BLACK BOAR OF THE 30th CORPS, famous "Fash," sign of these renowned fighting-men, has been rendered permanent in bronze at Nurnberg, centre of British-controlled Germany. It was unveiled on December 11, 1945, by Lt.-Gen. Sir Brian Horrocks, K.C.B., D.S.O., P.C. This was his last duty as the Corps Commander. The statue, mounted on a stone pedestal designed and executed by three members of the Corps and bearing the battle honours, was inspected by troops after the ceremony.
In the Far East Our Forces Are Still Busy

AT SAIGON, CAPITAL OF INDO-CHINA, Royal Navy ratings formed a dignified guard when, on November 24, 1943, Japanese prisoners were marched out of the city. In the foreground is the well-stocked Services Amenities Stores in which a soldier inspects a purchase. R.A.F. police (centre foreground) mix with crowds in Singapore's bazaars in their war against the Black Market. Lord Alanbrooke, Chief of Imperial General Staff, inspected 5th Parachute Brigade troops at Johore (below) on December 4. PAGE 616 Photo, British Official
What of the Mediterranean's Future?

By HENRY HERLEIN

The almost landlocked "Middle Sea," which washes the shores of Europe, Asia and Africa, is the heritage of a number of States. Freedom of passage through its waters and the future ownership of its many strategic ports and islands are problems which will enrage to the full the wits of statesmen charged with solving them, as our well-known contributor shows in this article specially written for "The War Illustrated."

Balkanics, and with the best will in the world it may again be impossible for Spain to prevent these harbours being misused by some anti-democratic power.

There is another island, Pantelleria, which caused us a good deal of trouble in the war, since it made the passage to Malta far more dangerous. Mussolini had heavily fortified it, and though it has no port of any size and is incapable of sheltering more than one or two destroyers, the airfields were well developed. The administration of this small island has been temporarily given to the Italians again, but in the final settlement of the Mediterranean it should at any rate be leased to Britain. Very possibly its inhabit-

ants, if consulted, would vote for definite eye of the Colonial Office that it is probably not more propaganda to say that disgruntled politicians and a few churchmen are the only Cypriots who are unwilling to continue under the Union Jack. However, if, in as the case of the Ionian Islands, Cyprus is given to Greece at some future date, the port of Famagusta should be retained. With the expenditure of a comparatively small sum it can be made into a most useful harbour for our warships.

Free Passage Must Be Assured

In the Adriatic it will be for the general well-being if no obstruction is offered to any sailing on their lawful occasions. And when the Italians laid hands in 1914 on the Albanian island of Saros, just off the southern coast, fortified it strongly and prohibited the Albanians from access to it, they were not only infringing the sovereignty of that people but were injuriously affecting a number of others: for at the narrowest part of the Adriatic they held both shores and could—therefore, at all events—close that sea to the north of the Saros line. Yugoslavia would thus have been inaccessible to her friends by sea, while the great port of Trieste, serving Czechoslovakia, Austria and the rest of Central Europe, would have been denied free access to the lands beyond the Adriatic. Saros must therefore, without any sacrifice, be wholly restored to the Albanians, with the proviso that if they are ever tempted for the sake of a loan—and their finances are not their strongest suit—to waive their sovereignty over Saros it must be to an international body.

It will be seen that many questions as to the Middle Sea, the Sea of Destiny, which has played so great a part in the history of our civilization, remain to be solved. There was a time, somewhat lost in the mists of antiquity, when this area of something over a million square miles was divided into two parts by the land which stretched from Africa to Europe, so that sweet water lay to the east and salt water to the west of the line in which Malta was probably a hill.

The Mediterranean is now not divided; it is the inheritance of a number of States. Freedom of passage through its waters must be assured to them; they must not exercise intolerable control in any part under their jurisdiction. In fact, the statesmen who will make the Mediterranean their problem to be solved will often find themselves sailing between the Scylla and Charybdis of that sea. And it is to be hoped that they will refrain to listen to the songs of any evilly-disposed Siren.
America's Debt to Britain and Russia

In October 1945 the U.S. Information Service issued excerpts from the biennial report dealing with the last two years of the War, which General George Marshall, the Chief of Staff of the U.S. Army, had presented to the U.S. Secretary of War. These excerpts, though extensively quoted by the Press, were not available to the general public; the reprint of General Marshall's full report, 787 pages long, issued at 2s. 6d. should therefore be welcomed, for it deserves to be carefully read and retained for future reference.

Of the 123 pages of the report 82 are devoted to a very clear, condensed account of these operations in Europe, beginning with the invasion of Sicily, and of those in the Far East beginning with the project for reopening communications with China. This record is of great historical interest, chiefly because it describes how and when the Allied strategic plans were formulated and how they had to be modified to meet actual conditions, in particular the shortage of shipping. Naturally, in describing the execution of the plans the narrative is devoted mainly to the part played by American forces, but sight is not lost of the contribution made by British and other Allied troops.

No one is better qualified than General Marshall to explain the strategic problems the Allies had to solve. He throws, for instance, much light on the factors affecting the prosecution of the War in Italy, where heavy sacrifices had to be accepted in the interests of the main offensive in western France, and to provide the force for the subsidiary southern landing. Although it has long been known that such sacrifices were necessary, I doubt if it had been generally realized that I think it is generally known that the Allied forces in Italy were outnumbered by the Germans throughout.

