HERMANN GOERING AND RUDOLPH HESS IN THE DOCK at Nuremberg were among 20 surviving leaders of the Third Reich arraigned at the Nuremberg trial which opened on November 20, 1945. All the accused, arraigned as major war criminals before an international military tribunal assembled at Nuremberg, were described by the British legal officer to the trial as "common criminals." The trial is to be presided over by Sir John Hammerton, the British legal officer. The story is on page 8.
Important Far Eastern Business for the R.A.F.

AIRCRAFTS OF THE FLYING HORSE SQUADRON of R.A.F. Transport Command in the Far East gathered round one of their aircraft (1). During November 1941, they dropped supplies to our troops in Borneo, India-China, and Malaya, including pilots P.O. W. from Singapore. Captain Wilson, of RNVR, near Uppingham, with "Big Wings" and "Little Wings," two Chinese boys (2) adopted by their commander. A private of the R.A.F. Regiment (3) guards a jeep of the 5th batch by the Japanese at Penang, Malaya.

PAGE 514
Grasping the Palestine Netle

By KENNETH WILLIAMS

The setting-up of a joint Anglo-American mission into political, economic, and social conditions in Palestine as they urgently bear upon the problem of Jewish settlement was announced by Mr. Bevin and President Truman. This was a notable advance on previous attempts at solving a most thorny question, the background to which is simply explained in this article specially written for "The War Illustrated."

It is a cardinal interest of the British Empire that there shall be peace in the lands of the Middle East that lie between communications to India and the Empire and the rest of the world. Nor is there anything worthy in such a motive, the more particularly if, as has been indicated in the conference, the Foreign Secretary had with his Middle Eastern advisers this autumn, Britain assures the social status of the countries that lie on either side of the Suez Canal.

The attainment of tranquillity in Palestine has been elusive. It has proved a sore which has in turn threatened to poison the whole of British Middle East policy. There have been periods of quiet there, during which Arab fears of being dominated by the Zionists were not so acute as they have latterly become; but these fears have in essence never since the Balfour Declaration been quelled.

With the access of increasing numbers, the Zionists, more discreet in the earlier years of the Mandate, have since declared that they will openly apply to the creation of Jewish States, to be established from immigration, whether legal or illegal. It is in increasing pretensions which, in part at any rate, have furthered the establishment of the Arab League, that a coalition of Arab States which is sworn to defend the Arab cause came in Palestine. (see page 399, Vol. I.) Thus have international forces been piled one against the other.

No Conceivable Compromise Here

What, stripped of all vituperation and harrassment, is the basic issue in Palestine? It is, in my view, this: Shall the Zionist— that section of Jewry which is Nationalist in its wishes to form a separate Jewish National State in Palestine—demand that they shall have their way on a country for which Britain has truly pledged? Shall they have and have all? Or, in the words of the Foreign Secretary, "This is an ethical question. All other aspects, indubitably important, such as the plight of persecuted Jewry in Europe, the religious aspect of Palestine, the lot of the Arab League, and so on, are, of the Arab League."

True, there are a multitude of factors, such as the lack of Arab League communications, which, for British will over: but, as I say, it is fundamentally an ethical question.

From that aspect, what is called "natural right" is no longer what it called "historical right." The Arabs of Palestine—and claim the majority of its inhabitants Arabs—what shall they be scientifically, for it is clear that they have other claim to what they have an earlier or natural right to be free at some future time, to determine their own destiny, in a country where they have not been for three centuries. The Zionists, appealing to the time when they were masters of part of Palestine (until they were consigned by the Romans in A.D. 70) assert that they are entitled to national supremacy in a region which they made their name famous through out the world, and that they are entitled whether the Arabs agree or not.

Between such points of view there is no conceivable compromise. Both sides claim documentary support. But the closest study of the relevant documents can lead to no conclusion which both parties are willing to accept. And no course has become full of irrelevant crises, of which perhaps the most profound is that the Arabs are "anti-Semitism." You can hear it said, even in Palestine, that Jews and Arabs can work together. It is a proposition that has been in operation in the area for years. No Jews have been operating with the majority of the population; the record shows that all the Jews in this is, indeed, infinitely better than that of many European peoples. (See to put such a fact against the long history of Jews in the Middle East, the blood which is simply to point the fact that the Zionists are an infinitesimal minority.)

If Mr. Bevin's "Great Dream" is Realized

Again, you can hear it said with truth that the Zionists have brought great material benefits to the Arabs of Palestine. What matters is not the truth of such assertions but their inappropriateness. The soul of a people threatened with domination is not un- affected by such considerations. I say, therefore, that this question of Palestine Ministry is now a matter which can be resolved by no such side-arguments. Every individual, possessed of the fundamental data, must determine it in his own conscience, and should not allow pro-Jewish or pro-Arab sentiment to affect his conclusion.

Now, what are the prospects in Palestine? Few students of recent Palestinian history could be more naive with any degree of finality. Too often have hopes been deferred, the cynical may well agree with Lord Passfield when, as Colonial Secretary, he brought his report in 1922: "...that records," and that is the prudent thing to do. And so the word "in a country which they have been for three centuries. The Zionists, appealing to the time when they were masters of part of Palestine (until they were consigned by the Romans in A.D. 70) assert that they are entitled to national supremacy in a region which they made their name famous throughout the world, and that they are entitled whether the Arabs agree or not.

Trust, it seems that the idea of a Jewish State in Palestine, which was never prom- ised to a state in it, but only to a section of it, has proved the crowning achievement of the British National Policy. Second, the notion of the political Zionists, that they will be enabled to enjoy a majority in Palestine, and will therefore be in a position to dominate the Arabs, is, to put it mildly, incorrect. The British Power will not accept a stage craft any as well as Jewish domination, appears to rule out the imposition by force of an unpopular policy on the Arab people. The result of their most cherished hopes is not likely to be taken of the British, it is well-armed, well-organized and well-trained Jews in Palestine. If this last conference the Mandatory Power is, of course, well aware, and the Agreement means an ultimate decision, that force will be met by force. But, if, in the words of the Foreign Secretary, "This is an ethical question. All other aspects, indubitably important, such as the plight of persecuted Jewry in Europe, the religious aspect of Palestine, the lot of the Arab League, and so on, are, of the Arab League."

True, there are a multitude of factors, such as the lack of Arab League communications, which, for British will over: but, as I say, it is fundamentally an ethical question.

From that aspect, what is called "natural right" is no longer what it called "historical right." The Arabs of Palestine—and claim the majority of its inhabitants Arabs—what shall they be scientifically, for it is clear that they have other claim to what they have an earlier or natural right to be free at some future time, to determine their own destiny, in a country where they have not been for three centuries. The Zionists, appealing to the time when they were masters of part of Palestine (until they were consigned by the Romans in A.D. 70) assert that they are entitled to national supremacy in a region which they made their name famous throughout the world, and that they are entitled whether the Arabs agree or not.
Our Army Now Fights for Law and Order

By MAJ.-GENERAL SIR CHARLES GWYNN
K.C.B., D.S.O.

W hen the Empire was expending during the Victorian era the British Army was contents to call small wars. In some cases these wars had some of the character of police operations; but as a rule they were engagements in which we were waged against an enemy and in territory not yet included in the Empire. There was therefore no limitation to the degree of force that could be used against our enemies, although the scale of operations was generally kept to a minimum determined by financial considerations—a minimum occasionally fixed so low that it led initially to negligible incidents and proved in the end to be false economy.

Since the enemy as a rule lacked organization and up-to-date armament, losses in our troops were, however, seldom serious, and the chief difficulties encountered were those of operating over long distances in an unexplored country. Official manuals dealt with the odds against us. The introduction of modern advanced armament, enemies with very varying characteristics, and in countries which presented conditions ranging from mountain to desert warfare, but maintenance of supplies was, as a rule, the governing factor in deciding strategy.

From the beginning of this century, and particularly after the First Great War, the role of the army altered considerably. Although its services were as consistently required as formerly they definitely assumed the character of police duties, often as dangerous and always without the attractions of what was used to rank as active service. The Army, of course, had always been, and is, liable to be called in to aid the civil power, in which case normally the troops take such action as the civil authorities require. In India this was a frequent occurrence.

