REOPENING OF THE KIEL CANAL, Germany's famous 41-mile-long waterway connecting the North Sea and the Baltic, was ceremonially opened in June 1945. But it was not until six months later that the dredging of its 41-foot-deep waters was completed. The "Dora" class (formerly the Berliner gendarmerie), stationed at Stettin, is watching a merchantman making its way along the canal, the final obstacle of which, beside enemy German transport, speeded up supplies for Britain from Sweden.
Our Thankless Task in Turbulent Palestine

IN THE SHARON VALLEY DISTRICT facing a clash with firing and several wounded, in August 1948, the Palestine Police Division checked this civilian's identity card. Insurgents armed with machine guns and other weapons, they turn up in the back seat of cars and near security stations. Armed with shotguns and other weapons, the Palestinians are on guard. Another incident: a fellow was shot and killed. See also pages 577, 578, 630.
What the Loan Means to Britain

By JOHN BUCKATRACH

T.Most people the commodity embargo and the American Loan for the purpose of the immense sum involved, the terms of the loan and conditions attached, have been made clear in this connection specially written for "The War Illustrated."

Even though the process of reconstruction is going ahead faster than many people realize, it is probably faster than the reverse procedure did (1939-41), and even though the immense sums to be paid for goods which have been enjoyed by our American Allies throughout the war, some years must elapse before this export target is achieved.

The alternative to obtaining the necessary American goods in return for British exports would be to obtain American goods on credit. It was originally hoped that the United States would see their way to making a grant-in-aid— a sort of peace-time Lend-Lease arrangement. But unfortunately, the only remaining possibility is a loan on orthodox terms: and the, broadly speaking, is what the British negotiators have received.

From one point of view, the securing of a loan is a source of satisfaction. For it will mitigate to some extent the hard hardships that would otherwise have to be endured during the post-war period and enable us to meet some of the requests of our sterling partners. But, unfortunately, certain conditions are attached. And the granting of the loan, which can only cause very grave misgivings to many people in Great Britain.

The loan is for 50 years. What are these conditions? The first, obviously, the acceptance of the loan imposes a burden of annual payments amounting to about $35,000,000 over a period of fifty years. This is not a large sum in itself, but clearly does nothing to lighten the existing heavy burden on our Balance of Payments. In some other countries, the proceeds of the American loan have been paid out of the proceeds of additional British loans. America, however, insists on payment in gold, which is paid out of the proceeds of additional British loans.

Thus the ability of Great Britain to pay the loan is dependent on the willingness of America to buy British goods. Experience of the conditions prevailing in the inter-war period has shown that these willingness is likely to vary considerably from time to time.

In particular, if a major slump should occur in the U.S.A., the American National Income will fall, and with it the ability of American citizens to buy British goods. Under these conditions the American government will almost certainly attempt to encourage American production at the expense of other goods. Thus the American government would in all probability be compelled to persuade the U.S.A. to admit imports of British goods. Thus it is that the American Loan agreement provides for the "waiving" of the embargo on commodities other than gold. Payments can be shown to be in such a case as not to permit the necessary transfer of dollars to be made.

A more serious cause of misgiving in Great Britain is the manner in which the offer from America is tied the acceptance by Great Britain of what is called "free multilateral trade." Essentially this means that we must respect the right of the American government to fix the cost of its exports in a manner which, in particular with the Dominions. We agree to make any future taxes on them balances freely convertible into British dollars. By this undertaking a powerful incentive to American exports to buy from us, because we buy from them is removed. At the same time we have undertaken that any portion of the vast existing sterling balances that are released for spending should be made available in sterling or dollars, as the owners choose.

Regarding as an Economic Dunkirk

Moreover, the Agreement limits the powers of Great Britain to grant Imperial Preference. It has been agreed that the imports from Empire countries in the same proportion as they contributed to the wartime import surpluses from the U.S.A. The effect of which this provision may have on the economic structure of the Commonwealth cannot yet be predicted.

But it is clear that we must be prepared to face the possibility that application of the members of the Commonwealth, establishing, will result in an increase of full employment at home and consequently, fluctuations generated by variations in the foreign trade balances of the Commonwealth.

Provided such fluctuations do not occur, the Agreement may well be justified in ensuring that the American people have a share in the growth of the inter-war period— that employment must be stabilized at a high level by systematic planning in the lines which were laid down in the British Economic Commission White Paper on Employment Policy.

The Loan Agreement is complicated. In the first place, we are bound to try to ensure that the American government will itself act as a powerful weapon by which we could hope to mitigate the effect of the severance of our export trade—mainly controls over our export trade. In the second place, we have drawn once more into a world of inter- national trade, and in which in which depends on the willingness of creditor nations to renew and purposes the U.S.A. to accept imports. Both these are implied in the "convertibility" arrangements and in the abandonment of Imperial Preference.

All we repeat, may be well, but it is impossible to feel any confidence that it will be so. The Loan could not be rejected, but we should regard it as an economic Dunkirk, providing a breathing space which may enable us to set about the gigantic task of national recovery from a situation into which we have been plunged by the consequences of our war efforts, and hope that the U.S.A. Government will take a more active and useful part in the administration of credit and will accept payment in goods of the debt owed us. Ford has reported in a recent issue of his magazine a complete review of the American tariff-policy and a refusal to rely on the exploitation of the slumbering economic powers by which nations sought to export their unemployment.

OUT OF TUNE WITH REALITIES

"The Loan Agreement is a step in the right direction, but it is only a step, and it is not a very large step."—In the House of Commons on December 19."
New Zealanders with a Fine War Record

BY MAJ.-GENERAL
SIR CHARLES GYWWN
K.C.B., D.S.O.

In the First Great War the New Zealand Expeditionary Force established a reputation as a fighting unit. It is, therefore, well known that the reputation of the 2nd N.Z.E.F. stands as high, and that it has displayed the same qualities as those of its predecessors. In addition, it has had opportunities of acquiring a versatility denied to the 1st N.Z.E.F., which, like other troops, had to suffer the restrictions of trench warfare. Now that a connected account of the exploits of the Force is available (though not in general circulation in this country), a picture can be given of the part played by its 2nd Division in Greece and North Africa, where this Division's characteristics were developed and its reputation established before it took part in the campaign in Italy.

When the Second Great War started it was intended that the 2nd Div. should assemble and complete its training and final organisation in the Middle East. The first contingent arrived in Egypt in February 1940, but the second was diverted to England when the threat of invasion developed. The third contingent left the force in Egypt, but this left the Division insufficiently organised and trained to take its full part in Wavell's victorious Libyan campaign. Its engineers, signals and transport, however, were used efficiently. The transport carried to their assembly areas the infantry which stormed Germany's Goliath Barrage defences—in one phase of the battle they despatched their passengers within a hundred yards of the Italian positions, and the drivers left their vehicles to join in the assault. Later the transport in its more normal role gained an outstanding reputation for delivering food and water punctually, while under giving assistance to some of the auxiliaries units also rendered notable service.

They Were the First to Join Hands with the Free French Forces.

But perhaps the greatest tribute paid to the Division by the Free French Forces was the way it took its first selection to provide personnel for the Free French Commando. The Group explored immense stretches of wasteland in the Deir el Medineh district to collect men and communications. The selection of New Zealand personnel for the experiment was all the more curious because they had been chosen from the desert conditions than any of the other troops available (see page 19).

