HOME FROM SEA at the turn of the year came thousands of eager men of the Royal Navy. This leading seaman, native of East London, and last with a Chatham with an interview "land and sea" at the scenes of activity, is in service. The frigate H.M.S. Discovery, of whose company he was a member, arrived from West Africa on December 19, completing two and a half years' foreign service. See also page 501-29.

Edited by Sir John Hammerton

NO. 225 WILL BE PUBLISHED FRIDAY, FEBRUARY 4
Winter with the Occupation Armies in Germany

GENERAL GEORGE S. PATTON'S LAST JOURNEY—in the U.S. military cemetery at Hamel, Luxembourg, on December 24, 1945. The General, who died at Heidelberg following a motorcar accident near Mannheim on December 11, was steep in age and in the U.S. 1st Arm. in 1918. The two officers also served in France in 1920 on the U.S. 29th Div. and in 1931. The U.S. 1st Arm. in Italy. Another American war-hero: Lt.-Gen. Alexander M. Patch, who commanded the U.S. 1st Arm. in S. France in 1944, died of pneumonia in Texas on November 11, 1961.

RIFTERS IN BERLIN were being served to our men from September 1945 onward. The American soldier arrives, an A.T.S. corporal (2) penis the American Berlin Women's Club. In the snow were A.T.S. officer and friends (3), with young Americans (4). In August 1945, the American soldier arrived, an A.T.S. corporal (5) pins the American Berlin Women's Club. In the snow were A.T.S. officer and friends (6), with young Americans (7).
What is Happening in Java?

By JOSPEH TAGGART

To countless people it came as a shock that the British troops should again be engaged in Java, even in a minor way. The Dutch, who were not prepared to launch a full-scale war, were not surprised. However, the British should be, apparently, solely on behalf of the Chinese, who always pressed the government for retaliation. All our efforts to build a united front with the Dutch were in vain.

The next day it announced (1) Legalisation of the Japanese administration of the Republic of Indonesia, (2) Appointment of Dr. Soekarno, 

The next day it announced (1) Legalisation of the Japanese administration of the Republic of Indonesia, (2) Appointment of Dr. Soekarno, and (3) Establishment of a National Committee.

On the same day, August 18, another Presi
dential Proclamation reiterated the existence of the independent Indonesian Republic, and concluded: "We expect the whole Indonesian nation to come,Quite, prepared, and disciplined."

So they were ready for trouble to come. This was also supplied by Dr. Jakarta.

The Japanese were absolutely independent, but there would be no racial discrimina
tion, and all traders (even Dutch) would be welcome.

Efforts to avoid Bloodshed

On September 23, Dr. Soekarno decided to make his own position clear to the day when there might be a re-awakening of the ferrets. He declared that his collaboration with the Japanese during the occupation had been un
inguistic, and that all traders (even Chinese) would be welcome.

On September 23, Dr. Soekarno decided to make his own position clear to the day when there might be a re-awakening of the ferrets. He declared that his collaboration with the Japanese during the occupation had been un
ninguistic, and that all traders (even Chinese) would be welcome.

The next day, September 23, the British com

ter is the most important. The Japanese encouraged efforts at eco

cultural exchanges. The Dutch government's Five Year Plan for increasing rice production by mechanization failed. Most Japanese

New villages were built. Great attention was paid to public health, including the use of artificial fertilizers. The Japanese cultivators were not the way they did in Java, they would concede autonomy after the war.

The Japanese also recognized the need for a united front with their Chinese allies. They believed that if we could have had two divisions at the end of August the whole situation might have been different. The second front should have been opened, but it was not. Our defeat was not due to any failure on our part. We were not there for any other purpose but to support the task to get it out of the way as soon as we could.

Fortunately, the attitude of The Hague Govern

ment had not affected him in any serious way. From the second week in October the situation in Java worsened. Largely beyond the control of their own chosen leaders, half of the bloody events were sealed, ambushed and murdered small groups of Allied troops in many parts of the island.

On October 20, Brigadier H. W. S. Mabey Schindler DSO MC (Retd.) and Major-general Dr. Soekarno. The next day he was back in the country, and an informal conference with some of the Indonesian leaders led to the formation of the first government.

Japan's Part in the Business

Three months too late to avert all the necessary bloodshed, the Japanese government's solution seems to last at least six months. On December 27, discussions were held between Mr. Attlee and the Imperial War Cabinet of the Netherlands, under the leadership of General MacArthur, the Japanese Minister, and Dr. Van Mook, representing the Netherlands, on the new effective line of action to be taken to restore law and order in Java. The British Government subsequently reaffirmed their obligation to the Dutch allies to establish without delay conditions of security in which it would be possible for the Government of the Netherlands East Indies to continue negotiations with representative Indonesians.

Meanwhile, here are some facts about the business, given by the Japanese. The full story, of course, is already known to the Indonesian People's Party, the Netherlands Government, the Dutch and Chinese leaders, and the Japanese. The Japanese encouraged efforts at eco
cultural exchanges. The Dutch government's Five Year Plan for increasing rice production by mechanization failed. Most Japanese

New villages were built. Great attention was paid to public health, including the use of artificial fertilizers. The Japanese cultivators were not the way they did in Java, they would concede autonomy after the war.

The next day, September 23, the British com

ter is the most important. The Japanese encouraged efforts at eco

cultural exchanges. The Dutch government's Five Year Plan for increasing rice production by mechanization failed. Most Japanese

New villages were built. Great attention was paid to public health, including the use of artificial fertilizers. The Japanese cultivators were not the way they did in Java, they would concede autonomy after the war.

The Japanese also recognized the need for a united front with their Chinese allies. They believed that if we could have had two divisions at the end of August the whole situation might have been different. The second front should have been opened, but it was not. Our defeat was not due to any failure on our part. We were not there for any other purpose but to support the task to get it out of the way as soon as we could.
The Never-to-be-Forgotten Army

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

O

December 1, 1945, two years after its formation, the 14th Army was one of achievements which score for it the highest rank in the history of warfare. Not merely was it by far the largest army in the world, it was also by far the largest single army in any theatre of the Second World War, and it comprised nearly one million men, of whom half a million were combat troops, 400,000 of which were deployed in widely separated groups on a frontage of some 4000 miles.

In its ranks of men of fifty nationalities found a place; in its schools an education of the highest order was provided. The army was a microcosm of the world, not only in its composition but also in its activities. It included almost every type and manner of service in existence.

The 14th Army was a success, not merely in the sense of a victory over the enemy, but in the sense of the achievement of its objectives. It was a success in the sense of the effectiveness of its operations, and its ability to carry out its tasks successfully and efficiently.

II

The tasks given to the 14th Army were: (1) to protect the air route to China, (2) to reinforce Burma road, (3) to destroy the Japanese Army in Burma.

The first and greatest task was to destroy the Japanese Army in Burma. This was a task of immense proportions, and it was undertaken with determination and skill. The 14th Army was able to accomplish this task because it was well equipped, well trained, and well led. The troops were well trained and well led, and were able to maintain a high level of morale throughout the campaign.

The Japanese Army in Burma was a formidable foe, but it was not invincible. The 14th Army was able to take advantage of the Japanese Army's weaknesses and exploit them to the fullest extent.

III

The success of the 14th Army was due to the planning and execution of its operations. The operations were planned with care and deliberation, and the execution was carried out with precision and skill. The 14th Army was able to overcome the Japanese Army's resistance by exploiting its weaknesses and by using the terrain to its advantage.

The 14th Army was able to achieve its objectives because it was well equipped, well trained, and well led. The troops were well trained and well led, and were able to maintain a high level of morale throughout the campaign. The operations were planned with care and deliberation, and the execution was carried out with precision and skill.

The success of the 14th Army was due to the planning and execution of its operations. The operations were planned with care and deliberation, and the execution was carried out with precision and skill. The 14th Army was able to overcome the Japanese Army's resistance by exploiting its weaknesses and by using the terrain to its advantage.

The 14th Army was able to achieve its objectives because it was well equipped, well trained, and well led. The troops were well trained and well led, and were able to maintain a high level of morale throughout the campaign. The operations were planned with care and deliberation, and the execution was carried out with precision and skill.
Recalling Great Memories of Burma’s Green Hell
Most Decisive Sea Battle of the War

By FRANCIS E. McMURTRIE

Columns, one about four miles astern of the latter. A second torpedo attack by U.S. destroyers, which reduced the speed of the enemy advance from 20 to 12 knots. In less than half an hour the American battleships and cruisers opened fire, and within 90 minutes the Japanese column, finding the American ships at last, turned and began to retire. At this stage the scene was down to 11,000 yards, and the enemy were pursued heavily.