But there are occasions when either the civil Government is unable to function or it is compelled to request military assistance. This is particularly the case in foreign territory where the local Government is in law the superior administrative authority. On these occasions operations on an extensive scale for which the military commander assumes responsibility may be necessary. On occasion some considerable city or district of a foreign territory where the local Government is in law the superior administrative authority. On these occasions operations on an extensive scale for which the military commander assumes responsibility may be necessary. These occasions are often the result of a local revolt against the re-establishment of the Netherlands Government, which had ceased to exist during the Japanese Occupation. In that dispute there is no question of intervention, except so far as the British authorities are willing to provide facilities for negotiations to be carried out between the disputing parties.

They cannot, however, allow interference with the responsibility for maintaining order both on humanitarian grounds and owing to the necessity of discarding and repairing Japanese forces. Nor can they avoid taking counter-action against the Japanese who have attacked our troops and committed atrocities. The situation is complicated by the fact that Japanese arms have fallen into the hands of uncountable persons, and Japanese troops have assisted the Indonesians. Concentration of small forces, limited by the obligation to use no more force than can be justified by the greater danger of giving rise to the large numbers of peaceful Indonesians, Chinese, and others who would suffer if force were not strictly controlled.

JAPS Were Employed to Prevent Surrendered Armies Going Astray

The fact that neither the Netherlands nor the Indonesians have adequate disciplined forces to maintain order throws immensely greater responsibility on the British forces. Owing to the nature of the country and the quality of the weapons in their possession, caution has to be exercised.

The use of police operations from small wars of the past is that whereas in the latter our opponents were engaged in a well-co-ordinated, well-equipped army, especially during the aftermath of war—the financial elements of resistance often possess weapons as effective as those the troops employ. The troops have the advantage of using armored vehicles, but on the other hand the use of artillery or bombing by aircraft is seldom justifiable. Air co-operation is in general restricted to machine-gunning from low altitudes, and that entails considerable risk from small-arm fire.

The object of police operations is, of course, not conquest, but to preserve order and law and order without leaving a legacy of bitterness when the object is attained. This calls for a high standard of discipline and forbearance on the part of the troops, and it is particularly the case when intervention in other people's quarrels draws hostility to themselves.

This Army can seldom have had a more difficult task than faces it in Netherland Indochina. The situation is threatened with difficulty. Between the two world wars most of the trouble arose from the insurrection of a Communist element which gave rise to active hostility to the mandatory Government, and to attacks on the property of the armed forces. But since the last war, hostility to the Government has mainly been displayed by Jewish extremists who are now well organized.

Troops have been needed to assist the strong. The control of the police for the protection of the Government property, to quell rioting and to arrest illegal immigrants; although operations on the scale previously employed against the Arabs have so far not been necessary at present the Arabs are on a level with the use of any powerful weapons, the effect of which cannot be rigorously con-

IDENTITY CHECK-UP by Tel-Aviv, Palestine, during the period ending 31st December, 1974, was conducted by the Israeli Police Air Force Division.

The following photograph shows the picture described in the captions, and the Japanese soldier who was found with an English rifle.
In Palestine with Our 6th Airborne Division

In Yel-Avit, a Canadian divisional AJT gave latest news of the situation to a group of volunteers from the 6th Airborne Division which is based in the Palestine city. It is understood that the volunteers arrived in the outbreak of tension some time after the outbreak was announced with the news of the cease-fire. They are said to have suffered under Hitler. As they landed at Haifa their luggage was carefully checked.

Lt.-Gen. Sir Alan Cunningham, C.S.I., C.G.C. (Ret.), former G.O.C. Western Command, the newly-appointed Commander-in-Chief Middle East, and Australian transports arrived in Jerusalem on November 1 without incident. G.O.C. Lt.-Gen. W. N. Croome, in Palestine since April 1944, is in charge of the Australian troops. It is understood they are to be parachuted from the aircraft.

Page 517
A Keel is Laid

By FRANCIS E. McMurtrie

Piping and fittings are ordered. Steel from the foundries is prepared for rolling and forging into the necessary shapes, and finished off to form a skeleton framing. All metal so used must pass tests which will satisfy the surveyors of the Board of Trade and of Lloyd's Register. Question have to be calculated with absolute accuracy, so that the weight may not be excessive while at the same time maintaining the necessary strength in the hull.

ELECTRIC Crosses Each Rib of the Vessel's Skeleton in Position

Usually a building berth is available in the yard, unless the ship is of exceptional size and requires a new one to be prepared or an old one enlarged. On a ship known as a slipway are placed a number of large wooden keel blocks. On these blocks are laid the horizontal steel plates forming the keel face facing page. At right-angles to these plates, in the centreline of the ship, is secured the vertical keel, a huge steel girder which may be compared to the backbone of the ship. Attached to it by angle bars are the "Booms," vertical steel plates running out to the ship's side from the centreline. The latter is completed by the ribs of the framing, surrounded by the ship's sheer line. Each rib is placed in position by electric cranes with a delicate touch which is eloquent of the efficiency and skill of the experienced workers in charge of the operation. Usually the structure is riveted or welded together, ready to be clamped in sick plates.

Teams of shipyard workers are engaged in the business of fitting in position the side framing, starting amidships and gradually moving in either direction towards stern and stern. Ultimately the ship becomes a fully-proportioned skeleton, upon which the deck-plating can be placed as flush with the keel as possible. Before this can be done, enormous beams that span the ship's interior have to be worked into place as supports for the various decks; the number of which in a large liner may approach a dozen. One of the principal finishing touches in the main construction is the erection of the massive stern and stern frames. These are of solid cast steel; the weight of the stern frame and brackets that support the propeller shafts amount to over 100 tons in the case of so large a ship as the big new Cunard liner Mauritania. Like a smaller ship building there for the "Shell Oil" line she will be known by a yard number until she receives her name on launching.

It is understood that she is likely to be of somewhat similar type to the existing American Cunard and White Star liners. In the United States it is likely that the construction will be more or less continuous. The ship will be designed for 3rd Class accommodations, and will have a speed of 20-22 knots. The Cunard line will launch the Mauritania by the end of the month, and it is likely that the ship will be ready for sea in the autumn.

HOLDs With Refrigerating Plant to Transport Cooled Meat Goods

One specially designed type of merchantman is the refrigerated liner. In this case the refrigerating plant, run by expert personnel aboard ship, is in its own compartments. The meat is cooled as the ship arrives in first-class condition. Other holds take green fruit, which is kept sound by the skillful employment of carbon dioxide. Butter, bacon and eggs are also carried in different holds. Bananas from the West Indies and Central America constitute a different class of cargo, for which fast vessels of a particular design are employed.

RECENT orders include a 13,000-ton passenger liner with refrigerated space for the Shaw, Savill & Albion Company; half a dozen refrigerated cargo liners of 11,000 tons for the Federal Steam Navigation Co., and two of the same type for the New Zealand Shipping Co., an allied concern; and two refrigerated motorships of 4,000 tons each for the Dominion Line. Large passenger ships include two liners, of 25,000 and 23,000 tons respectively, for the P. & O. Company, and one of the former tonnage for the Orient Line; two 27,000-ton passenger ships for the Union Castle Line; and four 17,000-ton tanker passenger and cargo vessels for the Bibby Line. Cargo liners for such well-known concerns as the Canadian Pacific Company, the British India Company, and the Anchor Line, besides vessels of the humble "tramp" type are being built in very considerable numbers, and there appears to be no immediate prospect of the flow of orders slackening.

Note—in the article "What of the Merchant Navy's Future?" in page 454, the earlier notices to point out that, through an oversight, the terminal date in the writer's memo was weekly instead of monthly. It will now be corrected that the amount of the extra grant on this account to Merchant Navy personnel was not more than that stated above.
At Clydebank a New Liner Begins to Grow Up

TO REPLACE THE 'UTILITY': SHIPS of wartime building, British shipyards are clamouring with the noise of new merchant vessels coming into existence. At John Brown's Clydebank yards, Number 277 is at last properly named as launching to a 13,000-ton Conard-Wise Liner to be named was cradled in November 1949. Preparing the boat for waylaying into position (1). The "run" is checked by a foreman's weight (2). Bolting the two steps together (3). Assembly on the slipway blocks (4). See also facing page. PAGE 219
They Clear Our Harbours of Death-Trap Ships

WRECK-BUOY MARKING THE GRAVE OF A SHIP (1), one of thousands round our coasts; there are 17 at the sea approaches to Liverpool alone. The wreck is dragging, seen in the distance, and a ton of rockets is thrown up at intervals. Pore to destroy the wrecks at the S.S. Titanic's fall from that level the diver has his helmet adjusted (2). After locating the wreck he re-surfaces (3) for the explosive. The boat's crew (5) will for the deposit; (6) a Y.P. of Liverpool.
To the Glory of the 161st Brigade at Kohima
Has the World Quite Finished With Hitler?