WHY the Landing in Southern France Had to Be Postponed

General Marshall constantly emphasized how shortage of shipping and landing craft affected the development of Allied plans. For that reason D-Day was postponed for a month, and the landing in southern France, originally scheduled for about the same time as it was held back till landing craft used in Normandy could be transferred to the Mediterranean. These and other points are cleared up by General Marshall's authoritatively

His account of the Far Eastern operations deals mainly with the American offensive in the Pacific and the post-War distribution of Generalissimo Chiang's share in the Burma campaign, but it is none the less of interest to British readers because it demonstrates the potentialities of air-sea power and how they can be exploited. Since the operations took place in an unfamiliar geographical setting, a clear account of them is all the more to be welcomed.

BRITISH and Russian Peoples

Gave U.S. Time to Arm Herself

The story of how a rapid decision was made to land on Leyte instead of on Mindanao, as had been planned, is of particular interest, for it shows that when the team is working well together and mutual confidence is established decisions can be given as quickly by a committee as by a single over-all commander. The proposal was first made to the Joint Chiefs of Staff during the Quebec Conference by Admiral Halsey as a result of his reconnaissance operations, and it was immediately referred to General MacArthur in order to ascertain if he agreed and was in position to change his plans.

MacArthur's reply was received two days later, while the Chiefs of Staff were attending an official dinner. Yet within ninety minutes, MacArthur had received instructions to proceed with the new plan, and his acknowledgement to General Marshall as he was returning to his quarters from the dinner. The execution of the new plan, which most successfully caught the Japanese on the wrong foot, was equally prompt.

INTERESTING and valuable as an historical record as General Marshall's account of the evolution of Allied strategy is, the parts of his report which deal with America's unpreparedness for war, with the measures taken to mobilize her potential resources, his forecast of the dangers that threaten her future security and his recommendation for the organization of defence to meet them, are for British readers of even more outstanding interest. It is the lack of these headings America's records and defence problems bear a close similarity to our own. America can no longer rely implicitly on the protection afforded by the wide stretches of the Atlantic and Pacific, any more than we can on the narrow waters of the Channel.

In commenting on American unpreparedness for war General Marshall frankly states that "the refusal of the British and Russian peoples to accept what appeared to be inevitable defeat was the great factor in the salvage of our civilization" coupled with "the failure of the enemy to make the most of the situation." It was these factors and not the Atlantic "must" that gave America time to arm herself.

To make the risks America ran, General Marshall in his introduction gives a synopsis of German and Japanese strategic plans and the causes of their failure, quoting the evidence of high-ranking German officers obtained by the Allies. This is very interesting, but even more interesting are General Marshall's comments on it. He writes, "There can be no doubt that the relatively small size of the British and Soviet peoples played an important part as well as the heroic stands of the British and Soviet peoples saved the United States a war on her own soil. The same did not come in passing at Stalingrad and El Alamein before the nation was able to gather sufficient resources to participate in the fight in a determined manner."

RATHER Terrifying Possibility

Admitted by General Marshall

In another section dealing with the complete mobilization of American man-power, General Marshall records that to give General Eisenhower the impetus for final destruction of the German Army the last two combat divisions in the United States were dispatched to him. He adds comment on this: "the means engaged with two-thirds of the German Army engaged by Russia it took every man the nation saw fit to draft. The remaining one-third are organized for mobilization in Europe and at the same time keep the Japanese enemy under control in the Pacific. What would have been the result had the Red Army been defeated and the British islands invaded we can only guess. The possibility is rather terrifying."

So much for the dangers escaped in the past at so great a price and by so narrow a margin, but General Marshall seems to us as to how the dangers of the future to America can be met—dangers to which these islands are ever daily exposed. He accepts the view that with the continued development of modern weapons and technique already in existence, New York and other American cities might be subject to attack in a matter of minutes. It is the only defence in that kind of warfare is alertness and immediate readiness to attack which pre-supposes the necessity of main taining and developing suitable weapons.

But he warns us that power of attack does not rest on mere numbers; it must be man not only to produce and operate new weapons of all kinds as close with the enemy and "bear his operating bases and productive establishments away from him before the war came."

His proof that the Battle of Britain and the amazing later development of anti-aircraft defences did not relieve Britain from air attack.

Not until we had physical evidence of launching sites and factories that produced the V weapons did the attacks cease.

For these reasons the needs of universal military training which will provide a source from which (a) the regular forces' available for immediate action would be filled with necessary, and from which (b) from which trained men would be directed by selection to such war duties as an emergency situation demanded. The training establishments, he suggests, should, however, normally be kept distinct from and form part of no the regular services. This concept of the services would provide for rapid mobilization of trained manpower in the event of a national emergency. Should not we be prepared to accept universal service on such the same lines?"
Siam's Youthful Monarch Returns to His Capital

KING ANANDA MANIDOL, who went back to his country on October 8, 1940, in sees with his entrance on the steps of the Emerald Buddha's temple at Bangkok (top). He left Siam in 1938 and spent seven years in study in Switzerland. Owing to repeated Indonesian attacks in Java, some 2,000 Dutch women and children were evacuated to Bangkok and other parts of Siam on December 30; the British landing craft L.270 (bottom) which carried them to safety arrives at the King's docks, Bangkok, where the travellers disembarked.