If the Division were disappointed at losing a chance of freeing Italians they soon had an opportunity of proving their metal against a more formidable opponent. By the establishment of the Salerno Force from England, the Division constituted a large part of the army sent to fulfill our promise to those of our allies. There were opportunities for offensive action were denied it, but troops engaged in a hard and hazardous campaign. The Division outlasted the other formations, which turned into a long retreat followed by a difficult occupation, with the enemy possessing vastly superior forces and commands over the air. The task in Cote, where New Zealanders fought hard for the Maltese aerodrome, was a sacrificial one. For some experience with the enemy still held all the trump cards. Reassembled and reorganised in Egypt, the Division played an

pertinent part in Archibell's 1941 offensive. In the whirlpool offensive of 1941 the Division became split up into Brigade groups, alternately fighting offensively or on the defensive in desperate situations. It had the satisfaction of being the first to join hands with the garrison of Tobruk, and it developed a technique for retrieving apparently hopeless situations by bayonet attacks at night, in which Maoris frequently showed special aptitude. But casualties were heavy, and when Rommel was compelled at last to advance for his next move, the German commander sent one Division was withdrawn to Syria to reorganise and to absorb reinforcements.

In the summer of 1942, an urgent call came for the Division to cover the retreat of the 6th Army after its loss of the covering battle of Gazala and Tobruk. Covering 900 miles in five days, a wonderful feat on the part of the staff and the drivers, the Division took up a position of readiness south of Mareth in Wavell's old defence line. The intention was to threaten the flank of Rommel's pursuit rather than to hold a defensive rallying line for the 6th Army, which continued to retreat to El Alamein. Here at Mareth Quagmire, Rommel attempted to surround the Division, and nearly succeeded, but an astonishing night assault by the 6th Brigade cut a way out. the Germans being surprised by what they complained had been an attack by "thousands of drunken New Zealanders." This action checked the momentum of Rommel's pursuit, and when he arrived at Alamein he was unable to break through the rallying position there. During the summer the Division took a leading part in defensive and counter-offensive actions, and when Rommel was defeated at El Alamein the Division was on the southern side of the decisive advance which Alexander and Montgomery, now in close control, and which was in for heavy fighting during Rommel's attack and withdrawal.

In the final Allied battle two brigades of the Division (the third having been withdrawn and organized as an armoured brigade) took a leading part in making the breach through which the Armoured Corps broke out. It had, however, the advantage of being the first to launch its attack and the armoured corps came up into line and the Division came under the cover of the available armoured service. It was for the pursuit, A frank attack which halted the pursuit of a few tanks enabled it to reach its designated position, though the advance was slowed by a number of delays which were the result of reaching its El Alamein stronghold.

Before he could be attacked there, Montgomery had to pause to come in and to consolidate his communications, and now he had in the mobile force of which the N.Z. Division was the substantial nucleus (the whole under General Freyberg's command) an instrument with which to carry out his left-hooks round the enemy's open desert flank. During the pause, the force was organized at Bardia as a self-contained formation carrying water and food for twelve days and petrol for 150 miles. Then, when all was ready for the frontal attack, the force moved off in four columns, and by 200-mile march to come in on the rear of Rommel's "impregnable" fortress.

A STONISHING Left-Hook Brought Off by Freyberg's Hard-Fighting Force.

It was an amazing effort which only failed to achieve complete success because Rommel had taken alarm, and because the heavily armed tanks formed his rearguard in breaking through Freyberg's force, for which only a small number of heavy tanks had been available. Nevertheless, it is clear that the Germans were too short of men and that the "over-extended" Rommel's attack came to a standstill.

Sir Bernard Freyberg, V.C., K.C.B., K.S.B.

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Sir Bernard Freyberg, V.C., K.C.B., K.S.B.
On Four Fronts They Gained Their High Renown
Hunting a U-Boat to Death

By FRANCIS E. McMURTRIE

Had this been true, it would not have been the first time that the destruction of an enemy submarine had led to the scoring of others. In July 1918, UB 115, after being rammed by H.M. destroyer Garry was finally sunk by depth charges from ML 263, off Rokar, near Sunderland. As the water was comparatively shallow at this point, the submarine was salvaged and her log examined. It revealed most valuable guidance concerning the routes followed by U-boats outward and homeward, and so materially assisted those engaged in hunting them.

In October 1945, a year after the loss of his submarine, the captain of U 852, Lieut. Heinrich Eck, was brought to trial at Hamburg before a court of British and Greek officers. With him were arranged a number of his officers and men, together accused of murder of seven British, two Greek and two Czech seamen. In preparing the case for the prosecution, Colonel Hole mentioned that the log of the submarine contained in entry regarding the sinking of a ship in the position where the Pelops was lost.

Lieutenant Eck pleaded operational necessity as an excuse for firing on the survivors, as at that time there might have given the sinking way to their submarine. He also admitted that he had ordered his men to behave harshly to mercerized personnel. During this, the Judge Advocate observed: "To kill survivors of a torpedoed ship is a gross breach of the law of nations. The Court is simply to judge whether, in the words of the charge, the men were concerned in killing the survivors. Duty to obey is limited in the submarine of orders that are lawful."

LIEUT. Hans Richard Lenz, giving evidence in his own favor, stated that his captain had ordered the elimination of all those of the Pelops by opening fire on the survivors. When Lenz protested, he was told that it was essential to leave no evidence of the sinking. He saw a leading seaman named Schwender, also under trial, using a machine gun to fire it the wreckage. He submitted himself taking over this gun, but declined in self-estimation that he fired it only in the general direction of the target.

After a four-day trial the accused were found guilty. Lieutenants Eck, Surgeon Lieutenant Charles Lawley, and Sub-Lieutenant August Hoffmann were sentenced to death, and Lenz to life imprisonment. Moreover, there is nothing new in this shipside method of making war, to deliberate policy first instituted in the war of 1914-19, and then expressed cynically by a German diplomat in the infamous phrase "Nur wer das ding kann - der hat recht"... these thoughts without words... there is nothing new in this shipside method of making war, to deliberate policy first instituted in the war of 1914-19, and then expressed cynically by a German diplomat in the infamous phrase "Nur wer das ding kann - der hat recht"...
Attack on Malta Convoy as Nazi Bombers Saw It
Operation Deadlight: Sinking the U-boat Fleet

The final chapter of the story of the war with Germany, in the grey bleakness of the high seas, where men believed that the war was won with the sinking of the last U-boat, was told in the sinking of the U-boat fleet. The story was written as an account specially for the "War Illustrated," See also facing page 346.

The story of the sinking of the U-boats is a striking illustration of the way in which our attention was riveted on the battle of the Atlantic. It was a battle not only of ships but of men, and the outcome of it was the salvation of many thousands of lives. The U-boats were a constant menace to our shipping, but their destruction was achieved by a combination of strategy and tactics that was a model of military skill.

The story opens with the account of the German undersea fleet, which was composed of many U-boats and other vessels. The fleet was commanded by Admiral Doenitz, who had been appointed to the post of commander-in-chief of the U-boat fleet in November 1939. The fleet was based in the ports of the Baltic Sea, the North Sea, and the Atlantic Ocean.

The U-boats were equipped with the latest technology, including the German submarine, which was fast, silent, and capable of staying submerged for long periods. The fleet was also equipped with aircraft, which were used for reconnaissance and support.