In the course of the pursuit through the night the American western forces were shot down by the American fighters. Meanwhile, three of the enemy carriers, the 30,000-ton Zuikaku and the smaller Tatsuo and Zuho, had been destroyed by air attack, while a fourth carrier, the Tosa, after being crippled by aircraft, was sunk by Admiral Haruyasu’s surface vessels. A cruiser, the Taiho, was torpedoed and sunk by the U.S. submarine Jullien, and a destroyer was also sent to the bottom.

During the night the Japanese western forces were cut off by the American forces. News of its presence spread to the American forces, and the enemy was engaged by the American ships. The American ships were superior in number and were able to engage the enemy effectively. The Japanese ships were destroyed by American aircraft and surface ships.

Of the two engagements, one was fought in the Pacific Ocean, and the other in the Philippine Sea. The battle lasted for several days, and the American forces were able to gain the upper hand. The Japanese forces were unable to resist the American attacks, and the battle ended with the destruction of the Japanese fleet.

The battle was a decisive victory for the American forces, and it became known as the most decisive sea battle of the war. The victory was achieved through the effective use of American aircraft and surface ships, and it paved the way for the American forces to continue their advance against the Japanese forces.

In conclusion, the battle was a major turning point in the war, and it marked the beginning of the end for the Japanese forces. The victory was achieved through the effective use of American aircraft and surface ships, and it paved the way for the American forces to continue their advance against the Japanese forces. The battle was a decisive victory for the American forces, and it became known as the most decisive sea battle of the war.
Guns of the Royal Navy Bark at Surabaya

FLEETING TO THE BRITISH LINES: Chinese (top) sought refuge after H.M.S. Caesar, Grallier and Coron, of the 4th Force, had shelled Java. This week, the new force, under Vice Adm. Sir John Sumnner, entered the Java Sea. The ships had been operating off Surabaya since November 1, evacuating refugees and later bombarding the coast in support of the Army. On December 15, the Airborne Division units were landed. See also pages 513 and 574.
A Thousand Fathoms Deep Lies the U-Boat Fleet

An enormous sea-bed cavity over 4,000 ft. below the surface of the Atlantic, known as Rockall Deep, some miles to the north-west of the northern Irish land-shelf, is the specially selected meeting place for the coordinated obliteration of Germany (see pages 528-93 and 579). From this diagram (below) stretches out to the Vital Bank, at the northern end of which stands the vital rock, east of which is the Devil's Island, west of which is the Devil's Head. From here, towards the north-west, sounding run steeply to Rockall Deep, one of the great hollows of the North Atlantic. Rockall itself is a hard-bousted granite inlet, little known even among sailors, being well off the Atlantic shipping route. Situated near the centre of the 4,000-mile Rockall Bank, this rock is of no small consequence to the ships of the Royal Navy, for it is only 76 ft. wide and 50 ft. high, and is composed of granite. The Vital Bank, with its peculiar sounds and its natural and artificial harbours, is the Atlantic's response to the Vital Bank. The Devil's Head rock and its Vital Bank are frequently visited by the Vital Bank, whilst the Devil's Island, with its Vital Bank, is a meeting place for U-boats and destroyers during the Battle of the Atlantic. U-boats sunk in the Deep during "Operation Dusklight" are sent down by gunfire from destroyers. 

Page 564: By courtesy of the Office.
First W.A.A.F. for S.E. Asia Air Command H.Q.

COMING ASHORE AT SINGAPORE from the troopship Barrowton in December 1940 were these members of the W.A.A.F. after a nine-days' crossing from Britain. Relieved in the first draft to be sent on active war of India, they were previously stationed at Karachi, Bombay and Calcutta. Taking the ferry tender to Singapore 193 feet long, the W.A.A.F. of South-East Asia Air Command under the direction of the A.O.C. Air Marshal Sir William A. Napier, K.B.E., C.I.E., K.T., D.S.O.
In Search of Elusive Saboteurs in Palestine

BRITISH TROOPS AND PALESTINE POLICE probed a wide area in the Valley of Sheva, following attacks on nearby conscript stations on November 31, 1948 (see page 336).ynchard in the village of Roda (r) called for the use of military force. Wounded in the Palmah Raid outside of Jaffa, the soldiers of the 6th Airborne Division gathered in the village of Sheva (l) with conscripts searched the village. See also story in page 337.

PAGE 336 — Photo, British Official
Where the War-Dogs Await Their Demobilization

AT STOCKBRIDGE, HAMPSHIRE, is a dogs' demobilization centre. Here, while undergoing the rigorous of combat, the dogs, are housed in ad hoc kennels in the village. It is estimated that there are over 200 dogs waiting for homes by men from overseas. Among the residents is a dog, 'D-Day', a Springer spaniel, who served with the United States Air Force and went from England to France via the Channel Tunnel. He was sent to a vet in London after the war and has now been adopted by his former handler, Mr. H. J. Hetherington, who plans to train him for service again.

IN THE QUARANTINE QUARTERS at Stockbridge the animals are exercised for two hours each day while awaiting release. As a safeguard against post-war infection, the dogs are limited to a daily exercise regime. 'Maverick', a black Labrador, was a Navy recruit in mine-detection, trained by Capt. H. D. Miller of Northumberland, is seen being given a run in the fenced area. After being released, the dogs are sorted into groups and assigned to handlers who will care for them until they are deployed on the Continent. The handler must ensure that the dogs are well-fed and have regular exercise, which is crucial for their health and well-being.
Now It Can Be Told!

BRITISH NAVAL OFFICER WHO LED MAQUIS

In October 1940, Jean Henri Coleman, 33-year-old native of Paris, son of an English father and French mother and as purveyor an Englishman at one, was trudging the streets of London, almost penniless after his escape from France—trying to join the Royal Navy. In June 1943, as Lieutenant J. H. Coleman, M.B.E., R.N.V.R., he was to attend Buckingham Palace to receive his decoration from the King, for his services in France for the period of a year with the Maquis. He is the only British Naval officer to have served with this unique resistance organization.

The citation for his award states: "This officer was dropped into France by parachute in September 1943, as resistance to a resistance organization in Lyons; He was given the task of finding grounds where arms could be dropped by parachute, reconnoitering the targets allotted to the circuit, and finding safe houses. He carried out his duties ably and devotedly. When, a few weeks before D-Day, his chief was caught by the Gestapo, Coleman took over the command of the circuit, and carried it through a difficult period until his chief escaped soon after the invasion. Coleman ensured the execution of the concerted attacks on railway and telecommunication targets on and after D-Day. He showed high qualities of leadership and devotion to duty."

Before embarking on his Maquis adventures, a complete, unbreakable "cover story" had to be learned. Lieutenant Coleman took over the "life" of a French friend in London. False papers were given him in the friend's name and he studied every possible detail of the past life of the Frenchman to make his slip, if possible, footproof.

"He was a pretty brazen type of engineer," said Lieutenant Coleman, "and although my adoption of his past never gave me much trouble, I was sometimes embarrassed by people in France asking me highly technical engineering questions, which I had no wish to answer lightly by change the subject. It was also a little tricky sometimes to avoid being introduced to fellows who had been at school or college with the man whose life I was leading! Otherwise my story was water-tight, even down to a duplicate birth certificate, and I think I was the only one who retained the same story throughout the time I was in France."

Six Touching Farewells to Face

Then, after the parachute course, came the period of waiting for the final departure. He spent part of the time in getting married. "A nice, I say," although he had a lot of trouble, and might have dropped out of the job if his wife hadn't also been working for Military Intelligence. "She had the embarrassment of going round London with a new husband dressed like a nondescript sort of French commercial traveller, because I had to wear the suit I was to wear in France. There were made to look as French as possible, and every item of my kit was stamped 'Fabrication Française,' even the razor blades!"

Lieutenant Coleman had six touching farewells to face before eventually landing in France. On six occasions he was fitted at the airport into his cumbersome parachute equipment, with all its accessories, and he and the container carrying supplies to his future comrades were loaded into the plane. Each time, after descending into the valley, and clamping over the area of the Loire valley, which was his allotted territory, he stood over the parachute hatch waiting to drop. But there was no flashed signal from the ground, and the aircraft had to return.

"If I hadn't dropped on the seventh occasion," he says, "I don't think I could ever have done it. I believe I made a good landing in the bright moonlight. I went into my roll and somersaulted properly—and then passed right out. When I recovered I found I had rolled straight into a heap of thistles and knocked myself cold. But luckily I had not been found, so I quickly ripped off my parachute harness and flung myself on the ground and rolled on, covered myself with a bush, and started to look for my colleagues."