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Photo, British Official
PRIZE MONEY: THE GREAT SHARE-OUT

PRIZE money is one of the oldest of naval institutions; it can be traced back to the thirteenth century, when King John granted a moiety of their takings to those who manned his fleet. At that date, of course, the forms and rules by which the proceeds of prizes were divided had not been systematized; but in the "Black Book of the Admiralty," a treatise in Norman French compiled prior to 1351, it is laid down that two shares out of the moiety due to the ship's company should go to the admiral if present at the capture, or one share if absent. An inquiry into doubtful points of maritime law, held at Queenborough in 1375, decided that after the admiral had taken his share, "as the master has greater charge and is of higher rank than any other in the ship," he should have twice as much as any mariner. This view was duly embodied in an ordinance.

In 1642 Parliament assigned to the officers and men of a ship, in addition to their pay, one-third of the value of the prizes taken by them. July 24, 1643, after this was altered, one-half being awarded to the captors, and the other half to a fund for the relief of the wounded, widows, and orphans. April 17, 1662, was the date of an order that all prizes taken should become the property of the officers and men of the ships that captured them, any shares not claimed within three years to go to Greenwich Hospital.

It can be understood, therefore, what an important part prize money played in the hard life of the underpaid seamen of the eighteenth century. On occasions the amounts taken were immense; but the Navy of those days not always get its fair share. Thus, at the taking of Manilla, in the Philippines, by Admiral Cornish in 1761, the victors were promised 4,000,000 dollars in silver to save the city from pillage. Only half this sum could be collected, and most of it went to the East India Company. Fortunately, H.M.S. Panther and Argo captured the galleon Santisima Trinidad with treasure worth 3,000,000 dollars. This was probably one of the ships dispatched annually to Manilla from Acapulco, in Mexico. That redeemable leader, Commodore Amos, in the famous Centurion, took the 1743 Acapulco galleon with treasure valued at £400,000.

When Havana, capital of Cuba, fell to the British in 1762, the booty was worth over £1,000,000, of which, after deduction of prize money between the naval and military forces, the share of the admirals, Sir George Pocock, was £122,697; that of a captain came to £1,600; of a petty officer, £17.5s. 3d.; and of a seaman or marine, £3.14s. 9d. To Captain the Hon. Augustus Hervey and those serving under him in H.M.S. Dragon came an extra windfall, for on the peace at last to dispose with a French ship worth £50,000 was taken.

In 1781 Admiral (afterwards Lord) Rodney captured the Dutch island of St. Eustatius, in the West Indies, with 150 merchantmen and produce valued at over £3,000,000. Another rich Dutch prize came with the occupation of the islands of Ambicota and Banda Neira, in the East Indies, in 1796. On that occasion a captain's share of the prize money amounted to £15,000.

STRANGE AND PROFITABLE DREAM OF THE ALMONESE'S SILVER CAPTAIN.

A famous case was the taking in the Bay of Biscay by four British frigates of the Spanish frigates Santa Brigida and Theiss with treasure from Mexico worth £600,000. This yielded in prize money £40,730 to each captain, £5,091 to each lieutenant, £2,466 to each warrant officer, £791 to each midshipman, and £82.4s. 9d. to each seaman and marine in the four British ships.

A traditional story is told of Captain Digby of H.M.S. Alcune, whose arrival at a critical moment prevented the Santa Brigida from escaping. During the previous night he had come on deck to alter his course to north-west for the result of a vivid dream in which he was earnestly enjoined to do so. This strange episode won for Digby—an ancestor of the present Lord Digby—and afterwards an admiral—the nickname of "the Silver Captain."

It will be observed from the foregoing that the most valuable prizes in British naval history have been Spanish. For over three centuries Spain derived her chief revenues from the gold, silver and precious stones which she exported from the sea from Mexico and Peru. Usually the ships carrying this treasure ascended at Havanna, whence they were accustomed to sail once a year. It therefore became a settled policy for this country, when at war with Spain, to endeavour to intercept this treasure fleet—known as the flota—in order that the enemy might become financially embarrassed in the prosecution of the conflict. S.S.W. to north as the result of the conjunction of the suns, it was reported that the Treasury desired to appropriate this money "for the relief of taxation." So strong was the feeling in the Navy that this proposal was not carried into effect; and on December 19, 1845, the First Lord stated that the Prize Fund would be divided as before, but with less wide variations in the shares to different ranks, and with a proportion allocated to the R.A.F., presumably Coastal Command personnel. He hinted that in future wars the distribution of prize money might have to be altered.

Few will be found to disagree with the naval view of the question as crystallized in a recent letter to the Press. By surrendering the money in the Prize Fund to the Treasury, the most that could have been gained by reduction in taxes would be under £1 a head; this would scarcely be felt.

On the other hand, it would constitute a grave injustice to the sailor, who has had to fight as never before to beat the enemy and regards the sum accruing to him from the Prize Fund as something to which he is justly entitled, even though it may be no more than £20 or £30 for the lowest paid ratings.

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H.M.S. HOWE arrived at Portsmouth from the Far East on January 9, 1946, being the flag of Vice-Admiral Sir Arthur J. Power, K.C.B., C.V.O., formerly C-in-C, East Indies Fleet and appointed Second in Command to Admiral Sir Charles R. Kennedy on September 23, 1945. She was shown money not to be expected to navigate the Suez Canal; first of the British Pacific Fleet to shoot down a Japanese suicide plane; and first of her class to enter Portsmouth.