The story then goes on to describe the strategy and tactics used by the Allies to sink the U-boats. The Allies used a variety of methods, including the use of anti-submarine warfare, the use of homing torpedoes, and the use of aircraft to attack the U-boats. The Allies also used the convoy system, which was a system of shipping that was designed to protect ships from the U-boats.

The story then describes the battle of the Atlantic, which was fought between the Allies and the U-boats. The battle was a brutal and bloody one, and it lasted for many months. The Allies were eventually able to sink the U-boat fleet, which was a major victory for the Allies.

The story ends with a description of the celebration that took place in London after the sinking of the U-boat fleet. The victory was a major boost to the Allies, and it helped to turn the tide of the war in their favor.
Last Scenes Enacted in Deep Atlantic Waters

F I N A L  G A T H E R I N G  O F  T H E  D O O M E D  U - B O A T S was at Loch Ryan (5) Wigtownshire, Scotland, in late November 1942, before being towed to destruction under "Operation Deadlight" (see facing page). The U 130 was struck by a direct hit by a ship from the destroyer Ochandoth and sank a thousand fathoms deep. Seven were blown up on board the U 130, which sank a British ship in January 1941, a youthful German party officer and a U-boat commander were among those lost. Another U-boat was sunk in the British port of Leith. A German U-boat's last mission. See also from page 276.

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Photographs by S. Lowes, Official Military Page.
Transformation to Peace at Woolwich Arsenal

Five of our largest Royal Ordnance factories—at Woolwich, Cardiff, Hayes (Middlesex), Nottingham and Patricroft, near Manchester—in the early winter of 1945 received Government orders to switch some of their space from gun and tank manufacture to peacetime production. At the Royal Gun and Carriage Factory, Woolwich, which has 2,000 employees, mechanics assembled motor-trucks for shipment to Europe as the last 8-pounder anti-tank gun left the assembly line. In the East London Arsenal, some 60 years old, were being reconditioned for service abroad, while workshops turned out the ammunition boxes and gun-barrel cases. At the Patricroft factory finishing touches were given to Mosquitoes as cabinet-makers assembled Utility type wardrobes. See also page 354.
Hitler's Proud Legions are Reduced to This
Now It Can Be Told!

CERAMIC’S THREE-YEAR MYSTERY CLEARED UP

Sapper Eric Alfred Munday, aged 24, back in his home at Fishlands Road, Thornton Heath, Surrey, brought with him the full story of a three-year-old war mystery—the sinking of the British liner Ceramic in the Atlantic. The 19,750-ton Ceramic, former luxury ship on the Australian run, set out for Capetown from Britain on November 26, 1942, with 456 men, women and children on board. She went down off the Azores. For ten months relatives of the passengers heard nothing. Then the loss of the ship was admitted in Capetown. In the House of Commons, the First Lord of the Admiralty said she was not in convoy, but was a “fast, independent ship.” That was all.

Sapper Munday was the only survivor of the Ceramic. He told the story of her last voyage to a Daily Express reporter on October 14, 1945. Captain H. C. Eldred had taken the ship through the Atlantic before. He knew what the dangers were in that winter of 1942. And he predicted to the authorities taking women and children on board. But 155, including 59 British nurses, were in the ship when she left Britain.

On the night of December 6-7 three torpedoes hit her. She remained afloat for three hours. Everyone on board was put into boats or rafts. At dawn a crew boat, manned by Captain Munday’s boat, with 40 in it, capsized. He and his other soldiers clung to it. The rest were carried away. Four hours later the U-boat surfaced near them. A rope was thrown to them, but the boat was swept by a heavy sea. Only Munday was able to grab the rope, and he was hauled aboard the submarine.

“I pleaded with the U-boat commandant, Captain Henne, to save the other six men who were still clinging to the overturned boat,” said Munday. “He refused.”

The Ceramic was sunk by U-boat on Monday.

Three survivors of the Ceramic. The next two days had been spent in a prison camp in Germany.

THE NAVY LANDED ‘CLOAK AND DAGGER’ MEN

Hearst, camouflaged, in remote island creeks by day and sailing at night on picketing raids against enemy shipping and shore installations.

0. Naval launches napped Germany’s hold on Montenegro. The new strategic action by the Dodecanese. Their part in clearing the Mediterranean was not revealed until September 1945.

Although they knew they were always somewhere near, the Germans never caught any of these small raiding ships, the French and slowest ships in Britain’s Coastal Motor Launches—originally intended only for anti-submarine duty in sheltered waters—also ran a “raiders Ferry Service” for British Commandos and men of the Greek Sacred Regiment, whose “cloak and dagger” tactics frustrated enemy strong points and communications and kept enemy garrisons in a state of terror.

The German headquarters in February 1942, when Captain H. C. Legge, D.S.C., R.N., who between the wars worked as a London stockbroker, established his Naval H.Q. on the tiny island of Castellone, a few miles from the Turkish coast and the only island in the group not under German domination. With a strategy all their own the Navy and the raiders so completely surprised the enemy that the neighbouring islands of Pelopon and Nisero also soon fell into our hands.

From these striking bases the raids continued. While British destroyers patrolled the outer seas, the H.D.M.L.s maintained never out of touch for more than one hour with their flotilla of 21 Army Green Submarines—set up in London by the War Office up to the surrender at Lunsberg.

Incidently, all speech communication with German headquarters after the crossing of the River Elbe was conducted by the “M.T.” Set from Brooms and thence by line. It is of interest to note that the first message was signed on Hill 11 because the Set works best on high ground. This fact completely governed the choice of sites for Tropical H.Q. The advantage which the British Army had in possessing this Set was enormous when it is realised that the land line of 20 miles between River Maas and the Rhine for several weeks, and Montgomery’s Tropical H.Q. was involved the emission of 700 telegraph poles and is very vulnerable to enemy action.

The Set was designed by scientist of the Ministry of Supply, and the credit for this must go chiefly to four men: Mr. W. A. S. Buist, aluminium-alloyed for his work in connection with radar and the radio press; Mr. G. A. J. Oxford, Mr. E. T. Anderson and Mr. J. G. MacMillan, who was later seconded to Royal Signals and responsible for the field development of the Set. Buist, in 1941, was the first to draw attention to the advantages of using centimetre waves for communication equipment, and the “centimetre” side was worked out by Anderson; Oxford fitted the eight-pulse “multi-channel” system which was worked out by Buist and Oxford.

It looks like an Army radar equipment, a 4-tonne trailer with a pair of the new familiar circular mirrors mounted on top. In fact, the set is technically more closely allied to a radar equipment than to any wireless set as generally understood. It operates at centimetre waves—the first time that these have been harnessed to the work of transmitting speech—and transmits its radio beam in the form of short pulses.

The sets are used in pairs, Set No. 1 sending out its pulses of centimetre waves on S. S. CERAMIC, 19,750-ton passenger liner, which in sequence sailed between this country and Australia, was torpedoed off the Azores in December (IO), and provided a three-year mystery. The Navy displayed the ceramic—sometimes considered the saddest of the war—now revealed the facts (top of page). PAGE 956. Photo, by courtesy of Daily Mail & Sunday All coal, 250 tons.
which have been impressed on the speech modulation), Set No. 2 picking them up; but since Set No. 1 sends out its pulses not singly but in groups of eight, and since Set No. 2 is fully competent to sort these out into eight separate lines, no tank or eight separate conversations can be relayed simultaneously between one pair of sets.