A DOLF HITLER shot himself, and Eva Braun—his second wife for a day—poisoned herself in the Berlin Chancellery on April 30, 1945. That is the considered conclusion of British Intelligence experts attached to the Allied Control Council in the Reich capital, prepared in a dramatic document made public on November 1.

The death of the erstwhile Fuhrer is entailed (officially) "The Last Days of Hitler and Eva Braun," and it is based largely on eye-witness accounts of those last hours in what had once been a proud capital, smashed by Allied bombers and the Red Army's heavy artillery.

It appears that Hitler's original intention had been to make his escape, by air, to Berchtesgaden on April 22 and from there to continue the struggle, surrounded by his "Wolves" and the remaining Nazi chiefs. When that day came he canceled his departure, deciding to meet his end in the doomed capital. At about 4:30 in the afternoon he held a staff conference in the Chancellery when he at once made it evident to his advisers that he considered the war lost and that he intended to remain in Berlin to the last in defense of the city. If Berlin fell, he declared, he would die.

Decision to Remain in Berlin

"It is clear," says the statement, "Hitler at that time suffered from an attack of nervousness which he blamed everyone but himself for the failure of Goebbels on the same day. His advisers, both military and civil, tried to persuade him to change his mind and leave Berlin, but to no avail. The Fuhrer's influence over his immediate circle of his followers was still paramount, however, so Goebbels took the same decision, and he with his mistress—later to be tried at Nuremberg in his absence—were taken by Hitler, his surgeon, and other members of the personal staff, remained behind to the end.

"Hitler's breakdown on April 22," continues the statement, "was the beginning of the end. From that time he never left the bunker, surrounded no longer by soldiers but by his family circle, those officers responsible directly to him for the defense of Berlin. His state of mind was reported by all who saw him to have been very much calmer after the crisis on April 22. He even gained confidence as to the outcome of the battle of Berlin."

But Hitler's regained confidence was only apparent. Every now and then his calm was interrupted by "nervousness" when he recalled old treacheries "and feared new ones." His physical health, on the contrary, was poor. The nervous strain, the unhealthy living conditions and his overtime hours, all told heavily on him. And yet "apart from the reported trembling of the hands, from which he had suffered for some time, and his general decrepitude, he was as normal as ever in his mind."

Decision to Remain in Berlin

"It is clear," says the statement, "Hitler at that time suffered from an attack of nervousness which he blamed everyone but himself for the failure of Goebbels on the same day. His advisers, both military and civil, tried to persuade him to change his mind and leave Berlin, but to no avail. The Fuhrer's influence over his immediate circle of his followers was still paramount, however, so Goebbels took the same decision, and he with his mistress—later to be tried at Nuremberg in his absence—were taken by Hitler, his surgeon, and other members of the personal staff, remained behind to the end.

In desperation, Hitler ordered von Greim to fly in a Luftwaffe attack in support of the German 12th Army, which was supposed (erroneously) to be within striking distance of the Potsdamer Platz. Von Greim took off from the Charlottenburg Chaussee in a Luftwaffe aircraft which had been flown in the night. But this last slender hope was soon to be abandoned: effective relief of Berlin was understood and all human life was considered expendable.

Last Hours of Hitler and Eva Braun

On the evening of April 29 Hitler married Eva Braun, "the ceremony being performed by an official from the Propaganda Ministry in a small conference room in the bunker." The marriage may have been suggested by Eva Braun, for she had apparently always wished for "the peculiar privilege of dying with Hitler and had urged his influence to get it."

The ceremony was over at 10:30 p.m. 

"After the ceremony the newly-married couple shook hands with all present in the bunker and retired to their suite, with Hitler's secretary, for a marriage feast. According to her, the conversation, which had been confined to suicide, was so oppressive that she had to leave."

The last scene of all is described with grim vehemence. At about 2:30 a.m. on April 30, Eva Braun—good-bye to about twenty people, among ten of them women, whom he had summoned from the other bunkers in the new and old Chancelleries. He shook hands with the women and spoke to most of them. On that same morning the young girl just outside the emergency exit of the bunker.

"At about the same time, Hitler and Eva Braun, their remaining helpers, and Eva Braun's mother, 

They went round the bunker and shook hands with all the dead, then went to their own apartments, where they both committed suicide. Eva Braun by inhaling poison, himself, apparently through the mouth. Eva Braun's mother was shot in the head, though she was supplied with a revolver."

After the suicide, the bodies were taken into the garden outside the bunker by two of Goebbels' staff. They were wrapped in a blanket, presumably because he was bloody. The bodies were placed side by side in the garden about three yards from the emergency exit of the bunker, and draped with a petticoat. Because of the Soviet shelling the party withdrew under the shelter of the emergency exit and a petrol-soaked and ignited rag caught fire. The party then stood to attention, gave the Hitler salute and rejoined."

Hitler often the bodies were mocked at how long they burned is not known. One witness who was informed that they burned until nothing was left: more probably they were charred until they were unrecognizable, and the bodies broken up and probably burned.

Have we finished with Hitler? The evidence, even the British Intelligence report, "is not complete, but it is positive, circumstantial, consistent and independent. There is no evidence whatever to support any of the theories which have been circulated, and which presuppose that Hitler is still alive. All such stories which have been reported have been investigated, and have been found to be baseless."
Souvenirs of the Fuehrer's Private Life

EVA BRAUN'S TREASURE-CHEST was found by U.S. troops at Frappart on November 19, 1945. According to a British intelligence report one being held by Eva married Hitler in the Berlin Chancellery on April 29, both remaining under one last day. U.S. officials said they found Eva holding money, jewelry and valuable postage stamps. Among her photo- graphs was one of Hitler and "Eva," one of Eva's children, and Eva herself. (5) Eva's young brother and sister are seen with Eva and Hitler. (5) Eva herself (5) and Hitler and Eva at Berchtesgaden (5). PAGE 324. Photo, Associated Press, Europe.
Empire Troops to Quell Strife in Batavia

ALTHOUGH INDONESIAN RESISTANCE was stiffening, Mr. Sutan A. Syafii, the new appointed Premier of the "Indonesian Republic," declared on December 2, 1948, that his party would abide by any decision on the future of Indonesia taken by the United Nations in discussions between Lord Alanbrooke, Admiral Lord Louis Mountbatten and Mr. Van Mijn held in London. The Japanese occupation of Surakarta on November 17 had broken down. The Singapore government empowered the Allied Commander in Java to restore and maintain law and order as far as his military resources would permit.

Lt.-Gen. Sir Philip Christison, Allied C-in-C in Java, ordered all Netherlands and Netherlands East Indies territory on Surakarta to. The following day Gen. Sir Mark Clark, Commander of the Allied Forces in the Netherlands East Indies, where a mopping-up drive had been launched by the Fifth Indian Division against Indonesians counting close on 2,000. On November 30 it was announced that, following naval bombardment and the dropping of forty 50-lb. bombs by the R.A.F., two hundred civilians were taken to a hospital, and a local administration set up under British control.

AFTER AN OUTBREAK OF RIOTING a wounded Indonesian was brought in by British Indian troops, near the 4,000 of whom were landed at Tjilik Riwut, Batavia's port, on Nov. 23, 1948, to strengthen Gen. MacArthur's Fifth Indian Division.

PAACE PARLEYS BROKE DOWN in Batavia on November 17, (1948), after less than four hours. These present included (top, left to right) Lt.-Gen. for Philip Christison; Mr. Sutan A. Syafii, the new appointed Indonesian Premier; Mr. Tjilik Riwut, Governor-General of the Netherlands East Indies. In Surakarta (centered of rebel by Nov. 17) Hurricanes of the Fifth Indian Division patrolled past the Courts of Justice and Home, with three other buildings, which had been wrecked in the struggle. See also facing page.