Fisihed, 9.4.p.
New Guinea Heroes Homeward Bound for Sydney

FROM JUNGLE BATTLEFIELD THAT WAS WEWAK, these men of the Sixth Australian Division and R.A.A.F.—all veterans of the New Guinea campaign—cheered as they sailed up Sydney Harbour, assembled on the flight deck of one of our largest aircraft carriers. Cleared of their war service clothes, jammed into every available space, these big carriers have brought home many thousands of P.O.W. from the Far East. Largest number was 3,500—on the Implacable, our greatest carrier. See also Illus. page 465.
How Shall We Use War Invention for Peace?

Out of evil comes good: thus do we read in the pages of history. The Second Great War seems to be bringing a new world into being. "Making war" has become synonymous with "making peace". It is not an easy task, but the end result is likely to be beneficial to all.

The necessities of war have forced mankind to change its habits of thought and action. The war has brought about a new world order, one in which peace is the only goal of any nation. This is the world of tomorrow, and it is only through understanding and cooperation that we can ensure its success.

The once secret magnetron valve will one day become the delight of every wireless-minded schoolboy. A great fourth advance with peace applications has been the discovery of new synthetic substances to take the place of raw materials which war put out of our reach. Let us consider five of these, every one of them of outstanding importance.

Making Sugar From Wood-Pulp

First, artificial rubber can now be produced more cheaply than natural rubber and of a quality better than natural rubber for most uses. For some time to come so much rubber will be wanted that there will be plenty of markets for plantations in Malaya and elsewhere, where the inevitable result in ten years' time will be that nations will find it more convenient to employ skilled labour at home making artificial rubber than cheap labour half-way across the world on the plantations.

Victory Over Deadly Diseases

The "polio" which makes pneumotaxis for the atomic bomb (see illus., page 439) produces a by-product in a very few hours something like 1,500 lb. of radio-active substances, most of which can be turned over to the doctors. This will not only revolutionize the treatment of cancer but make possible rapid strides in the understanding of how the human body works.

Waste it will certainly be a long time before atomic energy is used for propulsion of aircraft, aeronautical engineers have plenty to do perfecting jet propulsion and gas-turbine engines. These war time gains to aviation make possible air travel in the stratosphere and thus give an economic payload. But at present the gas-turbine has only a ten per cent efficiency, so that much work remains to be done. Prophecies of jet-propelled motor-cars had better be regarded with caution. Imagine getting into a traffic block just behind a jet-propelled vehicle of any sort!

The third great war-time invention, radar, may in time lead to the use of wireless telephones, but its immediate peace-time uses are likely to be confined to fighting the dangers of fog and darkness in air and sea travel (see illus. in this page). Radar has opened up whole new chapters in electron engineering, because it led to the finding out how to use ultra-short wireless which could be used very useful in all sorts of telecommunication.

The world is no longer dependent upon the Dutch island of Java for its weapons against the disease. This may seem of minor importance to the British reader, but we should remember that millions die every year India alone from malaria, and that there has never been enough quinine available at a cheap enough price to begin to attack the Indian malarial problem.

These three examples of how the chemist is taking over from nature the supply of raw materials, foods, drugs, fuels, should remind us that science has not only produced destruction during the last five years.

Another important scientific advance is the development of plastics. This is, of a whole range of synthetic substances which can easily moulded and almost any shape. Let us take but one example: one of the great objects of the modern industrial scientist is the elimination of weight. That is why aluminium has taken the place of steel for so many purposes, especially in aviation. We have seen a plastic made of glass-fibre and synthetic resin which has many of the outstanding properties of aluminium and which is far more easily moulded, weighing only two-thirds as much as the lightest metal.

First, in Germany a kind of butter has been produced from coal. This may sound fantastic, but it is a symbol of the way in which coal is becoming the raw material for so many valuable synthetic productions that it may one day become a crime to use it merely as fuel.

Fourth, in England and Germany it has been found possible to produce first-class protein by cultivating a kind of yeast plant. This product costs only sixpence a pound to create, which is far less expensive than protein from beef or mutton. If we developed food yeast as rapidly and on as large a scale as we have developed penicillin, for example, the world meat shortage would disappear. We could feed starving Europe without thinking of treading our belts, and we could raise the standard of living of millions of people in Asia and Africa.

Fifth, the announcement, by I.C.C. recently of paludrine, a very cheap drug capable of preventing and curing malaria, means that the world is no longer dependent upon the Dutch island of Java for its weapons against the disease. This may seem of minor importance to the British reader, but we should remember that millions die every year India alone from malaria, and that there has never been enough quinine available at a cheap enough price to begin to attack the Indian malarial problem.

No survey of scientific advance, however brief, can exclude certain revolutionary advances in medicine. D.D.T. and possibly penicillin, for example, will enable the human race to live longer. It is said that penicillin offers complete victory over several deadly diseases, including that class of diseases which cause suffering, gonococcal. The "sulphas" drugs save tens of thousands of lives ; blood transfusion is reducing infant mortality and making surgical operations, which would once have been quite hopeless, successful.

The medical profession hopes to have, very shortly, a really powerful cure for tuberculosis. And the comparatively new science of psychiatry, having well used the opportunities which war has afforded, stands ready to help us solve the present and peace-time problems of unhappy, ill-adjusted, unbalanced minds.