This alone would not give it security; but the great advantage of centimetre waves is that they make possible the use of a very narrow beam, vastly wider than that of a searching. This beam is stopped only by any fair-sized solid obstruction; which means that any pair of "10 Set" can only operate over a clear unobstructed path, usually of about 20 miles and sometimes well over 50 miles. This has necessitated the careful selection of sites, and the set (or at least their aerials) have often been mounted on towers, or on the roofs of tall buildings, to obtain the clear "line of sight" essential for successful operation.

How Eavesdroppers Were Foiled

This might appear to be a disadvantage; in reality it was a great advantage from the security aspect. For, just as the narrow beam implied that it could not be intercepted or even detected unless the eavesdropper was actually in the beam, so the clear line of sight implied normally that there was no means of getting into the beam short of hovering in mid-air with a quantity of heavy equipment. And although the Germans later claimed to have intercepted our wireless transmission with ease, careful interrogation showed not only that they had never intercepted a "10 Set" transmission, but also that its very existence was entirely unsuspected.

The details of the disposition of these 20-mile "radio links" is a matter for military historians; and the history would make interesting reading. It would tell of how, by the end of 1942, the first experimental two-stage link was set up between a building in Horsley and the roof of Berkeley Court in London; of the link between Ventnor, Isle of Wight, and Beachy Head; of the first operational link, between Ventnor and Carisbrooke Castle; of the link between Shorncliffe and Deal; and finally, of the link between "10 Set" from Luxemburg to Brussels, whence a normal land line connected it to Whitehall.

It would also tell of how the "10 Set" chain was able, because of the mobility of the set and of its specially designed transportable "dial" towers, to follow close behind the advancing front in a way that telephone lines could never have done. It might also tell of how the "10 Set" was capable of being set up under the fire of enemy guns without the slightest injury to the personnel, independent in the orche and glittering uniform of a Chief Air Raid Warden—under the entirely excusable impression that such magnificence must surely imply high military rank. Information was passed to the U.S.A.; and the Americans promptly set to work to design a set on the same lines.
Our Mighty Switch from Tanks to Peacetime Cars

There is no single way of stepping across the frontier separating war and peace—of getting industry into shape again and the British Motor Industry, with its magnificent record, is proving that there is. We have described how Mr. H. H. H. Lea-Wright, the Vize-Chairman of the Rational Organization, Sir Miles Thomson, C.B.E., was clear in his recent interview in a talk to "The War Illustrated," by John Hingstworth with the Vize-Chairman of the Rational Organization, Sir Miles Thomson, C.B.E.

Nowhere else, perhaps, is the change-over from war to peace so marked as in the motor industry—war weapons at one end of an assembly line and saloon cars at the other, with the growth of war relegated to transitory parking places while the goods of peace flow on towards the factory railway siding and the consumer.

Five long and weary years saw the motor industry turning out weapons ranging from heavy tanks to light guns, from aircraft to submarine parts. Today it is crossing the production frontier between war and peace, and a slowly mounting flood of steel cars inch along the assembly lines.

The British motor industry could fulfil a large part of the annual demand for £5,000,000 worth of cars if the materials and the labour were available, and subject to modifications in taxation. As it is, the aim is to export £30,000,000 worth of cars in the next 12 months. One firm has agreed to fulfill orders for 10,000 cars almost immediately. Another firm has exported well over 2,000 cars since the war ended, and has contracted to fulfill orders worth £5,000,000 towards the close of 1946.

I am certain that the late unlamented Hitler under-estimated the real productive potential of the British motor industry, thereby making one of his major mistakes. It played a primary part in winning the war, indeed, way back in 1938, when the Government refused to think about war, one firm of motor manufacturers began to plan and identify its own, and to Anglesey the measure, materials and manufacturing on the original Swedish cast of the British guns and things to come. The result was that when the war came, the motor industry was already standing on the foundation and, under the stress of war, the brains, ingenuity and craftsmanship of the industry solved engineering problems which had once baffled it.

Haste! Haste! Give us tanks to turn the Panzers! Give us guns and aircrews and aircraft! Here! The industry answered the call. Hitherto, men with brains and a calling for an industry that built glass roofs, blackout curtains fell across the windows of the factories, blue lamps graced the men, and then men and women, translated into actuality the dreams that were being sketched on paper. In the North, the blast furnaces roared through the night to make the steel, and the rolling mills hammered out the rough shape of the new tanks, and the air was heavy with the fumes of synthetic rubber. Over Billington hung the chinking roll of reek manufacture. From Birmingham came the vital links in the chain of armament, and at Coventry and Cowley, Lunos and London, motor manufacturers multiplied the products of a dozen related industries to the blueprints of war weapons.

Tanks! Aircraft! Guns! More and men went to work beneath the blue lamps and the back-out factory roofs until the motor industry employed twice the 1939 figure. The switch from cars to tanks and guns was slow. "The foremen, nothing at all." Mr. Churchill said in 1941. "Second year, very little; third year quite a lot: fourth year, all you want."

One Car to Every Five Persons? So it proved. One firm alone turned out 2,000,000 shells; 3,200 Tiger Moth aircraft, 1,625 military gliders, 4,000 light and heavy tanks; hundreds of iron gun carriers, ambulances, canteens, and Buffers guns that went into action on every battlefield from Hindenburg to Hamburg. It made amphibious tanks for the Normandy landings, marine engines for lifeboats, torpedoes, mines, and 13,000 of the engines that carried the great bombers over Berlin. And while one section turned out a flood of weapons, others repaired 30,000 bullet-damaged aircraft and tanks.

This gives some idea of the versatility of the British motor industry. And if it is going quickly from peace to war, it is switching just as quickly from war to peace. Furthermore, the demand for cars is not made up now as in 1939, when the industry was kept busy by military requests. The foreman is the foremost element in the rehabilitation of Europe; even countries that have been speed war are crying for new transport vehicles; and, starved of cars for six years, this country is in some need of new wheels.

Before the war the British motor industry—the third largest in the country—employed one and a half million workers. Our firm alone turned out one car a minute throughout the working day. But we're going to improve on that to meet the demand of the next five years—and that means employing more workers than before the war. The industry is looking forward to the day when instead of the 1939 figure of one car to every twenty-five of the population we approach the American ratio of one in five. Think what that would mean in increased employment! But first the industry must wash the huddles of war out of the course between war and peace—hurry taxation, shortage of materials and labour.

One of the great problems in the rehabilitation of Servicesmen returning to the motor industry. In the background is the task of preventing two factions from forming in the factories—the men who fought in uniform, and the factory hands who earned good wages even if it sometimes meant standing up to bombing. And in the foreground are the tasks of finding houses for the "returnees," combating emotional strains born in the sudden switch from service to civil life, finding jobs for employees who joined up as office boys and return with a major's crown.

There can be no hard-and-fast rule in the allocation of jobs. Six years of engineering experience in the Services has immeasurably increased the value of some of the motor industry's returning employees. Others, six years older but lacking in six years' industrial experience, will be charged on the motor industry until they have been trained to hold down jobs at twice the pay they earned on coming into uniform.

Then there is the question of lost skill; and even men who passed from Civil engineering to Service workshops will have acquired an engineering skill unusual to the peculiar requirements of the motor industry. They no less than the war-wounded returning to their old firms, and employed men in motor manufacture, will have to be trained.

All the big firms have established training centres. The Service Welfare departments and the Ministry of Labour's Reemployment Advice Service are also playing their part in getting industry into its peacetime stride.