PHOTO: WILLIAM L. CARLSON, WARD PERKINS.
Modern Ark of Refuge From Indonesian Storm

ROYAL NAVY WENT TO THE RESCUE of Dutch women and children fleeing from Indoensian mobs. 2,500 were brought away from Sorehwe in L.A.T. (landing ship, tank) out up this, in mid-November. Most of the refugees had suffered cruelties and privations for four years at the hands of the Japanese, while some had been wounded on their way to the port in ambush attacks by Indonesian nationalists. On November 26 the Australian Government announced their willingness to receive and care for 10,000 refugees in the Commonwealth.

Page 959
British Brains and Pluck Against German Cunning

Calculated courage at the highest order was demonstrated by the man who tackled unexploded bombs and mines. His name was Lieutenant-Commander John B. P. Miller, R.N.V.R., mine destructor expert, in response to an urgent call to the Admiralty. Any attempt to pull out a mine for easier working would almost certainly be to lose it, for there was not a centimetre between the mine and the wall of the signal-box to open the Commander's secret access to the fuse underneath. Three times Miller tried to fit a safety gag to it. Twice the fuse-clock began its ominous ticking, then stopped. Miller made a desperate decision. Regardless of personal danger, he removed the fuse without a gag. Later it was found that the fuse would have blown the blast-tube, and the consequence of this mine had been in an extreme dangerous condition throughout the whole of its operation.

It was, in fact, to a naval personnel that fell the task of making first close acquaintance with this class of Hun bombardment. Following disclosure by a prisoner of war that the enemy were employing a new secret weapon which might paralyse merchant shipping, the Admiralty requested the R.N. to send an urgent summons to the Administrator of Ouvry Island, who had reported the presence of enemy vessels bearing queer objects falling into the Thames and other rivers. In the early hours of that grey November morning in 1915 began the grim task of Commanders Ouvry, Lewis and their men to examine and deactivate magnetic mines (see story in page 124, Vol. 7).

R.A.F. BEACH SQUADRON members of the Central Flying School have been landing ashore mines on a Normandy invasion beach. Photo, British Official

All this, of course, was work for which these men had been trained—jobs which they had been long looking for. They knew the risks they ran, for there was no means of knowing beforehand what new devices might cause the bomb to explode at the first—or, as the enemy afterwards confirmed—later stages of attempts to dismantle it. Very little of that quite, stoical gallantry received official award for, as we have said, it was all in the day's work. True, there was some recognition, but to the way of thinking of most of us it is true that deprecation born to the degree of courage and its recurrent character.

Lieutenant-Commander Miller, again, was sent to tackle a mine in a dark passage of a London warehouse. Nobody knew exactly where the mine was, so the mine was removed, as it were, by the risks they were running, to them the 'Raiders' Butt' signal brought no reason to refuse another effort to protect the people and property of Britain, scuttling the deaths of 235 officers and men of the organization.

When excavations at last exposed the bomb, lying at the bottom of a hole in almost pitch-black gloom probably with the delicate fuse mechanism in an inaccessible position, the more desperately dangerous work would begin. If the fuse was of a known pattern the Bomb Disposal Officer would know what to do—and, working alone, would ensure that one more menace to life and property was removed.

The work was in the hands of the bombs of the Special Branch and the Cowes, and the Cowes have done a magnificent job of work. They have already disposed of over 1,247 unexploded E.R. bombs, and the figures do not include incendiary and other small missiles.

Every bomb that failed to explode had to be tackled, whether lying on the surface or buried 30 or 40 ft., when deep excavations had to be made to get at it. Then B.D.appers would work unnecessarily for days until it was reached, all the time unawares whether it might prove to be a time bomb or some other device which could explode at any moment—a task that tested the steadiest nerve and strongest nerve. The Bomb Disposal Squads toiled steadily on, undeterred by the risks they were running, to them the 'Raiders' Butt' signal brought no reason to refuse another effort to protect the people and property of Britain, scuttling the deaths of 235 officers and men of the organization.

When excavations at last exposed the bomb, lying at the bottom of a hole in almost pitch-black gloom probably with the delicate fuse mechanism in an inaccessible position, the more desperately dangerous work would begin. If the fuse was of a known pattern the Bomb Disposal Officer would know what to do; and, working alone, would ensure that one more menace to life and property was removed.

The work was in the hands of the bomb disposal workmen, and the Cowes have done a magnificent job of work. They have already disposed of over 1,247 unexploded E.R. bombs, and the figures do not include incendiary and other small missiles.

Every bomb that failed to explode had to be tackled, whether lying on the surface or buried 30 or 40 ft., when deep excavations had to be made to get at it. Then B.D.appers would work unnecessarily for days until it was reached, all the time unawares whether it might prove to be a time bomb or some other device which could explode at any moment—a task that tested the steadiest nerve and strongest nerve. The Bomb Disposal Squads toiled steadily on. To them the 'Raiders' Butt' signal brought no reason to refuse another effort to protect the people and property of Britain, scuttling the deaths of 235 officers and men of the organization.
More of the Nation's War Paintings

"TAKE OFF"

Dame Laura Knight, D.B.E., R.A.
How well the pro-
ductive aim of
the War Artists' Ad-
visory Committee—
"an artistic record
of the war in all its
aspects"—has been
fulfilled has been
exemplified in the
Illustrated—pages
143-146, Vol. 3
pages 155-164, Vol.
4 pages 193-194 and
795-797. In
these two pages
and page 527 we repub-
lize a final selection
from originals dis-
played (with the ex-
ception of Duns-
beach Beach, 1944) 
528—of the works of
artists who have
wrecked men in the
work of art with
529

DUNKIRK, 1940

Richard Barrich, A.R.A.

MULBERRY

Copyright

COASTAL DEFENCES

Eric Ravilious
Spitfires of the Fleet after Night Battle

During the Channel as Drakes drummed them hung
up was the lot of the enemy's ships by autumn 1944.
But, as Lt.-Col. G. E. F. Peter Scott's foreword to his book
(reviewed in the facing page, and from which these illustrations—
reproduced from paintings by the author—are taken)—goes on to
remark: "The battles went on in the Channel, particularly on May 8, 1945. . . . With pen and brush Peter Scott presents the
facts and atmosphere of the most famous Channel battle, more particularly in North
Sea and Channel, by our motor torpedo boats, motor gunboats and
motor launches—aptly nicknamed Spitefires of the Fleet—whose
chief purpose was to keep open our convoy routes and to deny to
the Germans the use of the Channel ports.

Will has captured and described "the strange and dreadful
beauty" of many a modern weapon. And the brooding
atmosphere that is neighbour to the climax of night battle or
hazardous patrol can be sensed in his picture titled Returning at
Dawn (above). The essence of it all is captured in Attack
Completed—One Hit (left) . . . as the starshells burst overhead
and fall down on their parachutes they leave a trail of bright
illuminated smoke above them. And in the rear, a burning wreck.

From The Battle of the Normandy Jaws by Leonard Clyde. Peter Scott, M.B.E.,
D.S.O. and Bar, R.N.V.R., by permission of Country Life Ltd.
"Battle of the Narrow Seas"

Reviewed by HAMILTON FYFE

Even in daylight it is not always easy to decide the question: Friend or Foe? When the three German cruisers Schleswig-Holstein, Gneisenau and Petersen were through the Channel, the B.E. of the M.T.B.s were followed by M.T.B.s varying try to app

A amongst incident noted here occurred during the Dieppe raid. One of our small ships approached within half a mile of two larger enemy ships and fired torpedoes at them. That he was able to approach so closely to the hostile craft he did so with the help of the philosophy of starshell can only be attributed to midshipman. The German must have thought he was one of them.

"Crowded Hours of Glorious Life"

Nothing could be more exciting than to be aboard a small boat, not always an easy experience, or it might be an E-boat pack, or possibly a submarine, and even then to see the action, to hear the explosion of what appears to be a new sort of something that torpedoes might be launched; to be delivered and to see the damage they did by starshell; to bring guns into action, and then to make the successful conclusion.

Nothing could be more exciting than to be aboard a small boat, not always an easy experience, or it might be an E-boat pack, or possibly a submarine, and even then to see the action, to hear the explosion of what appears to be a new sort of something that torpedoes might be launched; to be delivered and to see the damage they did by starshell; to bring guns into action, and then to make the successful conclusion."

But to keep continually on the alert under these conditions, through "long periods of uncertainty steering in waters not in contact with the enemy is likely."