It would be a very good thing if those people who, terrified by the atomic bomb, try to champion science as a weapon and scientists as trouble-makers, realized the importance of using scientific achievement. Scientists, it is true, cannot make a peaceful world ; that is the business of politicians. But if the scientists do their work properly, scientists can make a peaceful world far more satisfactory for its inhabitants to live in.
New Gifts of the Scientists to All Mankind

PLASTIC MATERIALS can be moulded into almost any shape, as household or car fittings, furniture, wireless, telephone or radio parts, and other objects needed—synthetic resin (the base); the “Filler,” to mix in for the required texture and strength; and powdered dye. Manufacture is equally simple: the mixture is mixed in a machine to the objects desired, and pressure and heat applied.

Other new substances include nylon, samples from each roll of which are specially sealed in the laboratory (1), and D.D.T., (2) being used to delouse a child at Cawston. A plastic paste (3) is used for car fittings. Plastic “dough” (4) is mixed before being moulded into knife-handles, fountain-pen cases, toothbrushes. See also facing page.

Photos: British Nylon Spinners, Associated Press, Keystone, Viphent
Brussels’ Hospitality to Our Men on Leave

VICTORY HOUSE, in the Place Eugene Flagey, is the latest of twenty hostels for British troops on leave in Brussels, run by the Princess de Ligne’s Organization, founded in gratitude to the liberating forces. Accommodating over 1,000, it numbers among its amenities a spacious reading-room and a licensed modern bar. Soldiers just arrived from Germany (top) check in; others enjoy the quiet of the writing-room. (St. Exclusive to Time War Illustrated)
SERVICEMEN ARE RETURNING to civilian life at the rate of 12,000 a day. This first-hand pictorial record by WAR ILLUSTRATED artist Haworth shows the various stages of a soldier's five-day journey home from his unit with the British Army of the Rhine. He waves farewell to his comrades as the lorry moves off (1). Along the highway he passes familiar signs and traffic for the last time (2), and draws up for a welcome cup of tea at the local Naafi (3) before reaching the Regimental Holding Unit, where a bed awaits him (4).

AT THE R.H.U. the draft of men to be demobilized is assembled for England. Reveille at 5.30 a.m. is followed by roll-call outside the building which bears the familiar word Naiff—reminiscent of the First World War. Our soldier observes a notice-board displaying a warning of heavy penalties for attempting to smuggle enemy arms into England (6). Eventually the "Naiff Special" pulls out of bomb-blasted Hanover station (7), leaving behind a typical group of wobegone D.P.s (Displaced Persons). (8)

MANY HISTORIC LANDMARKS of the war are noted during the train journey through Germany; one of the most significant moments is the crossing of the Rhine (9), stormed by Allied troops in March 1945. German/English signs from view, and at Tournai German marks are changed for Belgian/French (10), which are subsequently exchanged for sterling. The wages of each man is found is entered in his pay-book (10). A Mickey Mouse film offers relaxation at the camp canteen (11).

AT THE CALAIS TRANSIT CAMP (12) a bath is made for dinner, with anticipation and excitement running high. The "draft" feel they are almost civilians again. It is the fourth day of the journey. "Tomorrow," they tell one another, "we shall be there." Impatiently they peer from the deck of the cross-Channel steamer (13) for first glimpse of the white cliffs of old England. Landed safely, our soldier goes cheerfully through the bustle of handing in equipment (14) before proceeding on the journey.

AT THE RELEASE CENTRE in London (15); "paper work" is completed and demobilisation books (16) handed over. Then the short journey to Olympia, for the free issue of civilian clothing—suit, shirt, underwear, shoes, socks, tie, hat; no rushing things here (17); for every man must be satisfied with fit, and cut before he departs on this momentous day which once seemed almost incredibly remote. Comes the last stage of all, departure with kitbag and clothing-parcel and (18) up the garden path for the great welcome Home.
D-DAY REHEARSALS AT CAMBRIDGE UNIVERSITY

Now it Can Be Told!

One of the best kept secrets of the war was revealed by an appeal launched for help in the restoration of the Union Society's premises, damage to which was caused by bombs in July 1942. Here, in this academic centre, the Debating Hall of the Union was, for a week, in March 1944, one of the most closely guarded places in the British Isles, it was reported by a Sunday Times correspondent, at Cambridge, in December 1945.

It was here during that week that rehearsals for the D-Day assault in the following June were carried out. These rehearsals were attended by Gen. Eisenhower and Gen.-now Field-Marshall Montgomery and their high staff officers. To maintain secrecy, the whole of the civilian staff were sent away on a week's leave. The proposal to use the Union Society for the rehearsals emanated from the Regional Commissioner, Sir Will Spens, Master of Corpus Christi.

During the Easter vacation, Mr. Curzon, the Chief Clerk, was astonished one day to be visited by high staff officers of the Security Department. They instructed him to send the staff away, and the Union building was entirely taken over by the Army. A squad of soldiers arrived on the scene, all doors leading to the basement were securely fastened, and sentries with Bren guns were posted round the building.

Confessions in the Model Room

Models, including, it is believed, some of the Mulberry harbour, were delivered during the hours of darkness and not a civilian in Cambridge knew the secrets which the building held. At the conclusion of the rehearsals the models were removed with equal secrecy, after which the building was restored to its normal condition, so that no trace remained of the unorthodox purpose to which it had been put.

