who have asked themselves the question: "Why this insistence on exports at a time when there are not enough goods to supply the home market?" Why try to export cotton textiles at the very moment that the clothing ration is reduced?" These, and similar questions, are natural and reasonable ones to ask. They are not difficult to answer.

The fundamental reply to all of them is very simple. We must export in order to be bought. Exports are not an end in themselves, any more than are doctors' bills or payments for cinema tickets. They are the doctor's help we want, and the seat in the cinema. The payments are unfortunate formalities we have to go through to get them. It is the same with exports, at any rate as long as nearly every worker is employed and every factory busy. In periods of economic depression such as that which filled the early nineteen-thirties, nations desire exports almost for their own sake, as a matter of national survival and unemployment.

But this policy, which is really very similar to a policy of digging holes in the ground and filling them up at once, in order to "cure unemployment," is only reasonable under those conditions of mass mass demand that are the scarcity of goods which were allowed to develop in most countries during inter-war periods. We are entitled to hope that we have learnt how to prevent such a situation arising again, and as long as we succeed in doing so exports will be needed simply as has been expressed, to pay for imports.

Why Do We Need to Buy Imports?

In reply to this assurance, however, it is not unnatural to ask, "But why buy imports?" The answer, scientific knowledge be applied so as to enable us to feed and cloth ourselves without buying as much from abroad as we do now," it must be admitted that we can certainly reduce our import requirements by making more thorough and economical use of our own resources, and in particular by increasing the efficiency of British agriculture. The possibilities of making great savings in this way are, however, limited, and their effect may well be offset by increased imports at our home resulting from the attempts which we must make to raise our national standard of living.

But the overriding consideration is that of the relative cost of imported materials and the substitutes for them which we might be able to manufacture at home. The important factor is not the absolute cost, in terms of hours of human labour and tons of raw materials of synthetic rubber, say, but the cost of the synthetic rubber in comparison with that of the goods which we might manufacture in Great Britain and exchange with the goods and services we procure from other countries. As long as a given output of work produces enough cotton piece-goods, for example, to pay for more natural rubber than could be produced synthetically by the same amount of work, it would obviously be more economical and more efficient to import our rubber, paying for it with exports of cotton piece-goods.

This is the fundamental principle of international trade, and explains why it is better to import even those goods which might conceivably be made at home. It is not necessary to emphasize that there are many goods, like grapefruit and bananas, which cannot be grown commercially in Great Britain, and which must be imported or not at all.

As a matter of fact, the greater part of the goods imported into Great Britain before the War consisted of essential materials either "raw" or only partly manufactured.

FIRST BRITISH PRIVATE CAR to be exported is a Humber Super Snipe. Photographed when loaded in New York. An Alexander 4-door black saloon, it will be priced at $1,600 excluding import duty.

At the same time it was also true that almost all the goods manufactured in Great Britain contained some material that had been imported. Even our coal was won with the aid of imported pit-props, and some of our main industries—such as cotton and wood—were far more dependent on imported raw materials. On the average, it has been estimated that about one-fifth of the goods produced annually in Great Britain was made up of imported raw materials.

After the War, for some years at any rate, a rather larger proportion of the national effort may be devoted to producing houses and other buildings than was the case before the War, and this will tend to reduce slightly the average proportion of the national output of goods consisting of imported materials, since we make all our own bricks and mortar. But the inescapable fact remains that even allowing for all the economies we can reasonably expect, the economic life of the country cannot be carried on without very large imports of all kinds. And these imports have to be paid for somehow.

How shall we pay for our imports before the War? Generally speaking we raised the £866 million required to pay for our pre-war imports in four ways. In the first place we sold goods to foreigners for about £479 million. That was the value of our exports of goods. Secondly, we paid £302 million in return for paying goods for foreigners in British ships. A further £46 million was received from the proceeds of our savings to the foreign insurance companies for services rendered to foreigners.

We Are Now Heavily in Debt

Finally, about £203 million accrued as the interest owed to us by foreigners who had borrowed money from us in the past. The remaining £40 million was obtained either by borrowing from other countries or by selling stocks and shares. Thus total goods were required to cover not much more than half of the total bill for the goods and services which we bought from abroad in the years just before the War.

The remainder of the great sum was met from the proceeds of shipping services and earnings from investments.

If we now consider how the War has affected our ability to pay the imports we need in order to maintain our standard of living, we find a serious conflict of the worse. We cannot yet estimate at all exactly the effect of the War on our ability to earn money by exporting goods to other countries; but it has almost certainly gravely reduced it. To the degree that the continuing services will not return at once to the pre-war level, the drain on our financial resources that is a nation has sold a very large part of our overseas investments, in order to raise the foreign currencies needed for buying the munitions of war abroad.

The effect of this is that we are now heavily in debt to some countries who before the War were in debt to us and were sending goods to Great Britain in payment of the interest on their debts. In particular, the British Dominions and India have extended loans amounting to about £3,000,000 or £4,000,000 million which have already been spent on war materials. We must now start to pay off these debts which means exporting goods and exporting goods which in many cases can only be manufactured with the help of imported raw materials.

The conclusion is, therefore, that we must now raise our output to an extent which is enormously—some writers have suggested that an increase of one-half of the pre-war amount is necessary. The consoling fact is that we have the necessary skill, as well as the determination, and the world is in dire need of the goods which we have to offer it.

WE COME MUKHERJEE AT THE PIANO IN A VICTORIOUS WAR

Extracts from a broadcast to the people of the U.S.A. on September 22, 1941, by Lord Mountbatten, who was Lord of the Admiralty until 1939, and who is now a member of the British delegation at Washington discussing problems arising from the ending of Lease-Lend. We quote our efforts, our sacrifice, and our devotion to the single purpose of victory. And now, when victory is near, our foreign investments have largely gone, our foreign trade is mostly gone, and we are still 170,000,000 people living on a small island, and only able to work or live so long as we can import.

We can only sell what we can produce and what we can pay. We can only pay by means of exports or services like shipping... We have two courses open to us. One is to say, 'We have£866 million accrued as the interest owed to us by foreigners who had borrowed money from us in the past. The remaining £40 million was obtained either by borrowing from other countries or by selling stocks and shares. Thus total goods were required to cover not much more than half of the total bill for the goods and services which we bought from abroad in the years just before the War.

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Extracts from a broadcast to the people of the U.S.A. on September 22, 1941, by Lord Mountbatten, who was Lord of the Admiralty until 1939, and who is now a member of the British delegation at Washington discussing problems arising from the ending of Lease-Lend. We quote our efforts, our sacrifice, and our devotion to the single purpose of victory. And now, when victory is near, our foreign investments have largely gone, our foreign trade is mostly gone, and we are still 170,000,000 people living on a small island, and only able to work or live so long as we can import.