There may be moments of concern, a patch of fog, a rising wind, a breakdown in one of the boats on patrol, or should they go on the"

The Senator’s decision on whether we should go back or not is the one. But probably the signal is a rescue one. Will this be another of the final signals? Is it a sign that we may be positive that there may be nothing on the sea for miles around.

Or, on the other hand, there may be confusion, which is the only time in our life that we can try to explain the distance, and therefore the scale, is deceiving."

Li-Cdr. PETER SCOTT, M.B.E., D.S.C. and Bar, R.N., in his book reviewed here: "The Flying Fishes in the Narrow Seas".
United Nations Organization Prepares for Action

AT CHURCH HOUSE, WESTMINSTER, on November 34, 1945, the Preparatory Commission of the United Nations Organization—product of the San Francisco Conference—met in readiness for the Assembly in London early in 1946. Chairman was Dr. Edward F. Angell, of California. (r.) The session in the House of Peace, with photograph of mystical "Venus" in May 1946.
Great Pluto Has Piped Its Last Pint of Petrol

AT DUNGENESS, Kent, the Pluto pipeline serves which conveyed millions of gallons of petrol across the Channel to the Allied armies on the Continent. This page 132 was taken during the last week of the S.A.S.C. and, the Piano Corps is nowretiring. The system of pipelines are to be left under the Channel, its removal not being considered worth while.

A typical section, (1). Storage tanks, tuned in former holier-makers' hangar at the entrance to a Channel tunnel. Petrol enters the tunnel by night, and to the local residents, is the wonderful sight of tanks being filled. Pioneers knocked down the wall of a tank-house and lined the storage tanks could be낚습니다. Running out of petrol is no longer a problem, all the tanks now being filled to the brim.
NAIL GUN SPEEDS UNDERWATER SALVAGE

How 'HANGMAN' HEYDRICH MET HIS END

Czech parachutists, flown from British-occupied France by S/Lt Reinhard Heydrich, non-commissioned Nazi "hangman," was killed in May 1945, when the full story of the assassination of the Gauleiter of Bohemia and Moravia was told by an eye witness.

The details of the assassination, as revealed here by an Associated Press reporter, was described to the War Crimes Commission at Wiesbaden, formerly a passenger in Prague, who worked with the Underground Movement.

A special mission of parachutists, armed with British weapons, was assigned to the task of hunting down Heydrich. They were led by Lieutenant Jan Oplotel (aged 30), who was known in Czech circles in London during the war. All three members of the special mission were killed some hours after they were dropped in Bohemia in December 1941, and for five months wanted their chance. Heydrich was known to take the same route every day from his country house to his Prague headquarters. On a morning in July, the mission was riding with his S.S. chauffeur. One of the Czechs, sitting at the back, fired a shot into the chauffeur's chest and the car swerved. The chauffeur died on the way to the hospital, shot in the head. The_dim_who_killed_Themselfs_when_they_were_trapped_in_a_church_after_carrying_out_their_mission.

They were dropped in Bohemia in December 1941, and for five months wanted their chance. Heydrich was known to take the same route every day from his country house to his Prague headquarters. On a morning in July, the mission was riding with his S.S. chauffeur. One of the Czechs, sitting at the back, fired a shot into the chauffeur's chest and the car swerved. The chauffeur died on the way to the hospital, shot in the head. The_dim_who_killed_Themselfs_when_they_were_trapped_in_a_church_after_carrying_out_their_mission.

LONDON'S PETROL WAS A LUFTWAFFE TARGET

During the critical months before D-Day, the German Air Force planned and carried out an operation on a Thames target comparable with the famous "Dambuster" dam-busting. Two years after they achieved some measure of success, the situation is revealed in the November issue of the Magazine of the Port of London Authority. In the early hours of February 19, 1944, a lone German bomber made a carefully planned attack on Richmond lock and weir. These bombs were dropped, one making a direct hit on the lock, destroying the lock gates at the upper end and causing some rust damage to the weir. The second bomb penetrated the low-pitch within a few feet of the Berwick river bank, just missing the downstream lock gates. Fortunately, this bomb did not explode, but it necessitated the immediate evacuation of the lock keeper and his family from the adjacent house. A rescue team had to be summoned from the upstream and downriver fire brigades. The fire engines arrived, each carrying a hand passenger boat, and the rescue boats were soon sweeping the river into the lock basin. The third bomb fell harmlessly in the adjoining fields at the side of the lock premises.

This lock was put out of action completely. From then onward river traffic in and from the upper reaches was rendered more difficult. At all times traffic throughout the river had to be watched through the Sheepen Embankment at Thame, and upriver and downstream at Henley-on-Thames, and also at the weir, Richmond Lock and weir. A pipe on the river bank, 1½ miles from the lock, was cut in two by a bomb and a water main was also cut. The oil pumped through this pipe was received in tanks from which it was brought immediately to the river.
to the Thames, most of the craft usually employed being too big for the narrower and shallower upper reaches. Thus London’s flow of oil was completely reversed—instead of from east to west it was sent to the east. The German intention was to disrupt this channel of supply, and the attack on the lock and weir at Richmond did slow down the flow of oil to some extent.

Priority permission was obtained to reconduct Richmond lock, and work was commenced in June 1944. It has been pressed forward with all speed, and it is expected the lock will be in commission again by the end of 1945. Apart from local residents, few of London’s millions even heard of the attack upon this vital river target, and perhaps none fully comprehended its significance.

**Passed From High to Low Level**

The locks and weirs on the Thames were built primarily to hold up the water in the upper reaches on a foiling tide, to permit navigation over a longer period. This condition is secured at Richmond by means of three “underheard” weir gates and a lock. The former are moveable, i.e. can be raised or lowered. On an ebb tide, when the water has fallen to roughly half tide level, the weir sluices are lowered, thus holding back the water above the weirs, the level of water being controlled by allowing surplus land water to flow beneath the weir gates by raising them. To enable navigation to be continued up and down river when the sluices are down, vessels are passed from the higher or maintained water level to the lower or tidal water and vice versa by means of the lock.

The weir structure is built in the form of a van forelock, the forefarms 25 ft., 8 1/2 ft., and 16 ft. apart, the central space between being occupied by the weir gates and operating machinery. There are five spans, the three centre ones 60 ft. wide in the clear, with two 50 1/2 ft. spans over a gapway for small craft and fast respectively. Each weir gate weighs 41 tons, and is suspended by Basile rods along passing round turnbuckles fixed at the neutral axis of the gate, the free ends of the wires passing over wheels with their cords connected to cast-iron weights of 1 ton each—two at each end of each weir gate. The balance weights rise and fall in scaffold weights, to keep their weight constant whatever the level of the water in the river. The lock is 220 ft. long and 37 ft. wide for two-thirds of its length, narrowing to 26 1/2 ft. wide at the lock gates.

**Naval Divers Cut Up Telephone Cables**

W orkers with oxygen apparatus in depths which had shortly before caused the deaths of two other divers, two British naval divers cut the Saigon-Singapore and the Saigon-Hongkong undersea telephone cables in one of the last midget submarine operations of the war. They were Sub-Lieut. K. M. Briggs, R.A.N.V.R., and Sub-Lieut. A. K. Bergin, R.N.V.R., who were carried in the midget submarine X.E.4, commanded by Lieut. M. H. Shean, D.S.O., R.A.N.V.R.

The craft was tossed into the Japanese-controlled Saigon River area by the submarine Spearfish. She slipped her tow at 9.30 p.m. on July 30 and was away from the parent ship until the early hours of August 1. Towing a grapnel and chain weighing about 80 lb. along the bottom, she made a number of runs before she was brought up suddenly as the grapnel caught the Singapore cable. Briggs returned on board with the short length of the cable as evidence of a job well done.

About an hour later Lieut. Shean found the Hongkong cable. Bergin had to go out once to complete the cutting operation, because of mechanical trouble with his cutter. He brought back a foot of cable core. The divers were specially commended for working in much deeper, and therefore more dangerous, water than anticipated. Lieut. Shean was awarded the D.S.O. in April 1944 for “outstanding skill, courage and determination in a most hazardous enterprise in one of H.M. midget submarines,” Sub-Lieut. Briggs, 22, of New South Wales, joined the Navy as an Ordinary Seaman in May 1941. Sub-Lieut. Bergin, 20, of Argyllshire, also served as a rating.