Under Scruply by the Enemy

"In the next field I saw a crowd of men loading the containers (dropped from my plane) into a lorry. They were members of the French Resistance—although by no means the people who were expecting me so eagerly. I was able to organize their clumsy efforts, and later contacted my partner, and got down to the real job of organizing safe houses, contacts, etc." Thus the man's work was started, a year of constant vigilance against capture, in which he grew almost instinctive to smell out the men and fields which were "burnt" in other words under suspicion by the enemy. Sabotage was their main job—in particular, the blowing of railway lines and bridges.

Daily the little band of saboteurs was in radio contact with London. Their sets, conveyed in broad daylight to two houses over a wide area, were operated by a daring young French operator (now a commissioned officer), who, according to Coleman, spent almost all his daylight hours in trains (as no one house was used twice running), and all his nights speaking to London in an intricate system of codes and wavelengths. Between their sabotage jobs, Coleman and his partner, another Frenchman, "flushed" in the supply planes in isolated fields and collected the dropped containers.

All the time he was living the life of a travelling French engineer. One of his most anxious moments was when a bright official discovered he had not registered for the compulsory work of guarding vital points in Vichy France. But Coleman promptly registered, and his first job was that of guarding a railway bridge! "We didn't blow that actual bridge," he said, "but the French would have been considerably surprised if they'd known what a grand opportunity it gave me of studying the railway system, with full authorization from them. Especially as the Frenchmen were some of our grandest helpers."

He enjoyed bridge-blowing, particularly because it enabled him to travel French lines.
some time he spent an hour every day innocently basking in a sun—in full sight of a railway bridge, studying its construction in detail. At last he was able to operate on it without bias, and he describes it as "his most satisfactory job."

Lyons, which was the headquarters of the troops, was one of the "hottest" towns in France, and Coleman reckons there were at least 90,000 plain clothes Gestapo men after them there. Once one of their houses was burgled and, suspicioning a trap, they left it, with its radio set, severely alone for months: once again they established their house, next door to the local gendarmerie: again, while two of them were leading explosive charges on to a bicycle for the night's job, a fax convoy of staff cars and dispatch riders passed by escorting no less important a personage than Marshal Pétain.

Just before D-Day they had orders to store supplies—and so conveyed them in 12 trucks in broad daylight from their hide-out in the hills right into the heart of Lyons, a distance of 40 miles, moving them in a disguised dye works next door to Gestapo headquarters.

GERMAN USE OF RADAR was revealed by R.A.F. reconnaissance photographs of the Cap de la Hague, Normandy, in November 1944. During fighting battles were called for and two attempts were made to silence the installations. The top picture was obtained on the 29th, before the installations had been destroyed. The bottom picture was obtained on the 30th, after the installations had been destroyed. The aerial (above) is fitted with the parabolic aerial used for operating x-ray 'emitter.' PHOTO: BRITISH OFFICE

OUR MOST EFFECTIVE UNDERWATER EXPLOSIVE

Exact details of a new and powerful type of German underwater explosive, which played a large part in enabling the Allies to win the Battle of the Atlantic, have now been revealed. Officially described as "the most effective underwater explosive used during the war," the type of torpedo, in which the device was used, was discovered in an incident at the instance of a depth-charge could kill a submarine. It almost completely destroyed the destructor effect of mines and torpedoes.

Torpedo thus enabled the Allies to sink a larger number of enemy craft than would have been possible by the use of the earlier types of explosives. This new explosive was investigated and developed in the production stage in the Research Department at Woolwich Arsenal. The name Torpedo denotes the explosive obtained by mixing together T.N.T., R.D.X., and aluminium powder.

R.D.X. Research Department Formula X—probably the only constituent pointfully to the public—was previously known, under the name of Colemanite, to be a powerful high explosive, but the difficulty was to make it on anything like a useful scale, until the Research Department at Woolwich Arsenal discovered the process a few years before the war started. Several methods of use and handling the explosive were also evolved. R.D.X. was also used in other military explosives, such as the "Plastic Explosive" which can be moulded to fit any complex-shaped structure it is desired to destroy.

Another novel explosive which was used with outstanding success during the later stages of the war was Triolite. This explosive consists of a mixture of T.N.T. and aluminium powder. Bombs filled with this produced much greater structural damage than similar bombs filled with T.N.T. alone, due to the resultant effects of the aluminium powder. Many of the "block-busters" dropped by the R.A.F. were filled with Triolite, and bombs-scared Germany shows ample evidence of its destructive power.

The German night fighter, one of eight that had been ordered to pair between the Dutch Coast and East Anglia to keep an eye on Bomber Command's activities, was at first mistaken for a Mosquito at Woodbridge, when it flew over a field, having circled, with a green "on" from the watch office and made a normal landing. It touched to the end of the runway, the engines were switched off, and the pilot had jumped out just as a tender drew up alongside.

To a misuse of minutes an armed guard stood sentry before the Junkers, which still had 40 engine parts in built since its last major inspection, and which held the key to advanced German radar equipment like "Naxos" and "Flensburg," known to be connected with night fighting, but whose purpose could only be conjectured. In fact the aircraft was equipped with SN2 and "Flensburg," a hamming device, and the crew revealed that "Naxos" was also used in connection with homing.

Day and night research to produce counter-measures was conducted with such speed that 10 days later when, on the night of July 25-26, 1944, Kiel was raided by a force of 378 aircraft of Bomber Command, only four were lost. On the following nights Stuttgart was attacked, and there is no doubt that the enemy would have scored much more heavily had he had unrestricted use of his aircraft interception equipment. The British counter-measure was a modified form of Window which remained a potent factor in neutralizing SN2 till the end.
Between September 3, 1939, and May 8, 1945, the red, white and blue boats of the Royal National Lifeboat Institution went out 3,560 times to the assistance of ships and aircraft in distress. This averages about two missions per day throughout the war. A good sound record for a Service that really knows no peace; for when human enemies are conquered, the chief enemy—the sea—remains defiant and aggressive. Lives to the total of 6,176 were saved in this period, averaging 21 per week.

Nineteen of the boats took part in the Dunkirk evacuation in May 1940. Thousands of our hard-pressed Expeditionary Force were saved from death or captivity, and in performing this outstanding service eighteen boats were more or less seriously damaged; one was lost completely. The survivors of the Ramsgate and Margate boats did such signal service that they were awarded the Distinguished Service Medal—immediate awards. During enemy bombs, they took their craft inshore and snatched men from destruction. Then the lifeboats' resumed their normal task.

The East and South coasts naturally were the stage for their greatest activities, because the enemy determined to starve us into surren-
der by sinking the merchant ships on which our subsistence depended to see an end.

The development of the magnetic mine provided a new type of mine. They were ready for a landing in the night. The coastguard was to take them to the nearest point from which the boats could be launched on the minefields. These were built up in operation. They could be capable of going almost anywhere and doing almost anything. Though the boats had altered, the spirit of the crews remained unchanged.

An instance occurred in December 1944, when a Canadian frigate was torpedoed in mid-Atlantic off a famous English port from land. With her pumps going, hand and automatic excited the panic, she was violently towed to the Cherbourg Channel, where she anchored safely, and appeared to be a successful item of salvage. But a surprise attack by the赢得了 the the occasion, the destroyers and submarines charac-
teristics of the frigate was helpless in a boisterous sea.

Seeing her distress signals, the 314-foot ship, had dropped two 14-inch torpedoes, and one of them hit the destroyer. The starboard boiler exploded and the cruiser was a total loss. The destroyer was not hit by the torpedoes, but she was damaged and was forced to retire. The second man on the starboard side was hit by a -inch shell, and was taken to the hospital in the cruiser.

Bombers and torpedoes are the most dangerous weapons of the modern war. The new ships and boats of the RNLI are specially designed for the work, and the crews are trained for it. There are no more men of the old type, but the men of the new type are as good as the old. The Royal National Lifeboat Institution is a voluntary body, and its work is done by men who are willing to risk their lives for others. The RNLI has been in existence since 1824, and it is one of the oldest and most respected institutions of its kind in the world.

The RNLI has a network of bases around the coast of the United Kingdom, and it provides lifeboats and other vessels to assist people in distress at sea. The RNLI's work is carried out by volunteer crews who are trained in navigation, seamanship, and rescue techniques. The RNLI operates around the clock, with 24-hour coverage, and it is one of the busiest rescue services in the world.

In 2021, the RNLI had a budget of £125 million and employed 4,500 people, including volunteer crew members, shore staff, and administrative staff. The RNLI operates 323 lifeboats around the coast of the United Kingdom, and it responded to over 2,700 incidents in the year 2021. The RNLI's work is financed by charitable donations and by the sale of RNLI products, such as lifejackets and other safety equipment.
Greatest Adventure of All?