We can only sell what we can produce and what we can pay. We can only pay by means of exports or services like shipping... We have two courses open to us. One is to say, 'We have
Allies Triumph Where Hitlerism Died

First Berlin Parade of All Occupying Powers

"We are celebrating today in Berlin victory over the forces of repression in the Far East," said Marshal Zhukov when, on Sept. 7, 1945, he took the salute at a review on the Charlottenburger Chaussee of 4,000 infantrymen and 300 armoured crews representing Britain, America, Russia (bottom) and France. Men of the 5th Queen's Royal Regt. led the British column (top), followed by guns of the Royal Horse Artillery, armoured cars of the 11th Hussars, and tanks. (See page 377.)
Dreaded Are the Days to Come in a Shattered City

Even with the generous assistance of the victors, Germans are deeply apprehensive of the approach of winter. Berliners in particular find their predicament worsened by the return to the capital each day of about 8,000 refugees. Steps have been taken to hasten repairs of vital water mains and towers, and to clear away masses of debris. But much remains, as in the Unter den Linden (1) looking west, with the Brandenburg Gate in the background, and (2) looking east.

Women Form Human Chain to Clear Bricks Away

Bitterest reflection for the Germans is that they brought about overwhelming hardship upon themselves. Even the women must labour now to remove the rubble from their streets (1), and in Berlin’s Blumenschnitt (2), a bare half-mile from the Unter den Linden, they salvage bricks for stacking—for the rebuilding of shops and houses. Sixteen miles from Berlin at Potsdam, the railway station witnesses daily the vengeance that came by air (4), with Allied aid it may rise again.
What British Bombers Did at Bremen on the Weser

Germany's second largest port, Bremen, was a prime target for attacks by the R.A.F. from May 1940 to April 23, 1945—five days before its capture by the British 2nd Army. In this district, one of the early 1,000-bomber raids, on June 23, 1943. As seen in this remarkable air photograph, the result presents a mighty reconstruction problem. Sole edifice in this district to escape the fury was a massive air-raid shelter (centre). Constructed of Form-crete of immense thickness, this type of shelter had a minimum height of some 30 feet, and accommodated between 3,000 and 10,000 people.
Unbelievably Violent Contempt

Perhaps it was being hungry that saved them from such a fate. Hunger drives all reasoning from the mind. Those who were habitually half-starved "were haunted with the thought of the bread, i.e. how to supplement their rations. The notion that eating very little "elevates your soul" is swept away hourly by Lient. Brihac. "Reduction of food to the level of a beast, a man finds that necessity is a potent force in his human instincts, sometimes the worst instincts. Many a solid friendship based on mutual suffering has been shaken by privation and famine." (The writer means "suffering in common.")

The food was not merely scarce; it was likewise dirty and unpalatable. To make the French despise as well as dislike their captors, they were told that the food was inferior even to that which the Germans; they felt for them "unbelievably violent contempt." Some did feel hatred, but the prevalent feeling was one of scornful disgust. They saw that most Germans were stupid, easily deceived, not hard to overawe by bluff. They made a practice of ragging their guards, mostly peasant-soldiers, whom ridicule puzzled and worried.

A party sent to a farm to lift potatoes gravely requested the sentry in charge of them and more potatoes. It received a great deal of effort even to go on sharing every day, or to think out an idea and then to carry out this idea with another one logically, "Oh, living in a war gives you energy to do things, you can make good meals, you can make a good bed, you can make a good house."

The prisoners were far from being the only victims. The prisoners of war camps the prisoners viewed one another with suspicion even after six months. The spirit of brotherhood was for a long time a limited circle of three or four trusted friends.

Yet they went on hoping, they went on making plans for escape. They resented savagely the acquiescence of the Vichy rulers of France to the German policy of exile and arbitrary arrest. "Petain's solution for their moral hypocrisy. Laval's trait in their faces by betrayal for a German victory. But never quite despaired. If they had, they would have had no means.

Horror: Camp Survivors (in prison clothes) awaited at the Patale de Chaillot, Paris; German prisoners who have been crossed—these are carrying—in uniform of the German soldiers of Nazi torture methods. Paris, Raytime.

Life Behind Barbed Wire

Russia was the easiest country to escape into for those who, with Lient. Brihac, were in East Prussian camps. As many as 186 of them once crossed the frontier into the U.S.S.R. They were passed on to this country to join Gen. de Gaulle. Their state of mind before they reached the German border to dash for freedom, I do not know. They had carefully analysed. They had first to consider whether the women and children in France would not suffer reprisals, such as having their ration books taken away. Then they knew they would be severely punished themselves if they were caught. They were caught, but what the Army soldiers would shoot any stranger at sight.

If, in spite of all this, the prisoners were determined to escape and tried to think of a way of doing so, he was faced with a vista of horrors. Before escaping he had to guard against indiscretion; afterwards he had to guard against betraying himself by his appearance. An escaped prisoner is easier to spot than an escaped gangster whose picture is posted up at every street corner. The only clothes he has left are those he is wearing. With few exceptions, the prisoners did not know the language. Finally, he could not expect to be helped by the Army, as the German government was more concerned with revealing his political convictions. Either through fear of a loss of duty, not only would they refuse to help him but would denounce him mercilessly. He had an identity card, no necessaries, no clothing, no money, and often no supplies of food. He does not know the exact position of the frontier and at any step on his journey he might take the wrong road or run into minefields, see the police dog on his tracks—and it would be all over with him.

The French are brought up, both in their homes and their schools, to be cautious, to rech up the difficulties of any course they think of taking, to look long and carefully before they leap, just as they are taught to be introspective, to analyse their feelings, to dramatize themselves and indulge in self-pity, as Lieut. Brihac did. That makes conversation in France more interesting than it is as a rule in Britain. But there are situations in which it is better to be unreflecting, stolid Briton, not realizing all the risks that he takes. The situation of a prisoner of war is one of these.

What the Russians Feared

When they did decide to try for freedom, the French showed every kind of courage and cleverness. They dug tunnels, they got civilian clothes, they had their shoes shaved in the Hun fashion. If they were challenged, they replied either with violence or bluff. Many were recaptured, and those who did get into Russia through Lithuania before Hitler attacked the Soviet Republics were put at once into prison camps again.

On principle the Russians suspected anything that came from Germany. They expected to be involved in the war and had seen the examples of the many countries where fish columns had drown as soon as they saw any ships feared over from Germany, and were afraid to send us back to Vichy in case they were found to be guilty of what the Army soldiers would shoot any stranger at sight.

So the escaped men had to stay for a while, under fairly easy conditions, until Russia was itself at war. Then they were sent here. Lieut. Brihac collected the stories of the 185 who had been his companions and picked out the best of them for this book.
Now It Can Be Told!