Shortage of materials is another hurdle the industry must face to get back from war to peace. The line factories must accomplish the turn-over, the electric equipment plants and a dozen other industries, faced with a sudden, colossal demand, must reorganize themselves before the motor industry can answer the demand for cars. The price of steel, tin, is alarmingly high; and it comes down with the Competition Act as America will be difficult.

British motor manufacturers are receiving orders in every language, and from countries which have never bought British cars in bulk before. The total pre-war production was 400,000 cars a year worth £60,000,000. All being well, the industry will have exported cars worth £30,000,000. This trade will help to lay the foundation of the export trade—on its peacetime foot. What is accomplished pieces may be due for revision, and a demand for more cars. The motor industry is the motor industry, with its magnificent record, is proving that there is. We have described how Mr. H. H. H. Lea-Wright, the Vize-Chairman of the Rational Organization, Sir Miles Thomson, C.B.E., was clear in his recent interview in a talk to "The War Illustrated," by John Hingstworth with the Vize-Chairman of the Rational Organization, Sir Miles Thomson, C.B.E.
The Greatest Crime Trial in World History

"The trial which is now about to begin...is of supreme importance to millions of people all over the globe," said Lord Justice Lawrence (above), the British President of the International Tribunal, on November 20, 1945, when Germany's major war criminals entered on their public trial at Nuremberg. It opened with the reading of the indictment in four languages, by prosecuting counsel of Great Britain, U.S.A., Russia and France. On November 30 the U.S. prosecution put forward the first oral witness. Gen. Erwin Lahousen of Russia and Col. T. Dazian of Germany, to rebut the case evidence. Sir Harley Jevons (right), Attorney-General, opened the British prosecution on December 4, under Count 3 of the indictment: "Crimes against Peace, the planning, preparation, initiation and waging of wars of aggression, in violation of international agreements."
'Gangsters, Empty Frauds, Common Thieves—'

Twenty Nazi war beasts in the dock (top and left) heard Sir Hartley Shawcross describe them in the words quoted above. Russian judges Maj.-Gen. Nikitchenko and M. Volchey are seen at (A). British judges Sir Norman Birkett (B) and Lord Justice Lawrence (C). U.S. prosecuting counsel Major Wain (D). The defence team are (E) Goring, Laffwolde C.-in-C., and successor-designate to Hitler. (F) Hess, Hitler's former deputy. (G) Ribbentrop, Foreign Minister. (H) Keitel, Chief of High Command. (I) Rosenberg, chief of Nazi racial ideologues. (J) Frank, Governor-General of Poland.

—and Murderers' Arraigned at Nuremberg

(K) Frick, Governor of Bohemia. (L) Stroesser, chief Jew-hater. (M) Paul, Proz. of Reichsbank. (N) Schacht, financial expert. (O) Doenitz, Naval C-in-C. since 1941. (P) Raeder, former Naval C-in-C. (Q) Schirach, former Hitler Youth Leader. (R) Sauckel, in charge of slave labour. (S) Hint, Chief of Staff, Waffenachse. (T) Papen, diplomatist. (U) Seyss-Inquart, Reichsmister in Netherlands. (V) Speer,Armaments Minister, head of Taft organisation. (W) Neurath former Protector of Bohemia. (X) Friaun, radio propagandist. As the judges enter the accused stand (above).
Studies in Expression in the Dock

Mostly the accused sit quietly and listen intently, with set faces, through their headphones, to the recital of the flood of evidence brought against them. Goering center with Ribbentrop (top right) behind the back of Hess; as the Court rises for lunch he stands (top left). Unusually laughter breaks out occasionally (below) at some gag which stirs them from their usual gravity. Front row, left to right: Goering, Hess, Ribbentrop, Keitel. Back row: Dönitz, Raeder, Schacht, Sauckel.
I suppose I have kept up with "War Below Zero" sometimes almost nothing. What kept them going were the letters from their homes which floated down in the parachute packages of supplies, and the knowledge that plans for their rescue were being prepared.

The stranded men understood better than anybody what their rescuers were up against, but disappointed as they might be, as one attempt after another failed, they always learned that every one was worth more than all the others. They would not give up trying, and they could even tell that the interest in their safety was not merely local but must reach back to head-quarters.

Every day Washington was informed of what had or had not been done to estimate them, for "they belonged to the army of that half of the world which believes that all men are valuable and even a single human being is important. It is hardly probable that in the full tide of war any of the Axis nations would have so joined their forces for the saving of a few lives." Nor does it seem, knowing innumerable groups of a few men cooped up together for so long a time,
Remembering Roosevelt: at Hyde Park, U.S.A.

Near a national monument of America, Hyde Park, thirty miles from New York City, was the birthplace and last resting-place of Franklin Delano Roosevelt, 32nd President of the United States, who died on April 12, 1945 (see page 12 and 13). Here, in a rose garden enclosed by a high hedge of boxwood, spruce (photographs 2 and 3), lie the mortal remains of a T.D.R., beneath an unadorned monument of white marble weighing 15 tons, 3 ft. wide and 2 ft. high, in accordance with his own instructions. On January 17, 1944, President Roosevelt had written to Governor Robert F. Wagner that he wished to be buried in the house and on the farm at Hyde Park, nator.

Though the formal dedication will probably not take place until the spring of 1946, visitors can inspect the Memorial Library in front of which stands Walter Russell's striking bronze bust of the dead President (7). One room in the Library is not for show—that in which Roosevelt used to work, surrounded by his souvenirs and slip-molds, at a desk which once was President Wilson's. In this room, too, the great President met at the end of each week with his Cabinet.

Among many famous visitors to Hyde Park in the past have been King George VI and Queen Elizabeth, Mr. Churchill, Mr. Macmillan King and Mrs. Chiang Kai-shek.
200 Days’ Tussle With Croydon’s Giant Bomb

"HERMANN," THE GIGANTIC LUFTWAFFE BOMB, which buried itself over 40 ft. deep in a Croydon, Surrey, timber yard on January 11, 1941, was finally retrieved February and removed on December 17, 1941. A bomb disposal squad of 20 troops of the Royal Engineers completed the task in 28 days, earlier efforts being interrupted by an underground railway. During the final stages over a hundred local residents were evacuated. As the section of the shaft sank to find it, two of the sappers are here digging around the bomb. (Inset is part of the fuse.) PAGE 96 © Photo, Standard Press.
How Much Has U.N.R.R.A. Actually Achieved?

This brief survey—compiled exclusively in "The War Illustrated," of the work of the United Nations Relief and Rehabilitation Administration (in the rest of text) reveals that though the task in Europe is still tremendous much has been accomplished. Our correspondent also indicates the work awaiting attention in the Far East. See facing page and page 64, Vol. 4.

When war ended, more than sixty million people all over the world were completely stranded—men, women, and children. Many had no food, money, resources or sufficient clothing, many were without shelter of any kind, most of them suffering from various diseases caused in part by malnutrition.

Homeland slave labourers and concentration camp victims in Germany—forced to work in European countries other European countries 500,000 displaced persons were wandering about. The situation in the Far East is similar, with at least 40,000 terrorized women and children left their homes in the Chinese coastal towns and fled from the Japanese to lead a nomadic, hand-to-mouth existence.