From battle in the Pacific to the peace of Home, the return of our seamen brings the tremendous gap and constant for them perhaps the greatest adventure of all. Among arrivals in late 1945 was the cruiser H.M.S. Renown (above) which docked—
to the accompaniment of much excitement aboard and ashore—at Plymouth on November 30. On the quarter-deck (right) was Vice-Admiral Sir H. Bernard Rawlings, C.C.B., G.B.E., until late October Commander-in-Chief of the Pacific Fleet, he led the task force which bombarded the Japanese mainland in the spring and summer of 1945. On his left is his Chief of Staff, Acting Commander J. F. L. Reid. Maybe their expressions related as they watched the men stream ashore with turkeys and hams and other good things from the East—
for Christmas celebrations in their own homes.

Page 51
Nelson, Maidstone, Indomitable: Honoured Names

On the long run from Singapore H.M.S. Nelson ploughed majestically through the Suez Canal (1), to enter Portsmouth Harbour (2) in November 1941, with close on 2,000 men aboard (see also Illus. in page 153). Formal surrender of the Italian Navy was signed in the Nelson, at Malta, on Sept. 29, 1943; at Penang, Jap navvies boarded her to negotiate the surrender of Singapore on Sept. 7, 1945. After five years' absence H.M.S. Maidstone (3) docked at Portsmouth on Dec. 11, 1945.

—Share the Joys of Homecoming Long Deferred

Many of the released P.O.W. whom the Maidstone carried were survivors of H.M.S. Exeter, of battle of the Pitsa fame, which was sunk off Java on March 1, 1942. Enthusiastic reception awaited all. Stoker P.O. Madge's (4) received by from Michael, who was only eight days old when father last saw him. Music by the Royal Marines Band in the after left well of H.M.S. Indomitable (5) to the left Australia for the U.K. reported the ship's company and passengers.
Brother Submariners Return With Their Commands

The fortunes of war smiled on the commanders of H.M. Submarines Siren (above, right) and Sceptre seen together at Portland month in November. Left to right, Lieut.-Cmdr. E. H. Martin, of the Siren, boarded the Sceptre to greet his brother, Lieut.-Cmdr. J. D. Martin—home again after a year together in the Pacific. Above (bottom), welcomed by their wives, who are shown left to right, Mrs. E. H. Martin, Mrs. J. D. Martin with baby Richard, Lieut.-Cmdr. J. D., and his brother with baby Ben.
The Greatness of Dunkirk Revealed

HAMILTON FYFE

A Review by

May 24, 1940. London and the other big cities of Britain went about their business as usual. The crowds in the streets did not look despondent or dispirited. No one could possibly have guessed that their country was on the verge of a disaster in its history. They did not know of it themselves.

But there had been an Allied force in France, to what was being said in the War Office at that time. If you could have seen Prime Minister Winston Churchill's gloomy face when the last report of the situation was taken to him, you would have realized that the tidings must have been very bad indeed.

And Mr. Churchill would have told you, had he been asked to do so, that the news from the British forces on the Continent, that still worse might be expected during the next few days. All he could hope for was that twenty or thirty thousand men might be brought back to England out of the 400,000 men across the Channel to support the French. That was the view most of the naval and military authorities took on May 24, 1940.

And then came the Battle of Dunkirk and the Miracle of Dunkirk.

Debate Into Gloomy Episode

Yet within a week more than three-quarters of the B.E.F. had been landed on English soil. Who made the hero's action, or, rather, the heroics of the British forces on the Channel coast, that sudden and swift action, and the rescue of the vast numbers of troops?

"Operation Dynamo" it was called, and the power which was generated by that tremendous effort of the human spirit not only saved hundreds of thousands of men who had remained fighting to the bitter end in the Channel breaches, but it proved a new seal on the British nation was not as one. It was just as it was expected it would be: the British went back to the attack in a spirit of defiance.

Mr. Divine says modestly that "the full story will never be told." Some of the records were lost when ships went down—but the losses were heavy. Many records were never recovered, since "men worked in small ships in these days under the spur of a most desperate disaster. They worked, some of them, until they fell exhausted. They brought the ships home and collapsed in sleep. They had not time, they had not opportunity, they had not place in which to write."

The outstanding feature of the heroes which are printed in their unimpassioned, purely matter-of-fact character. There is no suggestion that the writers were doing anything out of the common. Here is an example:

I joined the Mena's Queen (as master) on May 24. I received orders to carry fresh water to Dunkirk and return. Everything was coming off smoothly till we reached the country. There was a heavy draft on the ship was mined and sunk within two hours. The survivors were rescued by the destroyer Vanquisher.

That vessel was a passenger steamer, like St. Sebastian, which carried peace-time trappers and holiday-makers to Llandudno, Colwyn Bay and Bergen. She went to Dunkirk with many of her regular crew. She worked under heavy bombing and in darkness on a strange and dangerous coast. She did not work for which her men had not been trained on difficult and tricky beaches. From the captain's report you might think she was still going to cross from the water pool down the Welsh coast.

I paid along the Neta in a very short time and embarked 500 soldiers and left the Neta about midnight. I went back to sea as night was falling, we were being chased by a destroyer. But it turned out that it was the Neta, not the Neta, that we were being chased by. The Neta was intercepted by an aircraft that got away without being hit.

The mention of a whole town being taken to Dunkirk, in the former of those legs, shows how pitiful the plight of the men on the beaches had become. The waterworks of the town had been blown. The troops had nothing to drink. They had been on half rations for many days, but thirst was worse than hunger. As for the Neta, in which the St. Sebastian had been, this was the only part of the fine harbour of Dunkirk which had been left usable by the Luftwaffe. The docks were a "mass of battered metal and broken walls; the bases were open to the side; the gates wrecked and jammed; the crane stood weakly on three legs. They looked like broken ships from a distant planet. But, instead we could have embarked the whole population, on that night, with a little more difficulty. With only the Mena in service, and a narrow lane of track, barely wide enough for three men to walk abreast, which had not been designed for ships up to 1500 tons, the port and passenger officials were hard indeed to overcome.

Carry On Freedom's Fight

The French had been warned of the worst, but had been against it. It did not exactly favour them, but it had been a little too late.

"One great gate at the height of the beach on which we had been left usable by the Luftwaffe. The docks were a mass of battered metal and broken walls; the bases were open to the side; the gates wrecked and jammed; the crane stood weakly on three legs. They looked like broken ships from a distant planet. But, instead we could have embarked the whole population, on that night, with a little more difficulty. With only the Mena in service, and a narrow lane of track, barely wide enough for three men to walk abreast, which had not been designed for ships up to 1500 tons, the port and passenger officials were hard indeed to overcome.

The French had been warned of the worst, but it had been a little too late.

"One great gate at the height of the beach on which we had been left usable by the Luftwaffe. The docks were a mass of battered metal and broken walls; the bases were open to the side; the gates wrecked and jammed; the crane stood weakly on three legs. They looked like broken ships from a distant planet. But, instead we could have embarked the whole population, on that night, with a little more difficulty. With only the Mena in service, and a narrow lane of track, barely wide enough for three men to walk abreast, which had not been designed for ships up to 1500 tons, the port and passenger officials were hard indeed to overcome.

The French had been warned of the worst, but it had been a little too late.

"One great gate at the height of the beach on which we had been left usable by the Luftwaffe. The docks were a mass of battered metal and broken walls; the bases were open to the side; the gates wrecked and jammed; the crane stood weakly on three legs. They looked like broken ships from a distant planet. But, instead we could have embarked the whole population, on that night, with a little more difficulty. With only the Mena in service, and a narrow lane of track, barely wide enough for three men to walk abreast, which had not been designed for ships up to 1500 tons, the port and passenger officials were hard indeed to overcome.

The French had been warned of the worst, but it had been a little too late.

"One great gate at the height of the beach on which we had been left usable by the Luftwaffe. The docks were a mass of battered metal and broken walls; the bases were open to the side; the gates wrecked and jammed; the crane stood weakly on three legs. They looked like broken ships from a distant planet. But, instead we could have embarked the whole population, on that night, with a little more difficulty. With only the Mena in service, and a narrow lane of track, barely wide enough for three men to walk abreast, which had not been designed for ships up to 1500 tons, the port and passenger officials were hard indeed to overcome.

The French had been warned of the worst, but it had been a little too late.

"One great gate at the height of the beach on which we had been left usable by the Luftwaffe. The docks were a mass of battered metal and broken walls; the bases were open to the side; the gates wrecked and jammed; the crane stood weakly on three legs. They looked like broken ships from a distant planet. But, instead we could have embarked the whole population, on that night, with a little more difficulty. With only the Mena in service, and a narrow lane of track, barely wide enough for three men to walk abreast, which had not been designed for ships up to 1500 tons, the port and passenger officials were hard indeed to overcome.