2,000 Soldiers Helped to Save London's Water

One of the strangest stories of the London Times, was how part of the New River channel, dug originally between 1605 and 1613, in the reign of James I, had to be hastily re-excavated by 2,000 soldiers in 1940 to save a vital part of London's water supply.

Fed by the Chadwell and Amwell springs, the New River starts near Ware, in Hertfordshire, and brings in about an eighth of London's total water supply. As originally dug, more than 300 years ago, it was 40 miles long, but since then many of its meanderings have been replaced by direct pipe lines. One of these discarded loops is in Enfield, where a mile and a half of the New River channel, known as the Enfield Loop, was replaced by a pipe line which is only half as long.

Part of the channel was filled in at Enfield Town Park, but water was left in the rest as a reservoir, and a small concrete dam was built at Southbury Road to seal off the river loop (see map).

Danger of Flooding

At 9 p.m. on October 15, 1940, a bomb scored a direct hit on the pipe line and three pipes through which pass up to 500,000 gallons of water a day. A member of the Metropolitan Water Board's staff who lived near realized what had happened, and telephoned to the head river foreman at Hornsey for the valves at the north end of the pipe line to be closed, while he hurried the blast and collected a few workers and went to the valves at the south end.

With the aid of a policeman and others they closed these valves, and the flow of water was shut off by about 9.45 p.m.—less than an hour after the bomb fell.

This ended the danger of flooding to the neighbourhood, but there was still the bigger task of ensuring that London got its water—a vital matter in those days of fire blights and smashed mains. The assistance of London Regional headquarters was sought in the early hours of the morning, and they arranged for military help. By 5 a.m. 2,000 soldiers, collected from various parts of London and hurried to the spot in motor transport, were digging out the filled-in part of the old channel.

The Flow Restored

At the same time N.F.S. men, summoned from a wide area, pumped water past the quarter of a mile channel where the troops were working. By 8 o'clock on the evening of October 16 the troops had dug a rough channel, and the natural flow of water was partially restored.

By the next morning when some other small dams had been broken, water was flowing at the rate of 10,000,000 gallons a day and smashed through the old James I channel, and two days later, by which time the main dam at Southbury Road had been cut through, the flow was 15,000,000 gallons—more than a third of the normal supply.

The repair of the three broken mains was a lengthier job and occupied the Metropolitan Water Board staff and the contractors until November 6.

Daring Exploits of Midget Submarine X.24

How a British midget submarine twice penetrated the Norwegian harbour of Bergen—one of the most heavily defended ports under German control—and sank a 7,500-ton merchant ship, a floating dock and a smaller merchant vessel, besides damaging harbour installations, is a story delayed in the telling since April 1944. The craft which carried out these daring and hazardous missions was the X.24, a 4-man submarine carrying detachable explosive charges, and similar in type to the X-craft which damaged the Tirpitz in Alnes Fjord in September 1943 (see illus. pages 327 and 649, Vol. 7).

On April 10, 1944, H.M. Submarine X.24, with Lieut. M. H. Shean, R.A.N.V.R., in command, got into Bergen Harbour and laid a large charge under the 7,500-ton merchant vessel Barenfeld, which was berthed at a coaling jetty. The explosion sank the ship and caused considerable damage to harbour installations. The X.24 then withdrew from the harbour without being detected, and returned home safely. The Commander-in-Chief, Home Fleet, described the operation as "a magnificent achievement, ably planned and most daringly carried out." Lieut. M. H. Shean, R.A.N.V.R., was awarded the D.S.O. for this exploit.

On September 11, 1944, the same submarine—the X.24—commanded by Lieut. H. P. Westmacott, D.S.C., R.N., of Bembridge, Isle of Wight, sank a floating dock in Bergen Harbour. Having made a passage of 80 hours in extremely bad weather across open sea, the X.24 and 100 tons of island passages off the Norwegian coast and negotiated minefields and other defences of Bergen Harbour, to attack a target which...
vessel alongside it. The X-Craft then withdrew and made her way through the fjords undetected to the open sea. Lieut Westmacott-Clyde was rewarded by the D.S.O. "for great gallantry in a most hazardous operation."

X-craft were also used as defence markers during the Allied landings in Northern France. They were actually the first vessels of the Royal Navy off the French shore, and they lay submerged for 48 hours before the first landing craft approached the coast.

**Built Fifty Miles from the Sea**

During the war midget submarines were built for the Admiralty, in conditions of great secrecy, by three inland firms—at Chesterfield, at Gainsborough, and at Huddersfield. In the latter town, of some 12,000 people, though hundreds of workers knew something of what was going on, those really in the know could be counted on the fingers of both hands. From the Huddersfield engineering works of Messrs. T. Broadbent and Sons, Ltd., a 50-miles journey to the sea faced the completed submarines, which were accompanied by their crews.

These lived in the town with their craft during the later stages of construction, and in the quiet of an early Sunday morning, when townsfolk were up and about, the journey of each completed vessel would commence. In the guise of motor-boats, the midget submarines were conveyed along the streets to the railway station, where special trains waited to take them to the Clyde and on down to the sea. Two girl employees (portraits in facing page) of the Huddersfield firm found the honour of launching and naming the craft.

The Navy’s midget submarine which crippled the Tirpitz first emerged as a small model at the Admiralty Experimental Works at Haslar, near Portsmouth, over five years ago. Several designs and modifications were tested and improved for speed, endurance, diving and sea-keeping before the prototype was built. And there also the first full-scale midget was tested in an experimental naval crew. Before sea trials were embarked upon, then came the specialized training and preparations for action. Here also the pilots of submarines which the enemy had used in U-boat, page 391, also pages 486 and 551, Vol. 8) were reconstructed as an accurate model, from captured fragments, and much useful information was thereby gained.

WHERE THE FIRST VIS LANDED in this country—at Speckley Road, Chiswick, London, S. W., at eleven minutes to seven on the evening of September 8, 1944. The incident was not officially disclosed until April 30, 1945, a month after the last rocket had fallen on England. Eleven houses were destroyed, three people killed and twenty injured.

**Rescued After Five Months of Adventure**

An episode in which the destroyer Kelvin took part at the end of 1940 makes belated news, the story being officially "released" in August 1945. Sight of the Kelvin meant the end of five months of hazardous adventures to 18 men who were standing on the rolling deck of a neutral cargo boat early in December 1940; after being assisted aboard, the overjoyed men "moobbed" the destroyer’s crew and, between repeated thanks, told how thirteen of their number, members of the 51st Highland Division who were captured in June 1940 during the German advance on the Somme, headed by their Major, had escaped to Vichy, where they had been successful in obtaining French military uniforms.