Supplies of food, clothing and medicine, when the war ended, were so scarce in all countries where fighting had taken place that thousands were dying daily. This was the stark aftermath which everywhere confronted the victorious Allies. What can they do about it? The 46 members of the United Nations acted promptly and in a staggeringly big way. November 5, 1945, marked the birthday of the establishment of a kind of world bank whose purpose is to finance the purchase of goods and facilities. It is staffed by 800 of, in effect, an international civil service army emptied of 6,000,000 people, the majority of whom, by the way, do not wear uniforms.

Headquarters of this vast organization, the United Nations Relief and Rehabilitation Administration—U.N.R.R.A—is at Washington, with Director-General Herbert H. Lehman at its head (see portrait, page 46, Vol. 8). This right-hand man is an Australian, Commander Jackson, who was in charge of supplies at Malta during the darkest days of that plucky island. U.N.R.R.A. has regional offices in London, Cairo, Sydney and Chungking.

Aid to displaced persons and control of epidemics, the function of U.N.R.R.A. does not operate in ex-enemy countries. The relief and internal reorganization of these countries is a responsibility of the occupying military authorities.

This leaves Greece, Yugoslavia, Czecho-

Poland, and Poland as the main territories for U.N.R.R.A.'s attention and into which about 4,000,000 tons of urgently needed supplies, in the value of about $125,000,000, have already been sent. Of the year 1945. Italy, although an ex-

enemy country, has been treated as a special case, and U.N.R.R.A. is providing there a $125,000,000 programme of help specifically for mothers and children. By the end of 1945 supplies worth 613,000,000 had gone to Greece, 62,000,000 to Yugoslavia (see page 152) and 56,000,000 to Poland.

British Rations are Not Affected

At nearly every European port in non-

enemy countries the U.N.R.R.A. army can be seen busy at work. Typical, for instance, was the scene at the Danubian ports in October 1945. In the first 20 days of the month U.N.R.R.A. ships delivered 2,000

mules purchased from British and U.S.

armies, 240 tractors, 2,720 tons of clothing, footwear, and large quantities of petrol and fertilizers. Except in a few instances U.N.R.R.A. does not distribute the supplies
culy and scale than anything attempted or discussed before. Mr. Noël Baker said that the Government intended to add full 
parity to the First World War, and that, if necessary, the Allies should fight at the front. He called for the establishment of a new United Nations, and 

British Armed Forces were not affected.

that the by 1949 some £28,000,000 would have been spent on this branch of U.N.R.R.A. services.

AID FOR CHINA includes prefabricated fishing vessels, some of which are seen under construction at Whampoa, a Chinese naval base near Shanghai. The work is being carried out under the auspices of the Ministry of Marine, of which Government, and by the Department of Civil Affairs of the Chinese Ministry of Marine. The Chinese Ministry of Marine is responsible for the construction and repair of ships. The work is being carried out under the auspices of the Ministry of Marine, of which Government, and by the Department of Civil Affairs of the Chinese Ministry of Marine. The Chinese Ministry of Marine is responsible for the construction and repair of ships.

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Starvation Threat Staved Off in Southern Italy

AT AN U.N.R.E.A. CAMP at Santa Maria di Leva (top) in southern Italy, refugees of various races, including Greeks, Yugoslavs, and Albanians—besides the Italian interpreter—are being served their rations in June 1946. In the hospital (below), doctors and nurses make a thorough examination of sick refugees. The United Nations Relief and Rehabilitation Administration (U.N.R.E.A.), estimated that $109,284,000 would be needed in food and medical supplies during 1946, of which $77,250,000 would be handled by U.N.R.E.A.
Mussolini’s Shame Still Haunts Rome’s Byways

In what was once Cassino’s main thoroughfare traders had begun selling their wares in the open. (1) Towards the end of 1944, a broken-down Nazi tank is their model. Most of the rubble had been cleared and a housing area displaced a year before from the destroyed town has been re-occupied. (2) A woman of the town sells water to military officers. (3) Formerly the home of Mussolini’s cousin General. Writing an old army officer, a beggar in Rome. (4) An Italian soldier stands in front of a German tank. (5)
I Was There!

Eye Witness Stories of the War and After

Hitler’s Ex-Soldiers Cold-Shouldered in Berlin

The attitude of the Berlin people, particularly the women, to the crippled, ailing and ill-nourished German soldiers now streaming from the East is painting British soldiers. Many of these white-faced men struggling along on crutches or dragging weary feet in tucking must have left the city with good wishes showered on them by civilian friends.

How Hitler has been their disillusionment on returning. No German hand is extended to them in friendship, no kindly glance cast at them by their fellow countrymen. Girls wrapped in their thick coats avert their faces when they pass these human wrecks on the pavement. This studied indifference to the sufferings of the mendicant who fought for them is so obvious that all visitors notice it.

I have just been to one of the collection centres in Berlin where the British house, fired and given medical attention to these broken men before dispatching them to their homes. It was not a pretty sight. Many of the men are dying when they reach the central. They just shuffle in, bent and shrunken, with faces from which suffering has wiped every expression but that of hopeless misery. German girls take particular of each man with indifference.

Standing at the gate of this camp were two frazzled, aged about twenty. Both were fairly well dressed, and they appeared to be directing their charm on busy, unresponsive British soldiers in the barred wire compound. I did not see them bend over this sympathetic glance on the men in field-grey uniform.

Some of the men are as bad as the women. I saw one well-dressed fellow deliberately turn his back on a crippled German soldier who had merely asked him for directions.

"Personally," said a British officer to me, "I have no use for Hitler’s ex-soldiers, but one must admit that most of them fought very hard for Germany, and it is odd that they should be accorded this treatment by their own civilians."

It may be that civilians have wished to impress the Allies by cold-shouldering the men who fought for Hitler. If so it is an inhuman method of carrying favour. Or it may be that the Berliners, short of food and fuel, can think only of themselves.

I Escaped from the Terror of a Java Jungle

A grisly fantastic adventure of the Java campaign concerns three Englishmen, who were on an errand of mercy to inspect hospitals and burial places in Bantam. Only one survivor of our party returned, and that was a terribly wounded officer, known only as Major H.A., as told to Lady Louis Mountbatten, Superintendent-Chief of St. John Ambulance.

We ran into a large road block, with about 500 men gathered round it. I pulled up, and Mr. Trevor stepped out to talk to the natives. Captain Mockler opened his door and left the car. Then came back, opened the car, and picked up cigarettes. The first indication I had that anything was wrong was when the doctor suddenly yelled, "Oh, gee!"

A spear was in his back! As I grabbed my gun I felt a searing pain. A knife had cut my thumb to the bone. I dropped my gun. I fought my way through the spears and left the car by the near-side door. As I left the car the doctor went down—the natives still stabbing him. He was dead. I fought my way round to the front of the car, where Trevor was making a gallant stand. By the time I reached him he, too, was dead.

I was completely ringed with spears. It was illogical. I was close to the natives, but their blunting spears and knives were so densely packed they were useless. Desperation gave me strength. I hit out where I could and the confusion, managed to break through.

RUBBER-STAMPING GERMAN SOLDIERS returning home through a British cordon point in Berlin is performed (left) by a German girl inlaid with a series of rubber stamps. No papers are in order, but in order to pass the cordon point only a stamp from the master officer is required. All are diagonal in the accommodation while awaiting transport home, and (right) given a head for the journey. See also this page 558.
I was There!

Berenice to the non-indonesian Resident Tipi. She gave no reply, but walked on to where the leader of the gang was standing.

He pointed to the bodies and then to me, then back. I again asked him to talk to the bodies and say, "This must be kept quiet."