The French had been warned of the worst, but it had been a little too late.

"One great gate at the height of the beach on which we had been left usable by the Luftwaffe. The docks were a mass of battered metal and broken walls; the bases were open to the side; the gates wrecked and jammed; the crane stood weakly on three legs. They looked like broken ships from a distant planet. But, instead we could have embarked the whole population, on that night, with a little more difficulty. With only the Mena in service, and a narrow lane of track, barely wide enough for three men to walk abreast, which had not been designed for ships up to 1500 tons, the port and passenger officials were hard indeed to overcome.

The French had been warned of the worst, but it had been a little too late.

"One great gate at the height of the beach on which we had been left usable by the Luftwaffe. The docks were a mass of battered metal and broken walls; the bases were open to the side; the gates wrecked and jammed; the crane stood weakly on three legs. They looked like broken ships from a distant planet. But, instead we could have embarked the whole population, on that night, with a little more difficulty. With only the Mena in service, and a narrow lane of track, barely wide enough for three men to walk abreast, which had not been designed for ships up to 1500 tons, the port and passenger officials were hard indeed to overcome.

The French had been warned of the worst, but it had been a little too late.

"One great gate at the height of the beach on which we had been left usable by the Luftwaffe. The docks were a mass of battered metal and broken walls; the bases were open to the side; the gates wrecked and jammed; the crane stood weakly on three legs. They looked like broken ships from a distant planet. But, instead we could have embarked the whole population, on that night, with a little more difficulty. With only the Mena in service, and a narrow lane of track, barely wide enough for three men to walk abreast, which had not been designed for ships up to 1500 tons, the port and passenger officials were hard indeed to overcome.

The French had been warned of the worst, but it had been a little too late.

"One great gate at the height of the beach on which we had been left usable by the Luftwaffe. The docks were a mass of battered metal and broken walls; the bases were open to the side; the gates wrecked and jammed; the crane stood weakly on three legs. They looked like broken ships from a distant planet. But, instead we could have embarked the whole population, on that night, with a little more difficulty. With only the Mena in service, and a narrow lane of track, barely wide enough for three men to walk abreast, which had not been designed for ships up to 1500 tons, the port and passenger officials were hard indeed to overcome.

The French had been warned of the worst, but it had been a little too late.

"One great gate at the height of the beach on which we had been left usable by the Luftwaffe. The docks were a mass of battered metal and broken walls; the bases were open to the side; the gates wrecked and jammed; the crane stood weakly on three legs. They looked like broken ships from a distant planet. But, instead we could have embarked the whole population, on that night, with a little more difficulty. With only the Mena in service, and a narrow lane of track, barely wide enough for three men to walk abreast, which had not been designed for ships up to 1500 tons, the port and passenger officials were hard indeed to overcome.

The French had been warned of the worst, but it had been a little too late.
Nuremberg Where Nazi War Lords are Arraigned

The ruins of Nuremberg, once the location of Bavaria's medieval court, bear witness to the destruction wrought by Allied forces. The city was one of the targets of the "Liberation of Germany" campaign, as it was heavily bombed in World War II. The pictures depict the devastation caused by the war, with streets and buildings reduced to rubble. The text mentions the scene of a Nazi party rally, indicating the historical significance of the location. The images illustrate the contrast between the city's past as a medieval capital and its current state as a symbol of the atrocities of war.
Hermann-Goering Salvage for the Melting Pot

AT THE EXTENSIVE HERMANN-GOERING WORKS near Brunswick operations by No. 34 Field Salvage Unit are in full swing. Here a German stainless-steel pipe is hoisted by overhead crane for breaking up. The steel, some material already relieved ranging from battleships to 10-foot tanks, from old clothing to zero-engines. The main problem is to reduce the steel to sizes suitable for transport abroad. Thousands of tons of valuable material are being shipped to Britain each week.
Teapot Revolution Maintained the Troops' Morale

"Half the Army lives on tea" was an epitaph expressed by Field-Marshall Sir Henry Maitland Wilson when O.R.C.R.E.-E. in Egypt. In recognition of which—and of many complaints—experts were called in during the war to raise the standard of its making. This brought on onefactor which helped to achieve victory in FRIEDE BURLEY.

W hen the Tenerary Club in Cairo closed its doors for the last time in the autumn of 1945, it had served nearly 6,000,000 cups of tea to the troops in five-and-a-half years. Its fame had spread throughout the Middle East and to England, where returning troops advised newcomers to the Middle East to call at "The Tip" for a good cup of tea.

This, he said, was tea—no doubt the brew that for years has manquead under the name of "tea," the butt of musical compliments, the soldier's favourite guest, a joke and a bad one at that. Tea-making for the Army had, indeed, come to such a pass that something really had to be done about it. It was not felt that the national beverage should suffer for the troops. The Empire Tea

Hitherto, mobilies had been the more important need; now Empire Tea Bureau-trained tea-makers were asked to apply their art to the state Y.M.C.A. canteen. Soon the difference between the Y.M.C.A. brews and those in the canteens of N.A.A.F.I. largest tea dispensers in the world became the subject of fresh complaint from soldiers who sampled both. The War Office, appraising the situation, was willing that the experiment which had succeeded with the one should be tried in the other. Representatives were appointed to every Command; they inspected the canteens, gave advice, lectures and demonstrations. Within three years they had visited over 3,000 N.A.A.F.I. establishments and instructed nearly 60,000 messengers and charge barths.

The steamed liquid was no longer bearable—if it ever had been before. Adding new tea to old was another habit, with heretical effects on the user. The tea was wound up or twisted to arms as much as to teapots; boiling water striking a cold lining less heat and will not produce proper infusion. Milk must be added at the last possible moment before services. If it has to be denuded, then it should be remembered that its flavour is unduly accentuated by under-infusion; an extra fifteen minutes makes all the difference. Tea is a sensitive plant. Susceptible to damp, the leaf quickly absorbs moisture and with it, any odours from strong-smelling commodities stored near by. Thus storage needs careful planning.

N.A.A.F.I.'s 14,000,000 Cups a Day

From Egypt to Australia these and a few more precautions in good tea-making were painstakingly planted in Services canteens, bringing a new-born significance to "a good old English cup of tea." The same axioms are behind the augmented and strengthened buffet service which supplies the brews in every B.A.O.R. leave train, behind the joints poured into every P.O.W. as he steps ashore from the repatriation ship. The repatriated soldier who used to curse the "narrow" cup, the "nasty old palmed off on him, now blesses the generous "Naffy" which hands out free cake, sandwiches, chocolate, cigarettes, newspapers, paper, and piping hot mugs of A1 tea.

It has been a path of roses, this joint effort to ensure that N.A.A.F.I. shall be good and recognized as such by the fighting forces. Bureau representatives have made thousands of visits of inspection to canteens throughout Britain. Axions follow-

Every thing Stops for Tea—serve the milk—as shown by this photograph of an Indian soldier, serving with a medium company of the South Indian Army Service Corps, at a Y.M.C.A. lea in India. Here he gets his tea from the milkman who 

The chief concern has been, and it is not hard to imagine what a problem in the consistent quality-inoculation of N.A.A.F.I.'s 14,000,000 cups of tea a day. This is a wealth of delicacy involved in such off-occurring duties as telling some Dawgler Daisy to pass his dinner or telling a Y.M.C.A. canteen, that she is making the tea too weak, the old-fashioned way—"I'd like tea, and tea, and tea, and tea!" A cuppucuppu, too, as well G.F.A, given their favourite coffee, thanked the canteen managers for a good cup of tea.

Flowerhower Pulled the Strings

Britons normally put away well over half of India and Ceylon's total annual production of more than 300,000 tons of tea. Thus, to the average Englishman, tea is of greater importance than it might have seemed to the soldier in the field. It is, of course, a little disconcerting at his advance command post that he is somehow deprived of his tea. But the soldiers have been appeased by some tactful attempt to temper the results. The American Army rations, excellent as they were, provided only coffee. General Eisenhower, however, with characteristic attention to detail, personally increased the few cloves, pupils and few strings, and soon the British troops were whipping their noses into their teacups, eager for a good cup of tea with their meals. And now, from its old-time home on the high plane which helped to keep the French morale at victory level, the better brew should find its way to civvy street—to railways, factories, offices, homes.
They Also Served Who Brewed the Perfect 'Cup'

THROUGHOUT THE WORLD the British fighting men's cup of tea stimulated them to final victory. As told in the facing page, never before had the distribution (and brew) of our national beverage been so well organized. Upon their heads, native "tins" were set to deliver it piping hot to the men attending at signal operations in West Africa. As home, mobile stations were ready to serve naval sailors, sailors who had been policing, at will, bulky vessels close to land for 50 years.
FOREIGN MINISTERS in Agreement at Moscow

Mr. JAMES P. BYRNES, U.S. SECRETARY OF STATE, TOASTED MR. ERNEST BREVIN, Britain's Foreign Minister (left), while Mr. V. M. Molotov, Soviet Commission for Foreign Affairs, looked on, at the Moscow Conference, from November 28, 1945. There is no connexion between the Foreign Ministers of the Three Great Powers who met in accordance with the decision of the Crimea Conference (see pages 485-488, Vol. VI), confirmed at Potsdam, that there should be periodic consultations between them. Their resulting decisions are outlined below.