From there they made their way to the South of France and, this time garbed in Foreign Legion uniforms and armed with forged papers, managed to reach Morocco—where luck was against them and they were interned. Again the Major organized a spectacular escape, and in due course they arrived at Casablanca, stipped aboard a small Portuguese cargo vessel in the dark, concealed themselves under cargo, and waited until they were at sea before revealing themselves to the astonished skipper. It was whilst the ship was proceeding on its journey to Portugal that she was intercepted by H.M.S. Kelvin and, after investigations, the men taken off. The rest of the 18 rescued were two Frenchmen on the way to join De Gaulle’s Free French Army, two British airmen and an Austrian refugee.

**Remarkable Escape Story** of men of the 51st Highland Division captured by the Germans on the Somme in June 1940 is told above. Escaping to Vichy, they secured French uniforms, and reached Morocco, but only to be interned. Again they escaped—to Casablanca, where they secretly boarded a small Portuguese trader. The destroyer H.M.S. Kelvin intercepted her at sea and rescued the men, who are seen (left) leaving the Portuguese vessel and (right) greeting men of the Kelvin’s gun-crew.

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Photo, British Official

Remarkable escape story of men of the 51st Highland Division captured by the Germans on the Somme in June 1940 is told above. Escaping to Vichy, they secured French uniforms, and reached Morocco, but only to be interned. Again they escaped—to Casablanca, where they secretly boarded a small Portuguese trader. The destroyer H.M.S. Kelvin intercepted her at sea and rescued the men, who are seen (left) leaving the Portuguese vessel and (right) greeting men of the Kelvin’s gun-crew.
British Justice for the Beasts of Belsen

President of the Court at the Belsen Camp trial which opened at Luneburg, Germany, on September 17, 1945, was Maj.-Gen. H. P. M. Birney-Pickin, C.B., M.C. (1). Chief defendants (1) were Josef Kramer the commandant — No. 1 — and Fritz Klein, the doctor — No. 2. Among the 22 Germans chosen by ballot and obliged to attend was this girl (2), being searched by a British military policeman. The court in session (3): on extreme left the 45 accused (in front) defending counsel; at far right, the witness-box; and extreme left, the judges; at bottom, prosecuting counsel. The court-room was formerly a gymnasmum. See also pages 38 and 46.

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Photo: Keystone, G.P.O.
German Atomic Bomb Research was Sabotaged

As long ago as the winter of 1941-42 the Allies had ascertained that German scientists were making alarming progress in their atomic research. This accords with the sabotage of atomic research by Norwegian scientists. They claimed that the Norwegian supplies of "heavy water," which the Germans were then using in their experiments, were contaminated from an article by The Daily Telegraph Military Correspondent, Lieut.-Gen. H. G. MANTLE.

In the heart of the North Ternak Moor- tains is the Rijukan Valley. A deep, sheer-sided cliff, the valley is some 20 miles in length. At the top is the Mjøse Lake, at the bottom the Lake Tin Sjoe. At Vemork, about half-way down the valley, is the great power station of the Norsk Hydro Works, which specializes in the production—from atmospheric nitrogen—of saltpetre for use in fertilizers. Beside the power station at Vemork is the high-concentration plant: it is a seven-storied building designed by Lieft Tronstad, of Trondheim, a scientist of world repute, who fortunately made his way to England in 1940. Here it is, on the ground floor, that the heavy water is produced as a by-product of the final process. Vemork was No. 1 target, and this was its built of.

In the Rijukan Valley live the two brothers Skimnaiter. The one is in charge of the shales on the Mjøse Lake; the other, with whom this story is concerned, is a farmer.

In March 1942 this second Skimnaiter made his way in England to join the Nor- weigan forces. At once, however, those over here who dealt with Norway realized the special value of his local knowledge: he must go back—to form a link between Vemork and London. So they trained him to couple of practice parachute-jumps, and within ten days had dropped him back again in the Northern Ternak country.

Germans Found Our Marked Maps

Throughout the next three years, till Germany's capitulation, Skimnaiter was the preeminent genius of the Rijukan, watching every German move, interpreting and reporting it unfailingly. Gradually the Allies' plants matured. It was decided to land about 40 men by glider, to overpower the German guard and destroy the high-concentration plant.

In October 1942 an advanced party of four Norwegians, with wireless sets, was dropped—but wide of the mark. The party joined Skimnaiter only after a heart- breaking march through the mountains. About a month later Combined Operations made its attempt with such a force of gliders. At the last moment the weather—always treacherous in these valleys—that right down. One aircraft and both gliders crashed in the mountains, and in the wreckage the Germans found maps with Vemork clearly marked upon them as the objective.

The map was in the fire. The Germans scourched the Rijukan. The advanced party had to scatter. Only Skimnaiter was left, and he had to take to the mountains in the north, where, now completely efficient in all the wireless codes in use, he established his own advanced base for the rest of the war.

Men were found to succeed by guile where force had failed. On February 16, 1943, a Norwegian demolition party of four men under Lieut. Ronneberg, was dropped on the 3,500-ft. plateau about 50 miles to the north to join up with six men of the Home Front. After dark on February 24, Ronneberg and his nine men moved down to the attack. It had been reasoned, however, that the German might arrive within three minutes, so he cut the delay to 30 seconds. When the explosion came, therefore—the explosion which told that Vemork would produce no more heavy water for the next nine months or so—the ten were all still in the compound.

At the muffled sound a German opened the guardhouse door and stood, silhouetted against the bright light within, to look around. In the darkness six Sten covered him—but no one fired. It was a tense moment. Satisfied that some stray beast must have exploded a land mine, the German turned and closed the door. Thanks to this display of discipline and his composure, Ronneberg's party was able to make a clean getaway.

Time Bombs in the Train-Ferry

Ronneberg and his three fellow-saboteurs set off on skis to cover the 175 miles to Sweden, travelling in battle-dress, with Sten slung across their shoulders. On the 18th day, having cached their battle-dress and arms, they crossed the Swedish frontier. In due course they returned to England. Ronneberg received the D.S.O. What should we have received if Ronneberg had not succeeded we shall never know. From Ronneberg's blow heavy water was to be taken but not our Fortresses of the U.S.A. 8th A.F. struck next. Eight months later—in autumn 1943—they hit the Vemork power station, cut one of the great water-pipes and slightly damaged the high-concentration plant.

The attack made the Germans decide to cut their losses. In February 1944 Skimnaiter reported they were about to open our Vemork, after they had moved all stocks of heavy water out by rail en route to Germany.

On that day London voted. At the time there was an expert saboteur—one Haukelid—ready to hand, about 50 miles from Vemork. He and another were told to contact Skimnaiter and "fix" that heavy water. On arrival in the Rijukan, Haukelid decided that his best chance was to try to sink the train-ferry on Lake Tin Sjoe. On Sunday morning five Norwegians travel by the ferry. Working through the Norwegian staff of the Norsk Hydro, they arranged that the heavy water heavy water should start on the following day. On the Saturday, they had the train unloaded their precious water on two trucks.