"You are going to report this to the police?"

The leader nodded. I promised him to do so and then walked away.

Almost halfway I noticed a marquee coming in my direction. I swam under water for as long as possible three times, and the last time I surfaced I came up under the bows of a second boat, of whose approach I was two Indonesian policemen, who invited me on board.

I was dubious of their intentions and in- tended hanging on to the outrigger only. They seemed harmless on closer inspection, and eventually I climbed on to the stern of the Indon- ese. They invited me to the middle, but I refused. I insisted they should take me to Ber- enice. The second boat had been handed over to the Indonesian Commissioner of Police, and was found to have no fish for more than ten words. They dressed them and made me comfortable—at last.

I Met 'Pistol Packin' Momma' at Nuremberg

The right eye in concentric circles are the ways of Russian men and women in attendance at the great trial of Nazi war criminals. A salute on the courthouse steps and the flags of Justice are presented by Bernard Shirer in this picture from The

Fame.

No. 164 It was a choice for the trial of the 20 Nazi leaders since it started. There is so much to see—the court is so big that you need opera glasses—and so many sensational revelations to hear as they come in from the tense and tenseless voice of a girl interpreter to your earphones that after a day at Nuremberg you feel worn out.

In front of me sits Natasha. I tried to talk to her during the lunch break today, but Natasha only knows one word of English—"Yes!"

Natasha is very beautiful and I find her even more interesting to watch than watching her own-nerve-chilling performance. She is a Russian girl soldier with fair hair and blue eyes and I suppose she gives the impression of packing an awful wallop.

The leader of her gang and somewhat of a tender ribbons from which hang a big silver clasp for valor. Below his neat blue shirt, the soldier is a Russian girl, frightens me more. To

her from the aeroplane. She is a Russian girl, frightens me even more. To

Chasing Fish With the Navy's Underwater 'Ear'

The device is a major advance in the search for herring schools. Scientifically, it is a remarkable achievement, as it allows the Navy to follow schools of herring around the 360 degrees of the compass.

Nicer in the North Sea. Two def BT-6550 close-up figures stand in the wheelhouse. Both wear uniforms. A R.N.V.R. lieutenant and a second lieutenant with a knock on top of a metal box. It is cold, dreary and monotonous. Like hunting U-boats in the old days. Then, suddenly, there is a change in the atmosphere.

Pong—ping—pong. The sound comes in increasing volume into the earphones. The young lieutenant gives as the order to change. The men in duffel coats take up their headsets and the observation begins.

As a sign from a signal device behind the wheel of the submarine, the men in duffel coats take up their headsets and the observation begins.

The only way to describe the sensation is to lean over the edge and look into the face of the man behind them. The face is a greenish-blue color. The men in duffel coats take up their headsets and the observation begins.

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The experiments are still in their initial stages, and final conclusions must be avoided. Despite this, however, there are good hopes that before long, when the baring harvest moon is up and the air is perfect, it will be able to make the biggest catch in the history of the industry. Fishing in the form we have known it for centuries may be scrapped. Fishermen's 11th heaven will become a thing of the past. Special instrument ships will guide the depths of the waters.

"The result, so far, have been encouraging," Dr. Hedge told me, "but it will be some time before we shall be able to make a definite statement. Our first task is to make certain that the Audic can be relied upon in a variety of circumstances, including changes in air temperature, to detect the schools. All danger of coincidence must be ruled out." There have been impressive incidents in the first few days. The Vesta went to sea on the 14th, and, to the amazement of us all, the Audic was raised along the draft meter. The shores of Audic were dotted with gaslights, and although the weather had been dull, the Audic was raised along the meter. The shores of Audic were dotted with gaslights, and although the weather had been dull, the Audic was raised along the meter.

The Vampire Screamed Over Our Flight Deck

When Lieut.-Cmdr. Eric Mcllwain Brown, chief Royal test pilot, landed the 340 m.p.h. aircraft Vampire aboard the aircraft carrier H.M.S. Ocean, on December 15th, he achieved the remarkable record of breaking the world's existing world record. This depends on page 372.

This is the first time that a gondola-jet-propelled aircraft has been landed on a carrier. The Ocean was steaming off the Isle of Wight, rolling and pitching in a heavy ground swell, when a loudspeaker announcement was made that the pilot had been ordered to return to Fleet airfield, Susex, until conditions were more favourable. A minute later the Vampire screamed over the flight deck, made a roll and strayed up to circle the ship. The currents' deck were immediately cleared and she turned into the wind. Brown brought his plane directly over and came in at 95 miles an hour to make a very neat and accurate first arrestor wire and stopping in 100 ft. Taking off after the closest inspection trip. He completed three more flawless landings and take-offs.

One of the first to congratulate Brown was Vice-Admiral Sir Denis Boyd, Admiral (A), who said that the landing of the Vampire is a natural development of the firm intention of the Royal Navy to arm herself with the fleet's own aircraft in the world, capable of meeting on equal terms any shore-based planes. Mr. A. E. Senior, Parliamentary Secretary to the Ministry of Aircraft Production, also congratulated the pilot on the successful landing, and saw the trials. A De Havilland scam of expertise, headed by the chief designer, Mr. R. E. Bishop, were also on board.

Lieut.-Cmdr. Brown - "Winks," to his Naval Air Arm friends - in 24, and a native of Edinburgh. Having some experiences at the RAF, he joined the service in December 1939 as a leading airman, and now has 3,000 flying hours to his credit. He won his D.S.O. in 1942 for bravery and skill in action against enemy aircraft and in the protection of a convoy against heavy and sustained enemy attacks.

In May 1944, he was awarded the M.B.E. for being the first pilot to land the high-performance twin-engined aircraft on the deck of a carrier. The machine was a Vampire. Later he became the first pilot to land the high-speed Hornet on an aircraft carrier.

The prototype Vampire used for these trials is powered by a Goblin II jet unit rated at 3,000 lb. static thrust, which gives her a top speed of 540 m.p.h. at an altitude of 20,000 ft. She is claimed to be the fastest operational fighter in the world. Her landing approach speed is 95 m.p.h. and her rate of climb 4,500 ft per minute.

The machine that made today's success carried 300 gallons of fuel, giving her a range at an economical cruising speed of about 500 miles. Ceiling is given as 48,000 ft. The Vampire has a wing span of 40 ft. There are two air intakes, each one of the short streamlined pods. The exhaust is at the far end of the fuselage, leaving a fair clearance between the wings and the fuselage. The Vampire is one of the newest additions to the Fleet, having been completed only a few months ago; she has a speed of 20 knots and is 195 ft. long.

We Stoked an Escape Ship from Singapore

She wasn't seaworthy, and couldn't carry our supplies. She was a small boat, so we had to be careful. We loaded our supplies into the boat and set sail. The sea was rough, but we made it to the island. We unloaded our supplies there.

About 700 airmen arrived, about 40 and 30 into the tented camp, and we were on our way. We were on our way. We were on our way.

When the Japs showed up, they had 800 airmen. We had 400. We were on our way. We were on our way. We were on our way.

The troops disembarked at Jax. The supply ship was with us. We were on our way. We were on our way.

As The Years Went By—Notable Days in the War

1940
December 29. Fire raid in City of London; Goldhill and other famous buildings damaged.

1942
December 33. Japanese captured Wake Island.
Tragedy of Eighth Army continued at Bengazi.

1943
December 26. Mr. Churchill, on visit to Washington, addressed United States Congress.
December 27. Combined Operations raided on Haverigg, one of the bases of Jezan and Matmou.