Though Gen. Eisenhower and Field-Marshall Montgomery visited the model room, they did not stay in Cambridge, but staff officers were lodged in Trinity College, and they held conferences in the model room each day. A military guard was placed round the college, and a couple of A.A. guns were installed at Midsummer Common, a large space within a short distance of the Union Society building.

SECRET MINES 'BRAIN' MADE BY A WREN TEAM

Many of the schoolgirls at the out-break of the War, a secret team of 50 Wrens assembled the "brains" of the Navy's top-secret mines which harassed the enemy for more than three years. They have recently been disbanded from the activities for which their high intellect was used, but a new circuit, varying detonation methods, was designed by the Superintendent of Mine Designs Department and assembled and tested by MX. Results proved the flexibility this game of "how, when and where?" caused the Germans.

A special organization of naval officers, ratings and Wrens under the captain H.M.S. Vernon (Mining) maintained necessary production changes to keep pace with design variations. Wrens were selected from qualified torpedo ratings. Once in MX, they remained. Their workshop was a former machine shop repaired after early bomb damage, and a start was made in January 1943, with only 13 Wrens. Original monthly output was 200 units. The establishment later expanded to total 63 Wrens, including two petty officers, with a male staff of three electrical officers, three chief petty officers and one petty officer.

An output of 500 firing units a month was subsequently achieved. Technical control of the workshop was by a temporary electrical lieutenant R.N.V.R., former electrical engineer. He ensured technical perfection of mine firing circuits and that the complete mine dispatched by the Mine Depot was safe to handle. Wrens tested components and assembled units before these went to Mine Depots to be fitted to charged mines.

MX Wrens prepared 7,658 firing units during the War, and more than 50 variations of circuit were designed and assembled, as well as special assemblies intended for operations against the German battleship Tirpitz. MX Branch also prepared the successful blocking of the Kiel Canal just before D-Day. There was no time for full trials of the assembled mines before and after dropping, and a small party, consisting of one officer, a torpedo gunner's mate and six Wrens, accompanied assembled mines to the aerodrome where Mosquitoes, and the mines, were loaded to carry.

Firing Units Swiftly Assembled

Another trial of the department's speed and flexibility was the assembly of firing units for a mixed assessment of 50 time mines, designed to obstruct salvage work on a vessel sunk across the entrance of an enemy harbour in Western France. The order was received on a Saturday morning; by Tuesday completed units were loaded on vessels. Trials of new firing assemblies in charged mines took place usually at the main depot at Fraser, near Farnham, west of Portsmouth. Drop trials from aircraft were afterwards held at Westcott by the ordnance depot.

Two MX Branch Wrens still working in H.M.S. Vernon, Petty Officer Wren Betty Fortes, of Edinburgh, and Leading Wren Doreen Jones, of Rhyll, described the occasional trip to Weston as a pleasant break in a hard and monotonous job. "There we were able to see something of what happened to the mines we had to build up," they said. "Otherwise all we knew of the results of our work was from occasional talks from senior officers, who frequently told us of the sinking of submarines or minesweepers by our units. The only other variation was the periodic change of the circuits, and we were usually very glad indeed when this came along."

SECRET TEAM of W.R.N.S. as work in one of the laboratories at H.M.S. Vernon, Royal Naval worth and Mining Establishment, where we are employed in connection with the magnetic and acoustic devices which are so highly delicate task, requiring the skill and sensitiveness of a woman's touch. The W.R.N.S. are seen here assembling special firing units which were used in special operations.
How H.M.S. Exeter Fought Her Last Battle

The full story of H.M.S. Exeter's gallant end (see illus, page 626) fighting against impossible odds off the coast of Java, reached the Admiralty in December 1945. The cruiser, famous for her part in the glorious battle against the Admiral Graf Spee off the River Plate (see page 505, Vol. I), was sunk on March 1, 1942.

She had already been damaged in the Battle of the Java Sea two days previously; but, with her escorting destroyers H.M.S. Encounter and U.S.S. Pope, she went down fighting four Japanese heavy cruisers and five destroyers. Her commanding officer, Captain O. L. Gordon, M.V.O., R.N., brought the official story of this action back with him from a prisoner of war camp; he made complete records while a prisoner and kept them from the Japs by hiding them in a tube of shaving cream.

On February 27, 1942, she was at sea as part of an Allied force of five cruisers and nine destroyers. In the afternoon, an enemy force of four cruisers and twelve destroyers was encountered and engaged. Later the enemy was reinforced by several more cruisers. A series of actions developed in which the Exeter was damaged and two Allied destroyers and two cruisers sunk. An enemy cruiser was sunk, one probably sunk and one damaged and three enemy destroyers were seriously damaged.

H.M.S. Exeter returned to Surabaya. There was no time for proper repairs to her damaged boiler-room, and on February 28 she sailed at dark with six of her eight boilers out of action. She was accompanied by H.M.S. Encounter and U.S.S. Pope. At the time it was known that very powerful Japanese naval forces were in or near the Java Sea, but it was hoped to avoid them.

At first H.M.S. Exeter could only limp along at 15 knots, but superb work by the engineering staff got two more boilers going and speed was increased at midnight to 23 kts. During the night the Exeter and her little company met an enemy force but managed to elude it. In the morning another enemy force was seen, and the Exeter was double-quick in her tracks, hoping she had not been seen. But two enemy cruisers began to bear down on the already crippled cruiser and her two destroyers. A little later a large enemy destroyer appeared ahead and almost immediately afterwards two other cruisers and more destroyers came into view.