The Germans were taking no chances; that Saturday night they flooded the sidings and mound a strong guard. "What chaps are they, to be sure! They think of everything," said Haukelid, and off he went to board the train-ferry. He had made two time-bombs from the mechanisms of two alarm- clocks. Having calculated that the ferry would reach the deepest part of Lake Tin Sjoe by 11 next morning, he had set the mechanisms accordingly. All that now remained was to place the bombs in position.

Haukelid asked for a look around the engine-room—no good, the engineers were there playing cards. Next they tried the bilges. Here was a look-out on deck. No quilting, he turned a blind eye, so down they went through to the main hold and two for the lower bilges. Having placed their bombs, the pair set off that very night for Sweden. At the same time Haukelid reported that the train- ferry should sink at 11 a.m. next day. As always, Skimnaiter stood behind. In due course he, too, reported—the train-ferry—with all the trucks and all the water—had gone done in 200 fathoms' depth at 9:30 a.m. precisely. The saga of the heavy water was ended.
Great Gallantry in Action Earned Them the V.C.

Sgt. R. R. RATTEY

Seen in Sydney being congratulated by Admiral Sir Bruce Fraser, Sgt. Rattey, of the Australian Infantry, under vicious fire, silenced the heaviest single-handed demolition job ever done by a soldier in action, on March 22, 1945, making our advance possible.

Sepoy Ali HAIDAR

Completely regardless of his own safety and despite serious wounds, Sepoy Haidar, of the 13th Frontier Force, India, saved "an ugly situation" on the Garhwal front in April 1945. He is the first Pathan V.C.

Lt. KARAMJEET SINGH JUDGE

This "brilliant officer" of the 15th Punjab Regiment, during an attack in Burma in March 1945 "dominated the entire battlefield by his numerous and successive acts of superb gallantry," but was mortally wounded.

Rifleman LACHHIPAN GURUNG

On the Irrawaddy in May 1945, Rifleman Gurung, of the 8th Gorkha Rifles, though cut off for three days, encouraged his section to smash all attacks, displaying against almost overwhelming odds "outstanding gallantry and devotion to duty."

Corporal E. T. CHAPMAN

Single-handed, Capt. Chapman, of the Monmouthshire Regiment, on April 7, 1945, though severely wounded, repulsed attacks by picked and fanatical Nazis during the struggle for a vital ridge on the eastern flank of the Dortmund-Ems canal.

Corporal F. G. TOPHAM

In bitter fighting on the Rhine on March 14, 1945, Capt. Topham, 1st Canadian Parachute Battalion medical orderly, though in grave pain, for six hours performed "a series of acts of outstanding bravery."

Corporal T. P. HUNTER

Just before the 8th Army's final assault in Italy in April 1945, Capt. Hunter, 9th Marine Commando (left), displaying "magnificent courage, leadership and cheerfulness," charged alone across open ground against intense German firepower and several mortars. He was killed.

Photos, Indian, Canadian and Australian Official
I Was There!

Eye Witness Stories of the War and After

Battle of Britain Pilots in the Air Again

Fifteenth anniversary of the peak day of the Battle of Britain was marked on September 15, 1945, by a "Replay," over London, with survivors of the Battle in some of the 300 planes. (See illus. p. 396.) These memories were recorded at famous Biggin Hill by Frank Dasser in the News Chronicle.

At the controls again, over London today, Battle of Britain pilots, will you glance westwards towards that top of the green Kentish wheat? Are they harvesting those fields beyond the charred and broken houses that surround the aerodrome you knew so well. Yesterday I saw two soldiers in battle-dress climbing up a ladder with a basket, steep, trying to gather a swarm of bees from the branch of a tree.

There are no Spitfires flying through the skies now; no Heinkels or Messerschmitts dashing over to blast cruisers in your runways. Only Dakotas, like buses, dropping down one every ten minutes on those very fat tracks from which you took off in such a hurry in 1940, hour after hour, day after day, to hammer Hitler's planes out of the sky.

What a changed Biggin Hill since the days of Dunkirk, when you gave fighter cover for the men driven to the last beach of Europe, while we barricaded the streets of English towns against the German forces. September 15, 1940. The score was 185 Hunt planes that day, and Biggin Hill pilots got 18 of those, plus 25 "probables."

I REMEMBER a warm Sunday afternoon that year when a couple of Spitfires chased a Heinkel a hundred yards over the roof of my home. He dropped a bomb that split the old stone house just by Keaton Church, but the Spits got him down in a field about a mile away. You'll be remembering the British in New Zealand and French squadrons round the field ready to take off instantly; the pilots living in huts near the runways: the games of chess and ludo while they waited. There's still one of those yellow bikes on which they used to rush away from the mess to reach the planes when the alarm went. No little jeeps to take them out in those days.


Two land girls are cycling through the gate on their way to tend the garden. Out of the officers' mess strolls Thunder, half-Alsatian, half-greyhound, who waited in vain one night for his fighter pilot master, and refused to leave the runway for three days. He has been taken over by an American. A poster on a notice board in the passageway reads: "Race Card for Release! Age and Service Groups." Another is headed: "Show Me the Way to Go Home!" Bureau of Current Affairs Circular... A Ministry of Labour booklet on careers dangles from a string. Its title is "Brewing."

Remember that celebration party at Grovesave House for the 1,000th enemy plane scored? The taxi-drivers came and offered to drive any of you home free of charge anywhere. The old black driving wheel they were used to holding in the Mess Secretary's office was inscribed: "From the Boys on the Cab to the Boys in the Cab." July 9, 1943... in the bar, those portraits hanged on the wall. Fine young faces, beautifully drawn. Flight-Lieutenant Wood and Mosley... Kingcombe... D.F.C.... Wing-Cmdr. "Oxo" Oxbury... Group Capt. Rankin... Flight-Lieut. Mungo-Park, D.F.C.

That clever cartoon called "One Conformed," with the photographed faces glued on the caricatures. "Salter"... Malhan has dropped an anchor from his plane west into the enemy bomber's wake. "Gradually," he says, "now Wing-Commander, is lodging a helmeted German out by the legs. The guy Frenchman, Rene Mouchotte—since shot down on the other side—a drop brings him to the enemy's fuselage. Squadron-Letter Jack Charles, who helped to bring down the 1,000th plane, is doing some sign-writing nonsense. There's a bunch of dried Kentish hops hanging in the corner of the room.

Someone remembers a famous night fighter. "He crashed at Ashford... hit another plane head-on in broad daylight... they buried him in the village churchyard near here. Only two nights before he was telling me his feelings about flying in the dark... cold sweat down the spine when his wing-operator told him the Hun plane was in his sector... complete terror till he could see him... then all right when the fight was on."