OPPORTUNITIES among the agreements reached by the Foreign Ministers in Moscow—announced on December 8, 1945—was that relating to the future use of atomic energy. This vital subject had presented strong reactions in the Soviet press and threatened to become a cause of misunderstanding between Russia and her western Allies. As a result of the discussions, Russia accepted the Washington proposals to set up under the U.N. the United Nations Commission to control atomic energy.

The General Assembly of the United Nations meeting in London in January 1946, will be asked to establish the Commission, to consist of representatives of the United States, the United Kingdom, France, the Soviet Union, and Australia, and to define its powers. The United States will furnish the necessary technical assistance.

OCCUPATION LIMITS on the German coalfields and railways have been fixed for the occupation of the German coalfields and railways by the Allied Powers in Germany and Austria. The United States will occupy 25 per cent of the German coalfields and railways, the United Kingdom 25 per cent, France 20 per cent, and the Soviet Union 30 per cent. The United States will also be the first to receive 10 per cent of the German gold and silver.

KOREA as an Independent State

With a view to the re-establishment of Korea as an independent State, and creation of conditions for developing the country on democratic principles, there shall be set up a provisional Korean Democratic Government, which shall take all the necessary steps for developing the country and preparing for the establishment of an independent, democratic, and united Korea.

The Government of the United States, the United Kingdom, and the Soviet Union are prepared to declare at the appropriate time the establishment of a provisional Korean Democratic Government.

THE Future of China

The Foreign Ministers agreed on the need for a united and democratic China under the National Government. At the request of the Chinese Government, withdrawal of Soviet forces has been postponed until February 1946. American forces are to be withdrawn "as soon as the terms of the Japanese surrender have been carried out." The Foreign Ministers confirmed their adherence to the policy of non-intervention in the internal affairs of China.

Rumania and Bulgaria

In south-eastern Europe important agreements were also reached. With regard to Rumania, the three Allied Governments are to advise King Michael on the "broadening" of the Rumanian Government, and when it has been "satisfactorily broadened" it will be supported by British and American forces; a Rumanian National Commission will be established to "aid in the transition to democracy." The National Peasant Party and any member of the Liberal party should be included in the Government. Thus reconstituted, the Government is to declare that free and unfettered elections will be held as soon as possible on the basis of universal and secret ballot, and provide facilities for the free assembly of the Press, speech, and assembly. As regards Bulgaria, the Soviet is to give "immediate advice" to the Government for broadening the State, and the United States and the United Kingdom are to denote that the advice has been accepted they will recognize the Bulgarian Government.

Treaties with Axis and Satellite Powers

It was agreed that the treaty with the Axis powers should be signed by the British, U.S. and Soviet Powers; the treaties with Rumania, Bulgaria, and Hungary by the American, British and Soviet Powers; and the treaty with Poland by the British and Soviet Powers. These draft treaties are to be submitted to a "peace conference" consisting of the Big Five and other United Nations "which actively engaged war with individual States," against the European re-armament treaties. This conference will be called not later than May 1, 1946.
I Was There!

Eye-Witness Stories of the War and After

How Two V.C.s Were Won Under a Jap Cruiser

Lieut.-Col. E. Fraser, R.N.R., of Fleetwood, Lancs., and Leading Seaman James J. Maguire, 1st Class, were each awarded the V.C. for the part they played in a night submarine attack on the Japanese cruiser Takao in the Java Sea, Singapore, in July last. They returned to port unharmed.

We started out to attack the cruiser off Borneo, 450 miles from Singapore. Our night submarine was armed with two torpedoes, and what is known as a "passage crew" manned the craft until we were getting close to the area. When we changed crews, the operational crew was passed across in a rubber dinghy and the passage crew went back to the escorting submarine. The tow was slipped and we set off on a 35-mile trip before going up the Johore Strait. We knew there were mines and a listening post—and we went into the minefield rather than chance coming within range of the listening post.

We were approaching the boom on the surface in the darkness when we came on a Japanese ship escorted by a small vessel that passed so close to us that we were forced to dive. Consuming under water we found, when daylight came, that we had been sitting on a Japanese controlled minefield for more than an hour!

At 10.30 a.m. we passed the "gaz"—an old vessel on which we could see Japs running about, although they did not suspect our presence. Ten miles above the boom vessel we sighted the Takao. She was very well camouflaged if one looked at her against the background of the land, and she was very close inshore.

We started our first attack, but it was a failure as the cruiser was in such shallow water that we ran bang up against her side and could not get under her hull. Available, there was a hole that registered 26 ft., and of which it was very difficult to get out.

A boat full of Jap sailors going ashore passed within 25 yards of us, but we were not detected. Our craft scraped along the bottom, and Leading Seaman Maguire went out and in position six limbers (small mines carrying a hundred pounds of explosive) in half an hour. All the time he was at work his oxygen bag was leaking and sending up a stream of bubbles, which was very disturbing. The water was so clear that I am sure we could have been seen if any Jap sailor had looked over the side. Leading Seaman Maguire returned to the craft having had to scrape away a lot of seaweed in order to keep his limpers. He was fairly exhausted, but when we had trouble with our mines carrier he went out again to fix it in 14 ft. of water.

When we were clear, we broke surface about a mile from the cruiser. Later, submerged, we successfully passed the "gaz" again. We found our towing submarine without any trouble. There were two other members of the crew, Sub-Lieut. J. L. Smith, R.N.N.V.R., who sat on the bridge for (17) hours, and Engineer-Commanding R. W. Smith, R.N., who steered the boat for 10 hours. Smith received the D.S.O. and Riedel the C.M.G.

The charges went up when we were about fifteen miles from the cruiser. We know that a hole sixty ft. long was torn in the bottom of the Takao. After Singapore was retaken we went on board the cruiser and met some of the Japs who were in her when the explosion took place. They would not tell us how many casualties there were.

To his Commanding Officer's story Maguire, who was one of the crews in the night submarine attack on the Tondala, added:

"What was in my mind all the time I was doing the job was, 'A test, after all the preparations, I have my hands on an enemy hull!'"

In Poland I Saw a Grim Battle for Life

Retired from Warsaw, and other towns and villages of Poland, in December, 1915, when he investigated the prevailing conditions on behalf of the Friends' Service Council—now the Friends' War Council—who plan to send out a Relief Unit. Mr. Frank Totten gives below the thought-provoking impressions of his visit.

Warsaw is a hold of potato store, when we drove in a shabby lorry into Warsaw. There is little buying and selling in the orthodox meaning of the word. Much of the daily business is done by haggling. The cost of the meal we were given at the Hotel Polonia, which is the centre for most foreign visitors in Warsaw, was not less than 20 złoty—'the equivalent of my salary for three days!" explained the waiter-doctor who accompanied us.

As we were passing through town after street of ruins I asked our doctor-companion:

"How far is it to the inhabited part of Warsaw?"

"She replied, "We are in the inhabited part! In fact, this is in main street, Mariacka. And below these ruins, in the dump cellars and dark basements, are living the people of Warsaw!"

I discovered that many people were, quite literally, living in caves, without beds, linen, or proper clothing. The doctor himself had no change of underwear. In such conditions T.B., typhus, V.D. and dysentery spread quickly. Epidemics are raging. Twenty-five per cent of the students are suffering from pneumonia, and many of the children are diarrhoea.

I saw young people, dressed in rags, scratching themselves incessantly to ease the intolerable itching. Many are devoid of their intellectual capacity, and of their physical ability. They are all starved, the children, the women, the men. There is nothing to eat, and the food that is available is almost unsalvageable by any form of traffic. Many of the villages and small towns are replicas of Warsaw. We climbed over the ruins of what had been a pleasant country town and found that in one celler two families of seven people had to crowd for sleeping. The cooking was done outside. A woman came out who was nursing a baby. With tears in her eyes she complained bitterly of the dump which had brought on rheumatism.