**Combined Ops Had 6-Lb. Machine-Carbine**

Every Saturday morning, between early March and early June, in 1944, a small Army van, almost unnoticed, visited the Dagenham factory of the Sterling Engineering Company. The van (said an Evening Standard reporter in September 1943) was on a Combined Operations assignment, to pick up the week’s production of the new Pachetti machine-carbine automatic rifle. The Pachetti machine-carbine was invented in 1942 by George Pachetti, an English engineer and armament inventor who had worked in a Belgian armament factory and in one of the Shokan factories in Poland.

The complete gun weighed 6 1/2 lb. Its stock was a metal frame which folded back against the barrel, and in addition to a button-controlled bayonet it had a safety device, a little switch on the hand rest which could be set for single shot, automatic or no shot action, all by simple thumb movements. But the Army had the gun in mass production then.

Early last year a senior Combined Operations officer heard of the Pachetti machine-carbine. He investigated it. Although the Imperial General Staff had not given the gun in “O.K.” Combined Operations ordered the Sterling Company to get into production, that service would take it all it could get. Production was slow. It was a difficult period to obtain tools and labour. But the sterling men managed to make about 150 of the guns in all. Every week until after D-Day the little Combined Operations van called at the Dagenham factory to pick up the five or six guns manufactured there that week.

On September 21, 1945, I was able to get the story of the Pachetti machine-carbine, only because a War Office spokesman said the invention was not now on the “secret list.” But Mr. Pachetti’s communications with the War Office show it has been. The gun fire 600 rounds of 6mm. ammunition. It is effective up to 600 yards.
Service Men and Women Train for Civil Life

OPENED AT LUTON 1000, Bedfordshire, by the Rt. Hon. J. J. Lawson, Secretary of State for War, on November 13, 1943, the first formation college in connection with the Army Education Corps, at Luton, is to be planned to assist the Service men or women in the adoption of a civilian career. The site is a country mansion, formerly the H.Q. of Eastern Command. Other colleges will be attached to Scotland, Southern, Northern and South Western commands.

Altogether there will be five colleges in the country, but the Luton 1000 will serve the B.A.O.R. and R.F.P. gradient, and is expected to receive the first 4-weeks' training of Luton men over 1,300 applications were made.

An officer, a house-decorator in peacetime, instructs a class in a special type of plaster decoration; (1) executed with a trowel. Women students (2) learn the trade of pastry-making; (3) (4) and (5) learn bookkeeping and clerical work. Among the 30 subjects taught is the Army "universally" a dinner requisition (4).
I was There!

Eye Witness Stories of the War and After

Palestine Police are the Bravest Men I Know

Newsmen’s task is that of British police and troops in keeping order, in most difficult and dangerous conditions. In turbulent Palestine, it is made doubly hard by the dislike of both Germans and Arabs for the British. London Evening News dated Rev.

I A ST week I was in Palestine, the holy land which is at the moment so particularly ugly. There are two bodies of men in Palestine today to whose efforts the most inadequate justice is being done—the Palestine Police (who are British) and the British soldiers.

I do not believe that any country in the world except Britain, with its centuries-old tradition of tolerance, could have produced these men. If every human had for Hitler’s “My patience is exhausted.” it must be our men in Palestine. It may be said that any man who has once seen a British police officer knows what he is going to be in for sooner or later. That is true, but it does not affect the merit of their present performance.

I would not have their job for quadruple their pay. They live in an atmosphere of propaganda, lies, intrigue, assault, and sudden death. They are armed—but so hampered by instructions issued from London that there is hardly any occasion on which they are permitted to use their arms. And when things go wrong they can generally reckon to get the blame.

I was in Tel-Aviv for the principal riot, where the Jews burnt down most of the British buildings, hurled bricks and home-made grenades, and set fire to a ferry in the main street; but I was there early next morning. The rubble on the pavements and the guarded buildings, so reminiscent of the “morning after,” in blitz days, made the scene easy enough to reconstruct.

Every man in our police and military forces was armed, some with pistols or rifles, or with automatic weapons. The average sub-machine gun fires 400 rounds per minute; in other words, means the trigger for one second and you will fire seven rounds.

At night in Tel-Aviv our police and Army patrols, assaulted with bricks collected beforehand and flung savagely from the security of first-floor windows, and attacked by mobs numbering several hundreds, fired how many shots—Heining in mind man’s finger on the trigger for one second means seven? Between the whole lot of them they fired exactly 16 rounds!

And even then the Jewish authorities, while condemning their forbearance, blamed them for not preventing the rioting from going on out of hand. One can name a good many countries whose police and soldiers would have fired not 16 rounds but 16,000. Neither the police nor the soldiers have any easy indulgence to be good-tempered in Palestine. Police officers and men have been ambushed and shot in the back on their way to the office, blown up by bombs secreted under the doors of their own homes.

One of the bravest men I know is a British police officer, who has been No. 1 on the Jewish terrorist list. They warned him that he will not leave the country alive. Every time he enters or leaves a building, particularly at night, he knows that this may be the moment they have chosen.

As for the soldiers, risking your life for your own country is a far different thing from risking it to preserve order among a minority in another man’s. Some of the troops in Palestine today are new and raw, but the men of the sixth Airborne Division are far from raw. About a third of them are veterans of Arnhem, and all have received the toughest form of war training, which tends to make a man shoot first and ask questions afterwards.

Furthermore, they are living in conditions of discomfort that can rarely have been exceeded in previous. They are all under canvas. With the sun shining mercilessly as in an English August, Palestine can be most attractive and life in a tent not too unpleasant. But last week the weather held and now it will be raining for three weeks. One week I visited a few days ago and spent a fortnight on nothing but drain-digging.

I watched in the Palace of Justice at Nuremberg

In this dispatch, slightly shortened, from the scene of the trial of 20 major Nazi war criminals, James A. Jones, of the London Evening News, presents a picture of the background behind the eternal “Palestine problem” and looking forward only to their release, know that they have a job to do, and get on with the business of doing it. A visit to Palestine may make you pro-Arab or it may make you pro-Jew. The one thing it must assuredly make you is pro-British.

I still remember the day I went into the stalls and gallery of the Nuremberg court. It was early in May, and the hall was already crowded with press-gang that had gathered to watch the proceedings. I was about to sit down when a man came up to me and said, “Excuse me, sir, but I’ve been waiting for a long time to meet you.” It was a man who looked like a prisoner in charge of the police officer who had arrested him. He was a would-be assassin, a man who had planned to murder the British ambassador.

I sat down and talked to him for a long time. He was a man of great courage, a man who had risked everything for his country. He told me of his plans, of the hours he spent preparing, of the risks he took. I was moved by his courage, by his determination to give his life in the service of his country.

I have always been moved by the bravery of the Palestine Police. They are fearless in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.

I have been moved by the bravery of the British soldiers. They are brave in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.

I have been moved by the bravery of the British soldiers. They are brave in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.

I have been moved by the bravery of the British soldiers. They are brave in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.

I have been moved by the bravery of the British soldiers. They are brave in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.

I have been moved by the bravery of the British soldiers. They are brave in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.

I have been moved by the bravery of the British soldiers. They are brave in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.

I have been moved by the bravery of the British soldiers. They are brave in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.

I have been moved by the bravery of the British soldiers. They are brave in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.

I have been moved by the bravery of the British soldiers. They are brave in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.

I have been moved by the bravery of the British soldiers. They are brave in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.

I have been moved by the bravery of the British soldiers. They are brave in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.

I have been moved by the bravery of the British soldiers. They are brave in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.

I have been moved by the bravery of the British soldiers. They are brave in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.

I have been moved by the bravery of the British soldiers. They are brave in the face of danger, and they are always ready to give their lives for their country. I have always admired their courage, their determination, and their sacrifice.
I Was There!

AMAZING RAMIFICATIONS OF THE NAZI PARTY were revealed yesterday as one man was executed on November 22, 1936, at the Nuremberg trial of major war criminals, by the U.S. prosecution with the aid of a large - sheet displayed at the end of the Court Room and on which the German defendants gazed with (inter) interest. Its purpose was to prove the responsibility of the Leadership Corps of the Party, one of the Nazi organizations charged in the

lengthy indictment. Goering, Hess and Ribbentrop are in the dock on the extreme left, behind the defending counsel.

forward on the front of the dock and puts his hand on his arm like a nice, neat, fat boy.