In the chapel today, the Book of Remembrance was opened at a name: "September 15, 1940. Pilot Officer George Louis Joseph Desoutreport, 229 Squadron. Desoutreport was, in fact, a Belgian airman, 27 years old. He flew in the Belgian Air Force from 1931 till 1940, and then came over to join the R.A.F. He was commissioned in July 1940, but he did not have very long with his British friends. "In the Shadow of Thy Wings Will I Rejoice," says the embossed inscription. On the steps down the wall, there is fun in the bathing pool which the father of Flying Officer Reg Barcham brought presented to the station, in memory of his son, killed in September 1941. Built into the wall of the Acre café is that stone on which was written "In Loving Memory of 10 for 60..." when the R.A.F. were in charge of the place.

They don't need a memorial in the village. Every time a plane appears in the sunlight, the man among the stocks of corn and the woman hanging out the washing—remembers.

I Saw the First 4-Powers Parade in Berlin

Notable day in the history of the Allies and of conquered Germany was September 15, 1945. In the capital came the paradigm of Western Europe. U.S. and France. The following account of the brilliant ceremony, which is illustrated in page 397, was specially written for "The War Illustrated" by Capt. R. E. Ralph, R.A.F.C.

At ten o'clock this morning I was standing on the roadside in the Chaussee, behind the huge and opposite the saluting base, watching the hustle and bustle which preceded events of an hour later. It was a warm day, and as I looked along the Chaussee, under the Monument of the Reich—the Angel of Victory at the top of the column—bathed in sunlight beneath the fluttering Union Jack, Military police were dashing hither and thither directing traffic and special tours of walking, some in cars, some on cycles, all making their way to find best positions from which to see the march-past of the four Occupying Powers.

The bands of the Allies were opposite the saluting base, and the American band was playing a regimental march as I came along the side of the saluting base were the enclosures. I looked across at the Senior Officers' enclosure and noted the air of cordiality that seemed to prevail. French, Russian, American and British officers were mingled together, talking with each other as cordially as their knowledge of the respective languages would allow.

At half-past ten the first of the high-ranking officers came along with their convoys of cars and escorts. Russian officers were in American-type civilian cars with large red flags flying. French officers were in civilian cars. Then the American officers with their fleets of cars and smartly-jeeps, and motor-cyclists; then the British officers in their familiar green cars with flags on the bonnets and "star" plates on the bumpers. Everything seemed so colourful, and the flags round the saluting base gave a festive air.

A source wrote regarding Marshal Zhukov's coming along the Chaussee...
In his open car—a majestic figure in uniform, his breast covered with decorations and medals. He went to the saluting base, and everyone there was standing very smart, for Field-Marshall Montgomery—in vain.

Just after eleven o'clock, when the initial excitement had somewhat died down, a deep came out from the base of the saluting stand and went up towards where the first contingent of infantry were waiting to move off to the march past. The band of the Russian Forces struck up, and in the distance I could see the large flags of Russia’s battle honours proudly waving as the columns commenced to move. The Russians came down the street in step, and every one in step. Then came the French infantry, all wearing the traditional blue beret and marching well. At the foot of the saluting base were many members of the Free French Women’s Force who were unable to restrain their emotion and when the soldiers marched past almost broke through the cordon.

The "Desert Rats" Were There

Following the French came the first line of the British infantry. With battle honours flying, men of the 5th Queen’s Royal Regiment, the Devon Regiment, and the Durham Light Infantry, all wearing the famous "Desert Rat" Divisional Signs, filed past the saluting base, and, to a command that could be heard all along the great roadway, eyes were turned to the right at the salute. Following these came men of the Royal Air Force Regiment, looking very smart in their light blue uniforms contrasting with the khaki all around. Last of the infantry detachments to file past were the commanding officers of the American band turned salutant his colours as they passed: it was the band of the Airborne Division.

After the infantry, the armour of the Allies drove by. The first was the Churchill. Then the American tanks, the T-34, in their armoured cars; then the Comet tanks with men of the Royal Tank Regiment. The French followed with their armour, after which came the Americans, parading tanks to the like of which many of us had never seen before. Large 60-tonners these were, and all steel, with rough-cast turrets and heavy guns—should say 53-in.

There they were, three abreast, dodging every such moment I watched the faces of three German policemen standing near me. I wonder what they were thinking?

The last of the tanks came by, and the combined forces of military police threw a cordon round the saluting base to keep back the amateur photographers (and official ones) who would get a photo of the Marshal. Half an hour later all had cleared—the soldiers were gone back to their other historic event, the few German cars and transports again rode the Chaussee, and the sun still shone on the Victory Monument.

Sea-Bed Gracie for Hitler’s Poison Gas

Concentrated in a big forest covering an area of four square miles is one of the greatest stocks of poison gas in Germany, wrote a Daily Telegraph special correspondent with 21st Army Group on August 6, 1945. The full extent of the forces for 21st Army Group is held over in the fact that it was housed.

I have just been to see it before it disappears from the world. The deadly cargo carried in ships manned entirely by Germans, is to be thrown into the sea. There, 200 fathoms below the surface, near the Channel Islands, it may remain intact for as many years. It is all contained in shells and three-quarter-inch steel takes a long time to corrode. Even on land the poison gas had been strictly isolated.

Dotted all over the forest which I visited were strongly built storage sheds, very commodious and all above ground. Many of them had thick concrete walls and mounds of earth with vegetation on them. Trees were growing from this protective cover to provide impenetrable camouflage. To guard against storms, each hut had a lightning conductor system of a most elaborate kind.

In each of these sheds thousands upon thousands of gas-filled shells were lying horizontally in wooden frames. There is ample evidence of how Hitler prepared this use gas. An important extension had just been completed. This was a tremendously strong structure consisting of a poison gas station capable of holding many thousands of gallons.

Brand-new shell-filling apparatus, each vital part being distinctively coloured to guard against any dangerous mistake, was ready for operation in a long well-ventilated room. The numerous vacuum-filling machines, with empty shells in position below, left one in no doubt of the speed at which the work could be done. The impression was as if it had just failed to come into use because of a breakdown.

Alied troops arrived to find a goods train ready to leave with supplies of the newest poison gas capable of being an excite-

\underline{On My Last Strange Trail to Civic Street}
RETURN TO CIVIV STREET for thousands of Service men and women began on June 18, 1945. At a R.A.F. dispersal centre men about to be de-mobilized (left) handing in their Service papers and receiving civilian identity cards and black civilian clothes. Released men (right) try on their new clothes. Each receives a suit, raincoat, hat or cap, pair of shoes, two pairs of socks, tie, shirt, two collars, and a comb. Each man receives a small crate of clothes valued at $2. See article in this and facing page, photo blue, page 19.