All Power on the Ship Failed

The engineering staff at the last minute managed to repair one more boiler, and at 26 knots Exeter, with the two destroyers in station either side of her, steamed into action. She had only 20 per cent of her main armament ammunition remaining after the previous battle. The fight began at 0935. The destroyers tried to ward the enemy off by firing torpedoes and to screen the Exeter by making smoke. One enemy cruiser was hit by torpedoes from the U.S.S. Pope. Several other ships were hit by gunfire from all three Allied vessels. But the end was not far off. As Captain Gordon reported, "A review of the situation at about 11.00 was not encouraging."

At 1120 the Exeter received a vital hit in her boiler room. Main engines stopped and all power on the ship failed. She was being straddled and hit by the enemy cruisers now, and orders were given to sink her and abandon ship. She sunk at about 11.50. Shortly afterwards H.M.S. Encounter was also sunk. U.S.S. Pope remained at hand to the end, and then managed to escape in a rain squall, only to be sunk an hour later following an attack by Japanese bombers.

RADAR REPORTED 'INVAVERS' NEAR-THEY WERE GEESE!

On a dark November night in 1941, invasion 'flotillas and small raiders along the Norfolk coast between Great Yarmouth and Boston were on the alert for reported approaching enemy ships and planes. But the crew of our patrol vessel and observers had heard only the hoots of hordes of geese on their way to the feeding grounds in the Humber estuary. It was a false alarm. As told in The Daily Express in November 1945, the gosse had reflected the radar beams, and to operators in the vessel's control room they seemed like ships and planes.

Later, flak of gannets and starlings caused several 'enemy' air attacks. By 1943, with the introductions of high-powered transmitters, bird authorities became a menace to our radar operations. At long range the echo from a bird flying full in the radar beam can be as strong as a ship's echo. So Major J. A. Ramsey, of the Royal Air Force, and L.t. Commander A. E. Boulton, of the same service, worked on and built a vessel hidden in the radar by transmitters built on a mountain in West Virginia. It was on an R.A.F. radar set that the largest timelapse track of a bird's flight was plotted for 57 miles flying at 35 miles per hour.
Admiral of the Fleet Lord Keyes, G.C.B., K.C.V.O., C.M.G., D.S.O., a great fighting leader, died peacefully in his sleep at his home in Buckingham, at the age of 73, on Dec. 26, 1945. After the funeral service at Horse Guards, the coffin was conveyed to Dover Cathedral, where a service was held. The following appreciation of this national hero was specifically written for "The War Illustrated" by a personal friend of his, the late Admiral—Major KENNETH HAYE-SCOTT.

"Of a distinguished soldier is a general who was twice recommended for the V.C. Roger Keyes joined the Royal Navy as a cadet in 1872. His first taste of active service was in the Boer rebellion in China in 1900, when he displayed exceptional courage in defiance of great danger, winning him promotion to Commander at the age of 23. The fighting years, he was Chief of Combined Operations as of the Mediterranean when he was C-in-C, was under the command of his ship but from a plane—incidentally, crashed into the sea and nearly cost him his life. His name will forever be associated with the great escaped-aircraft of the First World War; the storming of the mole at Zeebrugge in 1918. Early in that war he had actively directed at sea Britain's submarine warfare, with conspicuous success.

Only One Parallel in History

In 1915, as First Sea Lord in the Dardanelles, he was principal author of a plan for the naval penetration of the Straits. This was rejected by the Admiralty, greatly to Keyes' disappointment, although it won the support of Winston Churchill and strengthened the lifelong friendship of these two great fighters. After a period as Director of Plans in the Admiralty, Keyes (now Rear-Admiral) was appointed to the Dover Command, a vital responsibility in our naval strategy.

His Last Naval Battle off Leyte

At Geoffrey's funeral, Rommel is reported to have laid his own Iron Cross on the body of the hero. Roger Keyes valued his son's Victoria Cross more than all the treasures possessed by the admiral in his own lifetime, and when I last visited him the decoration lay in a case beside Geoffrey's M.C., with the admiral's own many decorations swept to one side. Hanging on the wall was a full-length oil portrait of his son, who, as a young officer in the Commandos, had presented to a proud father and mother.

RANKED TO THE POREAGUE in 1943 as first Baron Keyes of Zeebrugge and of Dover, Keyes, who had earned a name as Chief of Combined Operations (as it was now designated) to Lord Louis Mountbatten, devoted himself to a series of fighting speeches, until the winter of 1944, when he flew with Lady Keyes to Australia and New Zealand and in October witnessed his last naval battle off Leyte in the Pacific. Here he accepted the surrender of one of the ships of the American amphibious command in an action which he described as "a minor Carthage." The Commonwealth, he said, had put a large force well within reach of powerful enemy air and naval squadrons, but the enemy was out.
Specially trained Royal Marine volunteers who paddled in two-man canoes—codename "cockle"—fifty miles up the Gironde River to sink enemy shipping at Bordeaux, accomplished what is officially described as one of the most daring "individual" attacks of the War. Using limpet mines, they attacked six ships suspected of being blockade runners. At least three, probably five, of the ships were holes. Ten Marines, in five cockles, were launched at night from H.M. Submarine Tuna at the entrance to the Gironde, on December 7, 1943, when Germany held the whole of the French coastline.