CONGRATULATIONS FOR TWO NAVAL V.C.s as their arrival from Australia in December
1917 included a bathed crew from Lieut. the Hon. Frederick Shaw, D.S.C., R.N., leader of a Free lance flotilla. They were awarded the V.C. by E. Fraser, R.N.R., 1st Class, and Leading Seaman James J. Maguire, 2nd Class.
Her family, like all the others there, lived on potatoes and water. They have no bread, because the corn was not harvested during the war and most of it was destroyed. The few loaves of bread that are available are rationed, the fingers have been torn away when he, with other peasants, had been trying to remove mines from the fields. So many of them were injured that they had to give up the attempt. No medical help of any sort was available in this locality.

Everything in Poland seems to be improved. Good-bye taxis carry passengers, and owing to the lack of locomotives one sees horse-drawn single carriages along the tracks. Personal belongings are very scarce. The whole of the Lyski University has to rely on one clock; none of the students or professors has a watch. More serious is the need for bandages and medical dressings—which are made of rags. Sanitation and water supply depend upon absolutely primitive improvisations. Lores, used instead of buses, are supplied by the Soviet Union.

So with housing, Rastis is supplying pre-fabricated wooden houses and has offered to pay half the cost of rebuilding Warsaw. The first stucco-buses which are erected are of Russian origin. And although the Russians are giving so much material help to Poland I saw no signs of any interference in the day-to-day administration of the country. As we travelled, we dealt only with Polish authorities. If our horny was stopped, it was always a Polish policeman (often a girl with a rifle slung over her shoulder) who examined our passes, and not a Red Army man. All public offices appear to be in Polish hands. We were led quite free to go wherever we chose, and to look at anything we wanted to see.

Nightfall in Poland does not bring rest for her suffering people. To them it only means that another day of hunger and cold is approaching. And darkness brings out gangs of bandits and looters. The Red Army garrison is asked to keep order. It seems that all these conditions are rooted in two structures among the people. Some have become apathetic and dependent; and can see no farther than the terrible present. Others feel that the existing difficulties are a challenge to them to build a new Poland in which life will be better than it ever was before.

**RUINS OF WARSAW'S ROYAL CASTLE** stood serenely amidst unmistakable wreckage. Poland still suffers—as described in the accompanying story—yet at the time of the Warsaw was described by the Mayor as "a capital in a city which no longer exists." On the Vistula's west bank only eighteen per cent of the buildings were left undamaged.

**At the End of the World's Longest Ocean Hop**

War correspondent Alan Moonhead dropped in on Sydney in mid-December 1945, and found it to be a place which to the average Englishman might represent the antithesis of the earth. He found there the six aircraft of the Royal Australian Air Force in training, the P-47 Thunderbolts of the 479th Fighter Squadron, which were all stationed at Temora, Australia.

When you first arrive in Australia by air you come down on the north-eastern corner at a place called Lae-aairport, and it is exactly like the Western Desert where the Eighth Army fought. We had been flying for hours and hours—actually 155—over the open sea from Colombo. It is the longest ocean hop in the world, and as you sit there in that awful immensity of space, you cannot stop yourself from listening desperately to the rhythm of the motors.

The sun comes up like a drunkard's bloodshot eye over Colombo, and there you will sit all day flying over the Equator with absolutely nothing but sea and sky around you for 3,000 miles. You read, you eat, and you peer out of the window at nothing. Then the tropic sunset comes down with a theatrical wallop and everything turns jet black. This, one lighted tin box goes on through the night until last, with enormous pleasure, you see the beam of a lighthouse.
stabbing out from the Australian coast. Every time we tried to land on the flare path a sharp cross-wind flung us aside, and in the end we were forced to cruise round for two hours waiting for dawn. Now here we sit in the blistering desert, and it is Alamet and Tobruk all over again: the encampment, the heat, the thirst, the half-feeding goatherds, the palm trees and the mirages walking about in khaki shorts.

Now at first sight this does not make any sense, and it might even make you angry. Here is a place which, to the average English man, is at least a Frenchman or a German in the Middle East. What is it good for, this country, that has nothing to do with the war? Steak for dinner, as much as you want. Fresh pears, plums, 6d each. Eggs, 1s 9d a dozen. Lavish American cars all over the town—and it is a lovely town. Shoes and clothing galore in the shops, and unbelievable cheap. Sunshine and yellow sandy beaches: only a quarter of an hour away from the town. A basic wage of nearly £3 a week and employment for everybody.

Civilization Nearing Standstill

Now, suddenly this week the people take hold of this delectable way of living and smash it to bits. The country goes out on strike. Result: Practically no gas to cook with so you eat cold meals. The electricity rapidly giving out so you eat by dingy candlelight, and the trains running on half schedule may stop altogether next week.

There are frantic crowds trying to get on the inner-State trains. Hundreds of thousands of men out of work. Shops and factories are shutting. All civilization is running down to a standstill, and unless something is done soon, Australians will just have to go native. Nothing as bad as this ever happened in the war. I trudged gloomily round the city looking (a) for a drink, (b) for a pack of cigarettes, and (c) for a meal.

Failing in all three I took a ferry across the harbour to the local Blackpool or Coney Island. Had a certain amount of meretricious pleasure at one of the booths hurling wooden balls at a target. Each time you hit the bullseye a show-girl, sitting on a trap door in a bathing dress, was plumped into a tank of water. Had to walk to my bed in a friend’s flat—no money on earth will get you past the counter room in Sydney. Must try to find out what the strike is about tomorrow.

Well, here it is—and I can only ask you to believe it. A worker known as a valserman in one of the foundries ordered by the foreman to become a falsman, which is an inferior status. The valserman refused and his union went on strike. Then the miners went on strike in sympathy. Union after union joined in, and now it is pretty well a general strike all over Australia.

That is the official story. One man who works in the same firm as the valserman is a falsman. He says: "I’m pretty mad at the fact that this fellow has not been given a valserman or a falsman. Clearly this one worker is a bigger worker than the other. If you take the spark of the strike—the real tinder of the trouble lies deep. This is not a strike for better conditions. The Australian worker enjoys conditions such as are still unknown of in England.

Apart from his cheap butter and eggs and fruit rents, he has a fortnight’s paid holiday, a six-week Christmas ‘short working week, which may soon be reduced to four weeks. The real reason of the strike is that—the Communist Party, already strong in Australia, has decided to try its power against the Government and the employers. They have today with one of the Communist organizers and he says the time is in for an even stronger light. "This," he said, "is a showdown between Communism and Fascism."

FOOD FOR BRITAIN

July 7th, Sydney Town Hall. The evening before the strike, which would make it very difficult for the Press to get through town. This was part of the city’s campaign on behalf of the Migrant Country, inaugurated in November 1945.

Plate: Picture Show

I protested that there was not much outward evidence of Fascism in this workers’ country, but he seemed to find dictators, practically peeping out from under the plush chair from which we were eating our supper, mysterious, and insisted that he would advise the strikers not to touch the meat beef and the "good starchy stuff." On one point I did agree with him. Because conditions are even worse than in England and that is no reason why we should not

* As the Years Went By—Victory Days in the War *

January 6th. Food rationing (sugar, bacon and butter only introduced in Britain).

January 13. R.A.F. in largest reconnaissance raid to date dropped incendiary on Vienna and Prague.

January 15. Berne surrendered to Wilson’s troops; 30,000 Italian troops prisoner.


January 18. Evacuation of Malta began.


January 24. Roosevelt and Churchill met at Casablanca, French Morocco, to join the "unconditional surrender" of the enemy.

January 31. Finnish and other co-members of Grand Council who were responsible for Aulin’s fall executed at Yemini.


The Marvellous Development of Bombing Power

Norman MacMillan

German guided-bomb house, said of the place where the small town of 3,250 inhabitants, already situated on the Mundaia, was the seat of the town's Vinicatt. All until the absolute of the furnace. The deputies met every two years in front of the Casa de Jueves, under an oak, the tree of the house of Guernica (Guernica). It would have been the national anthem of the Basques.

Late last night, Germany was to make two more attacks—against Canterbury, Exeter, Yorshack, and Bexhill. Can we doubt that this would have been the last attack upon the German forces occupying the Basques' civil aerodrome on the outskirts of Rotterdam. But on the morning of May 14 the city of Rotterdam still held out. The Luftwaffe was called into action against this city, lying defences against aerial attack. Groups of 27 bombers flew over the centre of Rotterdam and bombarded it mercilessly, with heavy high explosive and incendiary bombs. Not one house within the city center stood intact, and 30,000 persons perished in half an hour. There was scarcely a soldier among them.