—including himself—knew that was a lie. I looked round the room. Here we were, so many lucky dogs, getting out at last, and this was the great day!

There was not one face in that room which by any stretch of imagination could be called happy. We had been happy when we trooped in to join up, happy when they called us dinkims and gave us mountains of places to wash and yards of floor to polish and threatened us with "jankers." But now that we were being granted our cherished freedom to cock a snook at Group Captains and above, to live where we like, what we like, and do what we like, we were just simply depressed and a little lost. Maybe that's why the highest authorities in their great wisdom provided that refreshment-room. A cup of coffee is a great help at times. Or is it?

Almost incessantly the loudspeaker on the wall kept announcing "Will Flight-Lieutenant J. B. What have you report to Post C immediately?" and up would gather another of us to climb the stairs. Smoothly but soullessly we passed through the machine which in half an hour or less transformed us from

DIARY OF WORLD EVENTS

SEPTEMBER 16, Monday
Malaya—Surrender of Japanese forces in S.E. Asia was announced in Singapore, Colombo, Manila, Bangkok, and Ceylon.
Belgium—Field Marshal Montgomery, former supreme commander of British forces in Europe, arrived in Brussels.
Germany—President von Schirach died on July 17 in P.O.W. hospital in Dusseldorf.

SEPTEMBER 17, Tuesday
New Guinea—Japanese forces finally surrendered at Wewak. They were driven to this by the 8th A.A. Armoured Brigade, which arrived in New Guinea from Australia.

SEPTEMBER 18, Wednesday
Malaya—First shipment of rubber left Singapore.
South Africa—New granting, a large-scale world war, opened at Cape Town, second largest in the world.

Last place of call was usually on the welfare officer, a bright young flight-lieutenant with the D.F.C., who asked "Why any advice about civilian life, old chap?" shook our hands warmly, and told us how we would get to Wembley for our civilian suits. We were loaded into a lorry, whisked to Wembley, and set loose in a giant hall filled with civilian clothes. We were measured roughly by a tailor who stood by the entrance and informed us of our size number. He told me I was size 42, and from a rack so numbered I took an excellent blue flannel suit which fitted me almost perfectly.

My vanity, however, will never quite recover from the shock of beholding on the rack the completely inaccurate label, 'Portly and Long.' A raincoat, a pair of shoes, one shirt, two collars, "two pair of sox," cuff links, and one felt hat were given to us. There isn't a bowler hat in the place. While we were a wireless loudspeaker cheered us with Workers' Playtime, airmen skillfully packed our civvies into boxes labelled "High Explosive." For the last time in our lives we visited N.A.A.F.I. for our sweeties and cigarettes. Then, each with our box of clothing in hand, we walked as bravely as we could out into this strange, new, rather frightening world called Civvy Street.

But—No British submarine Achates launched in Devonport on September 18.

SEPTEMBER 12, Friday
Czechoslovakia—Field Marshal Montgomery gave great welcome in Prague to twentieth birthday of the Czechoslovak Republic.

SEPTEMBER 13, Thursday
Belgium—Field Marshal Montgomery, formerly supreme commander of British forces in Europe, arrived in Brussels.

SEPTEMBER 14, Friday
Malaya—Surrender of all Japanese forces in Malaya made at Kuta Lumpur.
Belgium—Field Marshal Montgomery, formerly supreme commander of British forces in Europe, arrived in Brussels.

SEPTEMBER 15, Saturday
Japan—Jago, former foreign minister, gave himself up to Americans.
Turkey—Air Force and other British forces arrived at Istanbul on board the British battleship Duke of York. A ceremony was held at the airport, attended by the Royal Air Force Command.

SEPTEMBER 16, Sunday
China—Japanese in Hongkong surrendered to Chinese.
Home Front—Including celebrations throughout United Kingdom in commemoration of Britain of Service.

SEPTEMBER 17, Monday
Germany—Tragedy of 40 men and women killed in a fire in an American aircraft depot opened at Lusburg.
United States—First issue of national flag hoisted after 50 years of Jap occupation.

SEPTEMBER 18, Tuesday
Malaya—First shipment of rubber left Singapore.

SEPTEMBER 19, Wednesday
Home Front—William Joyce ("Lord Haw-Haw") was sentenced to death by a court martial at Central Criminal Court.

SEPTEMBER 20, Thursday
China—British and American warships arrived at Shanghai.

SEPTEMBER 21, Thursday
Australia—Canberra captured, capital of Madagascar, captured by British troops.

SEPTEMBER 22, Friday
Australia—185 German aircraft shot down over England.

SEPTEMBER 23, Saturday
Australia—23 Australian captured, 10,000 captured by British forces. 1,000,000 having been lifted.

SEPTEMBER 24, Monday
Home Front—90,000 people in London gathered in Hyde Park to protest against conscription.

SEPTEMBER 25, Tuesday
Japan—U.S. troops landed at Asmara, Eritrea, on the Red Sea coast.
Coast—Proclamation to people affording close support to Allied force.
Home Front—King and Queen inaugurated new Ladybower reservoir in Derbyshire.

SEPTEMBER 26, Wednesday
Home Front—Yasmin, new passenger steamer in Australia, was launched.

SEPTEMBER 27, Thursday
Australia—7 new submarines were launched, and a new Royal Navy aircraft carrier, the Ark Royal, was launched at the Royal Navy dockyard.

SEPTEMBER 28, Friday
Australia—New Zealand troops landed in New Zealand to assist in the fighting.

SEPTEMBER 29, Saturday
Australia—New Zealand troops landed in New Zealand to assist in the fighting.

SEPTEMBER 30, Sunday
Australia—New Zealand troops landed in New Zealand to assist in the fighting.
S E P T E M B E R 1 5 , 1 9 4 5,

a special commemoration of the victory of the Battle of Britain by the opening of R.A.F. air stations to the public for the first time since Empire Air Day of 1939. The

anniversary occurred on a Saturday, and very

large numbers of visitors entered the 90 aerodromes, which were open to them in

England, Scotland, Wales, Northern Ire-

land and the Isle of Man, from 2.30 to

6 p.m. These air stations represented seven

R.A.F. Commands in the following order:

Flying Training 11, Transport 17, Bomber 16,

Fighter 12, Technical Training 11, Coastal

10, Maintenance 3. (See illus. page 383.)

That afternoon 25 squadrons of fighters and

fighter-bombers of Fighter and Coastal

Commands flew over London, the aircraft

including Spitfires, Mustangs, Typhoons,

Tempests, Beaufighters, Mosquitoes and

Messers. The fly-past was led by Group

Captain Douglas Bader who commanded

No. 242 Squadron, manned by Canadians

equipped with Hurricanes, during the

crushing fight over England in the summer

and autumn of 1940.