He struggles on his seat to show how hard it is. He sways occasionally, as though calling on us to realize how dull it is for a kind-hearted man to listen to lurid tales of massacres in places with unpromising names. In short, he seems to be saying it is very boring to be cooped up like this with a set of stiff-necked men like Keitel and Jodl and Schacht and the rest of them, and couldn’t we kindly do something about it. He is not the only craven for attention, however. He has rivals who thought not immediately as dramatic, do their best.

Hans Frank, round-faced little S.S. general, listens through earphones in pains intense, and his lips move in unbiblical prayers. Schacht, the banker, plays the part of an honest, grey-haired financier who simply cannot believe all this is really anything to do with him. He pulls his lips as though wishing the Tribunal would come to some thing more businesslike. He strokes his crisp, grey moustache wisely. He studiously the interpreter while he was talking, he was in the glass case next to him. He does everything short of turning the wine watch to prevent us from hearing his words.

This Recital of the Unbelievable

But I was talking about things that amazed me. In London we make quite a fuss about one murder. Here speeches tell of millions of murders and the words “killed” and “torture” run like a scarlet thread through hours of speeches. One man murdered horrifies us at home. Here I see the cause for the defense stitting yawns. In London we sit on hard wooden seats and listen intently. Here we listen intently but sit in seats so soft and comfortable it is like hearing a running commentary to some abnormally long news reel.

We write with neat little boards on our knees—boards specially provided for us—and what we write is taken by stolid Dean Goodman to wireless transmission which is on our knees of reaching the outside world from this dreary city where dead still lie beneath tumbled buildings. It is almost hopeless to try to describe this nightmare trial, this recital of the unbelievable, in unbelievable surroundings.

Outside, the Palace of Justice a small

German child sits up in a senery and the

sensory swings his white truncheon playfully towards it. Inside the palace is a queue of uniformed girls waiting to buy handbags made from German officers’ gorgeous uniforms. Inside the court-room the statistics of deaths, executions and confessions are as cold as the unimpassioned figure in a chartered announcer’s ledger.

When a real live witness walks to the microphone and talks of murder long ago, these proceedings will leap suddenly into hard light. But meanwhile, Goering picks up his earphones and listens casually for a moment, pass them down again and shifts with elaborate discomfort on the form. Meanwhile, you can switch a dial on your own earphone and hear statistics in English or French or Russian or German. They are too gigantic in any language to bring home the truth.

But at the moment Schacht frowns wearily. Rosenberg rubs his nose in a nervous manner. Dönitz remains palely impasive. Hess keeps up an air of a species at a feast, and Goering is placidly determined to convince us it is all a natural but rather absurd mistake to make so much of these trifles.

Training with the B.A.O.R. at a Luxury Camp

As long as the British Army of the Rhine remains in Germany its military efficiency will be kept up or the peak by the huge self-contained training centre set up at Bad Liebenstein, near Paderborn, whichever the description comes from Edmund Townsend, The Daily Telegraph Special Correspondent.

The Germans used this great training camp, covering 66 square miles, for toughening up their spearhead troops. Two and a half divisions of S.S. troops at a time were drawn from the fighting forces for specialist training in the classroom and on the many firing ranges.

Now British troops are living in the splendid barracks and applying their own modifications and improvements to the accommodation and training installations. The officers in charge are determined to make the B.A.O.R. training centre here the finest establishment of its kind in the world. It will be the most luxurious training centre many problems have ever seen. Special effort is being made to raise the standard of amenities to the highest level.

Already the centre is more like a military college than a barracks. Elegant furnishings and appointments have been turned out by local factories. Rooms have been cleaned and redecorated. News of flowers steal amid the immaculate gallery on white tablecloths in the diningrooms. German servants wait at table.

The centre has sports grounds, wrestling installations and an E.N.S.A. hostel, and its own aircraft. A museum is being built up representing every type of German weapon, tank and vehicle. Throughout the centre the aim is to get away from the discomfort and boredom which have so often handicapped the work of training establishments, and to stimulate the keenest efficiency.

Men who pass through the centre are nearly all instructors, who return to units of the B.A.O.R. or of Allied armies. Courses for Allied troops are being given high priority, and military missions from Belgium, Denmark, France, Holland, Czechoslovakia and Poland come to watch the work.

The object of the nine schools of the training centre is to give short, intensive courses in a wide variety of subjects to meet the demands of our military commitments. Many technical courses are designed to replace specialists as they are lost to the Army by demobilization.

The high proportions of early discharges in technical units such as the R.A.S.C. and R.E.M.E. means a heavy demand for replacements who need more advanced training than they can get in their own units. In the last few months 3,000 pupils have passed through. By next spring the centre will be instructing more than 7,000 men a time, passing them out at the rate of 1,300 every ten days.

British administrative staff has been reduced to the minimum by carefully planned centralization, and Germans or Poles are used in huts, washers, cleaners and fairies min.

PAGE 229
The ratio of students to British staff is four to one, showing a staff drawing on the normal training centre ratio of 1 to 1.

The nine schools give courses in infantry soldiering, offensive air support, administration, military intelligence, technical work, physical training and recreation, and the work of the Pioneer Corps, Military Police, and R.A.S.C. on its own.

A target factory used by the German army has been taken over, together with its 100 German civilian employees, who are kept at work turning out the same products and maintaining the same standards. The trained workers now busily turn out German field-guns for practice by our men. A miniature version is used for training the gunners before they are stationed at the mountain resort of Kanzawa on November 28, 1945, has told this to The Daily Mail.

Even the High-Ups in Japan Must Scrounge to Eat

Japan has gone on the black-out again. The meaning for Black Marketing has been summed up by a Japanese official named Shimada, who is seeking to settle the current food shortage problem. "We have seen many Japanese in the countryside for vegetables, eggs, meat, and any other food they can scrounge. The ordinary Japanese must do their own scrounging. They see them on railways stations and in country roads, with great rucksacks on their backs. Racing through Japan is so muddled and distribution so erratic that people claim they cannot live adequately if they depend on official food allowances."

Casual Food Sales to be Outlawed

The necessity for Black Marketing has even been admitted by big department stores in Tokyo, Osaka, and other major Japanese cities. The managers appointed their own Black Marketers when they found their workpeople were losing an average of two working days a month over the lack of extra food for their families. It was cheaper, they said, for the workers to go on the black, as the Japanese say, in a big way. The Shuppan Government’s main contribution so far to the undermining of discontent over food has been a bill that, unless farmers sell their produce at official rates, the local authorities will seize it from theirdoorsteps, then the Government will sell it to the food sales to nagagai towns from the cities. The ordinary Japanese is hoping this 15-day session of Japan’s House of Commons will give them a true picture of the complaints which are to be expected in Japan this winter.

Colonel Ray Kramer, chief of MacArthur’s economic section, blamed distribution failures for the present food shortages, and says the Japanese today are far better off that millions of Europeans. Kramer said, "Some wheat from surplus Army stocks in the Philippines and some salt from Korea have been allowed into Japan since the Allied occupation. Undoubtedly some other foodstuffs will be imported, but just how much food and where it will come from must be decided in Washington by Allied authorities in the target factory."

I Was There!

I saw an ingenious new type of miniature landscape range, with moving figures and tanks, which is used for teaching fire control and quick identification of targets. A war dogs’ school, newly opened in December, will train 100 handlers and dogs a month, to save man-power in British troops guarding camps.

Lessons learned in the war will be closely applied at the school of instruction in offensive air support. Two types of course will be run for air liaison officers. One will teach staff officers and picked commanding officers the principles and organisation of air support. The other will teach regimental officers their practical application in the field.

Boxing at a R.A.D.C. Training Camp near Harpenden, Herts, demonstrated by bomber pilots. G.H.M. Dunstan (right). Photo: Richard Dyer

Pensions by February 1. About 15 per cent of the coming year’s Government revenue would have been swallowed up by pensions. Many Japanese soldiers served as little as three and four years to earn pensions for life.

The Allied favours a scheme providing relief for all widows, orphans, the aged, and needy rather than merely for families of men favoured by the military clique. The Allied attack on war profiteers aims to smash the power of the Zaitama—the wealthy families and combines which geared Japan for war. Like the pension cut, it will help to curb inflation. Colonel Kramer considers that the banking of Government subsidies is the most important step yet taken in reshaping the Japanese way of life.