1944
December 23. Admiral Darlan assassinated.

1945
January 1. Veldt Lake, Nazi defeat by American forces, captured by Russians.

1946
December 5. Mr. Churchill and Mr. Eden flew to Jezan and Matmou for conferences.
December 31. Polish Latin Committee assumed the title of "Provisional Government."
Will the Atom Bomb Bring Peace?

By CAPTAIN
NORMAN MACMILLAN
M.C., A.F.C.

They must therefore agree to work together and to accept the rule of a committee of the combined nations as greater than the rule of their own governments.

If they come to U.N.O. with the spirit that they are allowed to choose their leaders, they must do, no matter how humble the form of the committee upon which he serves, and is to accept the ruling of the minority as having priority over the desire of the majority. They must be prepared to give, not to get. If ever U.N.O. is allowed to become a heritage of the power-politicians to seize advantages for their own section of the world there can be no hope of halting the atomic bomb from the field of armaments.

Soldiers naturally want the most powerful weapons they can have. And they want to keep them secret from the soldiers of other nations. This curse of official secrecy about weapons has been a part of the flux that has previously brought the world to the melting point of war. That is why I welcome the idea of the sharing of the atomic bomb secret on a basis of reciprocity. But it is not the sharing of the secret of the atomic bomb, but the genuineness of the reciprocal disclosures that is important. If that can be achieved, we may disband the soldiers from their past ways of secrecy, espionage and counter-espionage, and if we do that it is possible that committee rule may succeed in the world.

The Sharing of Military Secrets on a Basis of True Reciprocity

How would your local committee succeed if all its members attended the discussion and each person proposed to back his point of view by force? Yet that was what the allies really virtually did. The atomic bomb appears to offer the only material possibility that the United Nations Organisation may commence its labours in a somewhat different spirit. For it is apparent that the three first Powers forming the axis of the organisation may not be able to accept committee rule. If not—? In my opinion the atomic bomb will not bring peace through the soldiers, whose task it is to obtain the most efficient weapons to squander in the war. That means world committee government.

The alternative must surely be a struggle for supremacy, and the rule of force to achieve world supremacy, a process which will attain the same eventual end, but by a third destruction of man's world's possessions on a still greater scale. Without the emergence of the atomic bomb, the second method might have been impossible to prevent: 1946 is the crucial year. It will decide the relative value of national sovereignty and thereby decide whether the atomic bomb will bring peace.

JAPANESE ATOMIC-SPLITTING DEVICE, discovered in a research laboratory in Tokyo, was thought at first by scientists to be an example of the first proto-atomic weapon. It probably did not possess any atomic weapons—no action described in the U.S.S.R. Secrets as "verifiable." Known as a ciposfer (see also page 482) it is essential to advanced armor-warren. PAGE 572
First Jet Plane to Land on an Aircraft Carrier

FLYING HISTORY WAS MADE BY THE NAVAL AIR ARM, off the Isle of Wight on December 4, 1943, when a 540 m.p.h. jet-propelled aircraft, the Vampire, took off from and landed on the aircraft carrier H.M.S. Glorious. Designated by the Deck Flying Control Officer's name, the Vampire touched down on the flight deck at 71 m.p.h. (1) to be stopped by the arresting wires in 150 feet. The pilot was Lt. Comdr. Eric H. Brown, R.A.F., D.C.L., R.A.F.V.R., who (2) was in the cockpit. The Vampire took off (3). See also story in page 25.
SECRET WEAPONS

Oct. 7, 1939

We have received a number of letters from the readers of The Editor's Looks Back, expressing some sense of impotence. Only continued struggle and superior weapons can save us from the terror and evil they will bring. The Editor is heartened by the knowledge of the acumen of the people in the far-off corners of the world, which to which there is no defense." Aerial attack on our cities has come to be an accepted fact. The Allies have been strengthened by the United States, and the United States has been strengthened by the British. The Editor is heartened by the knowledge of the acumen of the people in the far-off corners of the world, which to which there is no defense.

WRITTEN IN... "phoney" period of the war that reassembles the "phoney" period of the French. The Editor is heartened by the knowledge of the acumen of the people in the far-off corners of the world, which to which there is no defense.

EARLY BROADCASTING

Oct. 7, 1939

Just been listening to Winston Churchill's broadcast—masterly! No overstatement; he was magnificent. The British public's inculcation to raise his voice at the end of a sentence, rather than the "phoney" manner, is of small account weighed against the fine things in the speech about position. His text was effective. His words conveyed the idea, as Hitler, Goering, or Goebbels, it makes no possible use of the British. It will not go to Winston Churchill. But the BBC shows small notice in the right moment, with no preliminary showing about them.

BELGIUM PRE-INVADED

Oct. 14, 1939

One of the most significant things I have read in the news from Belgium is the fact that no fewer than fifty Nazi journalists, each of whom is merely a lying propagandist, have been reported to be in Paris—new resident in Brussels. They have all somehow been accommodated as "press attaches" of the Nazi Embassy there. Moreover, all the French private residents in Belgium have now returned to France, some of the German residents there have gone back to Germany. This looks like the Nazi's "thief in Belgrade," ready for the invasion.

IT WAS: And how very stupid it all seems now. The whole thing was by far the greatest error I have ever committed. Three obvious tactics: yet the world was taken by surprise. The local papers were so closely censored that we seemed to have been taken by surprise, culling the bluff of the invading told.

RETURN OF THE HORSE

Oct. 14, 1939

Story to the old horses coming back to London. My satisfaction in the mechanization of the Army was due mainly to the feeling that there would be fewer horses to be managed. The Editor is heartened by the knowledge of the acumen of the people in the far-off corners of the world, which to which there is no defense.
In Britain Now: C.D. Equipment Goes Home

London's New Waterloo Bridge, designed by Sir Giles Gilbert Scott and opened by the Queen Mother in 1942, was dedicated by the President of the Council, Lord Hore-Belisha, on December 26, 1942. It is the latest addition to the London motorway system, and is already proving to be a great success.

C.D. equipment barges were seen disposed of in December 1942, when they were used for sale in Battersea, London. They included blankets, beds, mattresses, blankets, household purchases, and an armchair, all sold at a reasonable price.

Tribute to the W.L.A. was paid by Mrs. Nancy the Queen (below) in the Plutonium House, London, on December 7, 1942, when she presented a large picture of herself and a group of children, along with a message of support. "The work of the W.L.A. is an example of the best of British workmanship," she declared.

Clearing London of its wartime produce brickwork, cobblestones, and other materials were used to build new roads and housing. A man (right) carries a large sack of bricks, while a woman (left) examines a strip of paper outside the Air Ministry offices in King's Cross, Bath House in Bethnal Green.

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Photo, Figure, Type & Layout, New York Times Photo
A U-Boat is Towed to Its Atlantic Grave

ON ITS LAST JOURNEY, ONE OF THE SURRENDERED U-BOATS is towed by a British naval craft up the waters of Lough Foyle, near Londonderry, to be scuttled in Operation Driftlight (see pages 50-51) in the North Atlantic. The submarine was sunk with engines and guns intact. Many were of the Mark 20 type, of 220 tons, specially designed for use against Allied shipping in the Thames estuary. Fire squadrons of U-boat-killers of R.A.F. Coastal Command took part in the Operation.

Photo: Keystone