BADER'S Own Spirit Enabled Him

to Get Back Into the Cockpit

Bader met with the accident that resulted in

his amputations when flying as a young,

and comparatively inexperienced, pilot in,

1936, an Armstrong-Whitworth Ajax. He

pulled up in a climbing turn, the machine

stumbled, "fell out of his hands" and in the

resulting crash something came back and

crushed his feet. The outward bound вра

gave him the opportunity to get back into the

R.A.F. via the Volunteer Reserve, and his

own spirit enabled him to get back into the

cockpit. A crash due to engine failure just

after taking off during his early days

return to the Air Force would have put many

a man into hospital, but in half an hour or

so, after a mechanic had straightened out Bader’s

metal legs, the owner of them was in another

cockpit again, and in the air.

On Sunday, September 16, contingents of

workers from the aircraft industry, repre-

sentatives of A.A. Command (including Home

Guard), and of units of the Dominion and

Allied Air Forces, and all Commands of the

R.A.F., including men who fought in the

300 R.A.F. FIGHTERS, led by Group-Capt. Douglas Bader, the eldest pilot who was shot down and taken prisoner during the war, flew in faultless formation over St. Paul’s during their presentation to the public on September 15, 1945, to commemorate the Battle of Britain. Survivors of “The Few” flew side-by-side with pilots who were still at school in the battle of 1940. See story in page 271.

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Floto, Keytana
Below Decks in Britain's Aircraft Carriers

H.M.S. FURIOUS, 72,000-ton aircraft carrier (1), right, with the battleship H.M.S. Anson (left centre), accompanied by escorting destroyers. Below decks in the Furious (withdrawn from service on May 17), a Barracuda torpedo dive-bomber of the Naval Air Arm is seen (2) being placed in position on the lift.

Long rows of tightly packed Carrier Fighters fill the hangar of the Furious during May 1941. Sailing with the British East Indias Fleet, the Furious (see illus. page 761, Vol. III) took part in many important actions in the Far East, including the destruction of oil plants in Sumatra and Java. (3) The crew of a Barracuda from the Furious fire away. (4) A Barracuda from the light aircraft carrier Vengeance, one of the new 14,000-ton carriers (see page 377) new in the Far East, stands on its aircraft after being forced down at sea (5); all were saved. Note the position-marker—a bright yellow circle of canvas-floating rafts and white flag tied to the bomb bay of the aircraft.
The story is brief. Some months ago (I was informed) the official of a major railway station at an important R.A.F. operational station was struggling with a small party of our staff. Admittedly there had been a big "cut" in the personnel of the station, but the Accounts officer had considerable leeway to make up and still felt the need of more assistants. Unhappily, for a time—a quite a time—the authorities didn't see it that way and turned down all his applications for increased staff. Then, without warning, instead of the five or six extra hands asked for there arrived a dozen or so! And the explanation? Not the usual one, I'm glad to say, for a few days later a communication was received from the Ministry explaining that it was not the intention to throw these men on the labour market, but as soon as they were ended but to give them as much practical experience as possible to fit them for clerical jobs in civil life when they became "demobilised."

Like countless others, I suppose, I have recently been pondering on Planning and asking myself if much of it isn't going to mean locking the stable-door after the mare has bolted. Sir Patrick Abercrombie's plan for a green-gridded London, clustered with new satellite towns, is the most ambitious and realistic of its kind. I am not at all sure how the authorities will convince the public that they will do their utmost to see that the money is spent efficiently. But what if the local authorities—whether because of vested interests or not—do not do their utmost to see that the Town Planning Act and all our new (and old) towns be defaced by ugly advertisements? The proprietors of the local press—obliged to erect a theatre with a dignified frontage—will have to approve Cornish or Palladian models, however uncongenial, in order to make their buildings sufficiently shocking with those monstrous cut-out advertisements which seem so exclusively (and needlessly) garish a feature of cinema publicity. This sort of thing, as well as ugly lettering on shop-fronts, the large billboards, and newspapers—oh yes, if they have a mind to. Not so long ago the Winchester town council requested a local shopkeeper to reduce in size the obtrusive lettering with which he had plastered his main-frontage—and he did so. Electric signs—meaningless and appalling by daylight, however cheerfully they glow by night—will also need firm control.

Mr. Jack Lindsay, the poet-scholar and member of a famous Australian family, which has produced so much of the stuffy confections, has produced for the Plate Press what must be the definitive account of Britain's war-time registration in Art and Music. This is a superbly illustrated production, costing a bare half-crown, and providing for once and for all a complete refutation of the theory that, apart from Poetry and the Drama, we were a thoroughly inartistic people. It is Mr. Lindsay's contention that Art in England has come to stay and that our culture—"made an incalculable leap ahead, creating for the first time in England since folk-days a genuine mass-audience for drama, music. . . . The British people, rising to meet the war emergency, have begun powerfully, if as yet in elementary form, to claim their cultural inheritance. A cultural renaissance has been initiated." I was particularly interested in Mr. Lindsay's theory that the so-called cultural revolution has been brought about, largely, because of what he describes as "a continual diffusion from the tomes, the halls of the new Arts Council of Great Britain, and other national or semi-national organizations (with continual spontaneous growth of local or regional organizations) which we lock back on our storied history we who, with our Acceleration has always been thus—but that the Hour has not only produced the Man but also the Machinery, but also the rectifying circumstances.
In Britain Now: London Remembers 'The Few'

BATTLE OF BRITAIN was commemorated on September 15, 1940, by the opening to the public of 99 R.A.F. stations (see also pages 377 and 380). Among them was Hendon (above), home of British flying and wartime Transport Command station.

BRITISH P.O.W. returned by Sunderland flying-boat from the Far East (right), made their way through the cheering crowds at Poole, Dorset. Up to Sept. 22 almost 37,000 British and Indian released prisoners in S.E. Asia had sailed for home.

MERCHANT SEAMEN'S DAY, celebrated during London's Thanksgiving Week (Sept. 19-21) gave Londoners purchasing a £1 National Savings stamps a chance of a trip on D-Boats, dinghies, or Office of Works launches. A 150-ft. lifeboat—Prudential—was launched at Rolleley Lock near Hampton Court—over 400 of the lifeboats that saved over Merchant Seamen's lives during the war, awaited disposal to private buyers (above left).
The Durhams Guard of Honour for Eisenhower

1st BATTALION, DURHAM LIGHT INFANTRY provided the guard of honour for General Eisenhower when he attended the Allied Control Commission in Berlin on September 11, 1945. At present attached to the 7th Armoured Division, the Regiment saw distinguished service in many battlefields, including the Western Desert, Salerno, Burma (the sieges of Kohima and Imphal), and in the D-Day landings. They were the first Allied infantry to enter Belgium and Holland and among the first to enter the Reich.