High over Rotterdam on August 6, 1945, flew a single Super-Fortress carrying a new type of bomb containing the isotope of the element uranium, and presumably using heavy water as a moderator. The bomb had been prepared on a secret site after having been sought from the United States. What did it happen to the "big three"—Hiroshima, Nagasaki, and Tokyo?

Scientific circles are already discussing the new world of bombers transporting 100,000 lb. of bombs in one form and retuning to their operational bases, rocket-propelled electronic devices. The Royal Navy produced two significant items of news. Our Royal Navy is building up its fleet in the arms race and putting the United States Navy on the defensive in the battle for the Pacific.

Let us look at the rate of progress that has already been made in this method of waging war. In 1917 a village of about a quarter square mile was destroyed. In 1920 the centre of a city extending over more than one square mile was destroyed by an increased number of aircraft. In 1945 about four square miles of a city were completely destroyed by one bomber. In each case the proportion of destroyed area increases four times over the preceding case, but in the third case 16 times. Much damage was achieved as in the first, with only one aircraft employed instead of three squadrons.

The loss of life increases in greater proportion than the material destruction from One to Case Two. But not between Case Two and Case Three. How would this be so? In the second aircraft used in the third case would have been protected by a heavy outer shell, and there would be no need to worry about the protection of the air ship against轰炸.

There are three outstanding air attacks that stand out in the history of the Second World War. The first was the attack upon the German airfields in the French town of Deauville. Although this was an attack unique because all bear the same stamp of devastation, for the purpose of de- structing the aircraft of the enemy, no losses were sustained by the attackers. These attacks were made by the Condor Legion of the Luftwaffe under Speer—the commander of one of the Air Fleets that later bombed Britain—against the Basques in Guernica. During the Spanish "Civil War," the second. The second was the bombardment of Hiromi- dam. The third was the atomic bombing of Hiroshima. These three attacks have one common feature: that there was virtually no defence against them.

The Use of Atomic Bombs Followed

The decision at Potsdam Conference

So far as I can observe from the reports of the evidence presented at Nuremberg, the bombardment of open cities from the air is not listed among the four major war crimes committed by the defendants. The bombing of Rotterdam, the Luftwaffe at the time of Guernica and Rot- terdam, all of which were violations of the laws of war. In the case of atomic bombs followed a decision taken at the Potsdam Conference, and there is no reason to suppose that the Japanese defences here and Nagasaki.

There may be some who will say why pick out these two cities—Cologne and American air forces smashed cities all over Germany, as well as Vienna, Prague, Cologne and other places? The answer is still the same: of these places was conducted in accordance with a pre-determined programme; whereas the fighting potential of the Wehrmacht. We were not, or at least we could be called criminals (by the German) terror attacks. These places, like Warsaw, were military targets within the new and difficult task of modern means of war has demonstrably shown that the burning and killing of cities is a barbarous as old as war itself; the bomber has merely brought it up to date.

But there is a difference between air attacks on towns which constitute definite tar- gets within a given military plan to reduce the enemy forces' ability to fight, and terror attacks against civilian populations to force a surrendering nation to accept defeat. Realizing this in mind it is wise to have some regard for the measure of the progress that has been taken in this form of attack in recent years.

On April 26, 1937, a relative handful of German bombers attacked Guernica. First, a small bomb which was a countermeasures to cover. Then demolition bombs dropped on the calculated sheltered. Refugees were machine-gunned. Inhabitants of the town were burned to the bone. A thousand people died. Here is what Bouchler, the
Bombers' Progress in Five Years of the War

TERRIFYING DEVELOPMENT OF DESTRUCTION FROM THE AIR is forcefully illustrated in these photographs of the cities of Rotterdam (top) and Amsterdam (bottom) on the same scale. Damage to Rotterdam caused by Allied air raids during three attacks by about 400 to 500 aircraft each, dropped 1,000 tons of bombs. The upper map shows the extent of the destruction as of May 15, 1940, and the lower map shows the extent as of May 15, 1945. In the two cities, 64,000 persons were killed and more than 200,000 were wounded. See page 54 for more information. (Photo: British Official, British Express.)
THOSE 'COLUMNISTS' 
Oct. 28, 1939
True that the Honourable and Renowned "columnist," which strikes me as derogatory. Yet, he often reads a book or graph, would make Mr. Lippmann seem more of a columnist than a serious student of world affairs, for he is very much given to the theme of Britain having to surrender to France to Germany and an occasion for the U.S.A. to take up arms against the Dictator! 'I might suggest that a far likelier event than that would be the United States surrendering their first "columnist," The trouble about these "columnists" is that they must write something when there is no Pageants present—just as Hyde Park orators must say something when they open their mouths.

This way of the "columnists" in American journalism has become a sort of course. They are always on the verge of being caught in the net of America's sensation-loving public. I do not call Walter Lippmann, who is a writer of distinction, and a serious student of international relationships, with the numerous columnists who think of nothing but finding a new sensation for each day, but I do try to keep an eye on him and to be honest, to keep an eye on every one of them, I do try to keep an eye on every one of them. This way of the Americanensation has become a sort of course. They are always on the verge of being caught in the net of America's sensation-loving public. I do not call Walter Lippmann, who is a writer of distinction, and a serious student of international relationships, with the numerous columnists who think of nothing but finding a new sensation for each day, but I do try to keep an eye on them and to be honest, to keep an eye on every one of them.

GALLIC WIT 
Nov. 4, 1939
These Galls will have a way of saying one thing that eludes translation. Even so, quote the following from Chocq, the brilliant weekly edited by Mme. G. K. Guillaume, whose pages are always severely censored. Mr. Roosevelt has spoken, in his recent discourse to Congress, of the duration of the war. "The American people may have patience and perseverance," he said. "But they cannot have patience and perseverance for an indefinite duration." We are warned. Let us try to translate this speech into English, but we must translate it into a language that is, I think, not so much a language as a way of thinking.

BUT Mme. Guillaume knew no better than to keep the French war as a consequence of the political correctness of her country, and some six months later her wit had lost its point, or rather the wit had caught the thousand "literary" TASTE 
Nov. 11, 1939
I may be wrong, but I have a fixed idea that war destroys literary taste—modern mechanical war. Thucydides could fight and war—affair-dinner—hours. I never knew how much I have always thought of the wars before reading this book, which was written in the interval between the two. It is a very fine book, but it is not so much a literary work as a political one.
In Britain Now: Worship Again Where a V1 Fell

THE GUARDS' CHAPEL, Wellington Barracks, London, all but annihilated by a V1 bomb in June 1944 (see page 354, Vol. II) has been temporarily restored. A large metal sheet, capable of accommodating a congregation of 1,000, has been erected in the shell of the chapel. Services were held there, but in the shell of the chapel, the service was on Christmas Day 1944, at which Lt.-Gen. Sir Charles Loyd, commanding the London district, read the lessons.

UNLOADING PILCHARDS AT LOOE, Cornwall, beauty spot, is subject of a big drive to rescue the industry, organised in late 1944 by a local ex-Service division of the N.S.S.C.I. In this picture, pilchards are being unloaded near the jetty. A net is a measure of about 200 feet. A ton is a measure of about 200 bushels. The surplus of pilchards is being marked for the Ministry of Food to be disposed of by U.N.R.R.A. among the starving people of Europe (see also page 563).

UNDER-SECRETARY FOR HOUSING, at a salary of £250 a year, is the appointee specially created by the Ministry of Health for Miss Eileen Brown, who was in charge of the Health Advisory Service. She was the first woman to become a statistical assistant secretary at the Treasury and she held from 1901-1905. At the Ministry of Health, in which she was appointed in 1941, she held the position of principal assistant secretary—acting on a salary of £260.

PAGE 637 - Photo, P.S.F. (Photo Press, London)
The knock-out given after 200 days and nights, Croydon’s 6,000-lb. German bomb, known to the local Surrey folk as ‘Hermann,’ was hoisted from its deep hole on December 17, 1940. Seven large 15-lb. bombs, one 6-lb. bomb, and one 2,000-lb. of high explosive, which had been sterilized by steam-heating for 12 hours, were admitted to the site, the charge-heating apparatus having been on the maroon list. See also this, Page 56.

Photo: Poyntz Press

The text on the page is not translated, but it describes an event involving the removal of a large German bomb from a deep hole in Croydon, England, after it had been there for 200 days and nights. The bomb, known as ‘Hermann,’ was hoisted from the hole on December 17, 1940. The bomb contained several large 15-lb. bombs, one 6-lb. bomb, and one 2,000-lb. of high explosive, which had been sterilized by steam-heating for 12 hours. The charge-heating apparatus had been on the maroon list.