FOOD SHORTAGE IN TOKYO was the subject of this open-air demonstration in the capital’s Hiroo Park, near the Imperial Palace, on November 1. The British officials in Tokyo announced on January 4, 1942, that over 40,000 Japanese were to be fed by the British Government.

As The Years Went By—Notable Days in the War—

1939
December 13. Battle of River Plate between Graf Spee and the Exeter, Ajax and Achilles. 1940
December 9. Westphal’s German offensive against the Italians in the Western Desert.
MERCHANT AIRCRAFT, CARRIERS are described in the facing page by our Air Correspondent. Longitudinal section of a 7,750-ton Messina (for short) shows (1) the hangar, fuel tanks, de-icer for runways, etc. (2) Line of six aircraft can be stored in the hangar, four on the flight deck. The Empress Freya in sea (4) returning to Liverpool after a successful convoy trip. Take-off of Swordfish from Messina had to be repeated. In similar fashion to this Centre of the Naval Air Arm (3). Ratings attach the rockets, filled with cordite, in readiness for the takeoff (6). See also Illus. pages 476, 615, 732, Vol. 8.
By CAPTAIN NORMAN MACMILLAN M.C., A.F.C.

Officer, and went up to be introduced. It was the strangest bridge I have ever seen. For two persons to pass comfortably it was necessary to turn sideways; it was so narrow as to remind me of a slit trench, and the glint wind-shields protruded from the wind and rain. Above the mast was the mast and radio mast antenna. Some Swordfish were exercising with rocket launches, and a M.E. escorted us. Each destructor escorted the bigger naval cruisers.

Bearing Two Spouses of Plume
in Most Fantastic Upward Loop

Cover your eyes," someone said, as the ship pointed into the wind. I remembered how glibly the air speed was compared the half-gale that blows over the Big Fleet when it is in action, and realized we were on the first operation opened up at the up-top signal. A green flag was deployed from the bridge by the air staff officer as a signal to the deck flying control officer (the butler) to give the pilot the all clear. A negative signal was given by a red flag waved by hand. There was also radio telephone communications between the bridge and the aircraft’s pilot, both when the aircraft was on the flight deck and in the air.

The Swordfish accelerated, apparently too slowly to take off in the 450 ft. length of the flight deck, until it reached the flag on the part side of the flight deck, opposite the island bridge. That was the signal for the pilot to switch on his rockets. There was a terrific bang and a rushing roar like that of a gale lashing a forest. Flume and sparks swept from under each wing of the Swordfish, spouting downwards and rearwards towards the island deck. And in an instant the aircraft was climbing steeply, so that it crossed the bow of the ship above level with the bridge.

It was a fantastic sight and sound while it lasted, this upward leap into the air of the ship, by the two great engines, behind two spines of flame. Then after four seconds, the rockets expired, a silence descended upon the scene until her engines became accustomed to their new altered tension, and for that fraction of an apparently silent Swordfish continued to climb at a more leisurely angle up away, her tailing aircraft saying the illusion that her engine had died. Then the deep breaths, from a pocket-handkerchief, could be heard, and to count the machines of Admiral Hood and Doonez against the safety of the British Realm.

While the flying continued some mugs of warming tea were brought up to the bridge; and very welcome they were, for the air was cold. Then, when flying ceased, we looked over the ship. We left the bridge with its gyro compass, telephone and earphones, and helmsman, and went below to the engine-rooms, which all looked splendid; the engine-rooms, was very hot. The big six cylinder engine plugged steadily, sending a tremor throughout the ship.

In the hangar there was just room to stow the four Swordfish with their wings folded, and to carry a few spares. The aircraft had to be struck down into the hangar roof, because there was no wind brake or barrier on the flight deck. At one time there were carriers for complete aircraft engine as a spare, but this practice was discontinued, and service board was confined to changing of main planes, replacement of an undercarriage, or the substitution of another cylinder on the 9-cylinder Bristol Pegasus aircorner radial engine. The N. and M. officers seemed together in a comfortable dining saloon and on the main deck, where there was a choice, between Union rules on two hours’ work. The lights were turned out and we finished off the dinner, with toast and tea, and then returned to our quarters.
WAR HELPS MEDIOCITY

The Editor Looks Back

Sept. 23, 1939

One of the minor evils of war is that it prevents the less hardy members of the community with the chance of jumping into positions and taking their places. Let's for the confusion that the less successful in the struggle, the interesting and energetic, the men who are not working on essential lines, and in the end, the essential people, and the men who are so far from being held up to this attitude have now made good in the present situation, for their work, and are being held up to the public. They are being held up to the public with the idea of giving the impression of being useful people. Even now, men are being held up to this attitude of work to the detriment of serious industrial concerns. No, the Second Great War left the first few days behind as a time for prosperous people. I should be easy to relax than to increase. To have been in a pleasant way, adding new restrictive regulations every day or at least, would have led to greater dissatisfaction and irritation. The joy of getting our goods lighter by the modifications of the blackout as regards motor traffic and the use of torches made a welcome change in the night life of London of which I had, I have evidence tonight,—also the partial re-opening of theatres and cinemas in the West End and the suburbs.

THE BLACKOUT

Sept. 23, 1939

The City's eyesight, I think, in imposing the most complete restriction on blackouts, strongly on the whole, the record on the British Consulate, as we look back, will compare not unfavourably with that of the U.S.S.R. and the U.S.A. The M.O.I. can still do useful work, but it probably employs half a dozen assistants to do what one would accomplish in a commercial office. And all business offices are still being staffed for assistance.

ILLUSORY SAFETY

Sept. 30, 1939

The air-raid shelters in the St. James' district are many and measuring. A few yards from my flat is one for seven hundred persons in a magnificent seven-story building which has just been completed and is still unfinished. Nothing but a direct hit would disturb those sheltering in their concrete depths. On the other hand, the cellars of my own building were condemned months ago by the Westminster surveyor as unsuitable for shelter. Imagine my surprise this morning to find an official notice posted on the door saying that they are 'not to be used for shelter on account of the risk of collapse.' A few available for eight persons! Nothing whatever has been done to improve them as shelters, and if the large sewer or the water main were to be broken, the cellars would be flooded out before you have time to say, 'Run, Rambouillet.'

ACTUALLY hands fell in very considerable numbers all round about that terrace. In my flat, much damage was done, little of which has been reported. I heard the story that when its ceilings came down and all its windows were tapped by the German shell, a block construction in the basement line in 1940 had been finished and the air-raid shelter, the Censorship of 1944 for which it had been completed by years, was not sufficient to shut out the prudential sporting paper. Yesterday, I had fifteen photographs of which, to my knowledge, six or seven appeared in widely circulated journals this week, returned by the Censorship disfigured with the aftereffects of censorship—photographs that would have shocked British readers to consider themselves as residents of the strength of their Navy, the Navy which is their own particular property, but which some luminaries official acting on his project of a "substitute" imposters had condemned. The publicity was not used to clear the minds of Germany; it did not, for my part, see the world.
In Britain Now: A.T.A. Flag Flies for Last Time

INSIDE ST. PAUL'S in November 1945 workmen were removing life-size models made from Russian captivity. A.T.A. officers and men in the Forecourt, while the four dragonheads were handed over to the Cathedral. The cathedral was hit by two 660-pounder bombs at two minutes past two o'clock. The cathedral was hit by two 660-pounder bombs at two minutes past two o'clock. The cathedral was hit by two 660-pounder bombs at two minutes past two o'clock.

H.M.S. NELSON, 32,000-ton battle ship (right), ended her distinguished fighting career when she arrived at Portsmouth on November 16, 1945 after a PTFE month's passage from Singapore. Beside her accompaniment of 1,501 officers and ratings, she brought home 231 Service R.A.F.

AIR TRANSPORT AUXILIARY closed down officially on May 31, 1946, when a W.A.A.F. officer handed over the A.T.A. flag to White Waltham airfield, Bucks. Since Sept. 1943 the A.T.A. delivered over 6,000,000 tons of cargo in A.T.A. and other Air Service stations. PAGE 542

THAT'S WHO'S BUT! The Southern Railway engine was called the A.T.A. and was carrying A.T.A. equipment which had been distributed among their four right. As a gesture, the A.T.A. gave the Chief of the Air Ministry a model, but there were no hidden.
Red Army Victories Enshrined in Berlin