The crew of one cockle only—Maj. H. G. Haslar, O.B.E. (Force Commander) and Maj. W. E. Sparks—came back; of the rest of the party—Maj. Moffat was drowned and Lt. Mackinson, Sgr. Wallace, Cpl. Laver, and Mses. Mills, Mills, Conway and Ewart—who attempted to escape into Spain—were arrested and shot on March 23, 1944, by decree of Hitler. The two cockles that reached their objective covered 93 miles in five nights, their crews hiding on land by day. On the first night of this heroic exploit, the cockles Gatfish, Goosfish, Gonger, Cuttlefish and Grayfish were launched in calm weather from the Tuna in the manner shown above. For 14 hours they paddled, then ran into a tide-race. Goosfish was lost, leaving no trace. Shortly afterwards, in another tide-race, Gonger capsized; the crew were towed in life-jackets ashore and left to land.

In negotiating a narrow passage between anchored vessels and the mole at Le Verdon, Cuttlefish lost formation and was not seen again. The remaining two cockles reached at daylight on a small sandy promontory, and the crews concealed them. Shortly afterwards, a number of French fishermen landed from small boats and, joined by women from the shore, made breakfast on the beach. Further concealment being impossible, Major Haslar spoke to them and, fortunately, found them friendly.

On the second night, the cockles were manhandled across three-quarters of a mile of sand and mud for launching, impeded by overlying sandbanks, and water freezing on the cockpit covers. They hid-up in a field during the day, and early on the third night a start was made to catch the flood tide. Under way again, they took cover among thick reeds ashore as the channel narrowed. When they landed they found an A.A. battery only fifty yards away and were not able to discover another suitable spot until 7.30 a.m. Again they were compelled to lie up, in a field of long grass, all day, unnoticed by a man and a dog who passed within 100 yards.

On the fourth night, the craft reached a pontoon pier opposite the South Basin at Bordeaux and, passing it safely, found a gap in some reeds through which they could force their way. Daylight revealed two good-sized cargo ships lying alongside, immediately opposite, about 800 yards away. The crew spent the evening in setting fuses to their limpet mines. In the darkness of the fifth night, Gatfish safely passed the entrance to the basins on the west bank of the river, in spite of lights on the lock gates. Eight mines were planted by her crew—three on a cargo ship of 7,000 tons, two on the engine room of a small transport, one on the stern of a tanker.

While turning near the transport to go downstream, Gatfish was seen by the sentry on deck, who shone his torch on her. Major Haslar succeeded in pulling the cockpit into the shelter of the ship and let her drift silently with the tide. The sentry, puzzled, followed the Gatfish with his torch until it passed from his sight. Meanwhile, Grayfish had reached the east bank at Bordeaux without finding any targets, so returned to deal with the two cargo ships lying near the South Basin. Five mines were placed on the larger ship, three on the smaller. The mission accomplished, both cockles sped away downstream. At 6.0 a.m. they separated, and ran ashore about a quarter-mile apart. Grayfish vanished; nothing more was heard of her or her crew. Major Haslar and Marine Sparks of Gatfish, returned safely to England, and Major Haslar was awarded the D.S.O. and Marine Sparks the D.S.M., on Sept. 20, 1943.

Specially drawn for The War ILLUSTRATED by S. Harvey.
In the Salle d'Entrée at St. James's Palace—

At a State banquet on January 9, 1946, His Majesty welcomed guests from 54 nations—delegates to the General Assembly of the United Nations Organizations. The King said, "It gives me particular pleasure that the first meeting of this great Assembly should be held in London... You will carry on your deliberations within sight of our Parliament of Westminster... It is in your hands to make or mar the happiness of millions of your fellowmen, and of millions yet unborn."

—H.M. The King Entertains Delegates to U.N.O.
With White Ensign Still Flying H.M.S. Exeter Goes Down

Already battle-damaged and with only a fifth of her main armament ammunition left, the cruiser Exeter, of Battle of the Platea fame, engaged in her last fight most sorely handicapped (see page 441). On March 1, 1942, off the coast of Java, she was sunk. Her main engines stopped by a hit, there was danger of her being captured, and assalvos from the Japanese ships poured into her the order was given to sink and abandon ship. This impression of the cruiser's last moments is based on a sketch and account by Commander Drake, who had served in the Exeter for three years previously. "To sink her," he has written, "after all these years endeavouring to keep the seamen out of harm's way against the grain... She was certainly lucky to have come through so much previous bombing without a hit." In the last moments Exeter rolled over amidst burning shells from 8-in. guns of Japanese cruisers (two of which were seen astern) and from 5-in. guns of destroyers, while survivors watched as life floats and rafts.
A Review by HAMILTON FYFE

Another entertaining piece is a fashion article by Corporal Hyman Goldberg who investigated how the Fifth-avenue dress designers are "placing all the emphasis on sex," as a newspaper dress expert put it. He saw all sorts of far coats, "made of high-class animals like mink (in the wild and home bred), peacocks, persian lambs. A little way off Fifth-avenue I am told it is possible to get less costly furs such as alley cat and Shetland ponys." But the Avenue prices ran from $400 up.

Mr. Goldberg also learned that Fifth-avenue dress designers as essential that "women should wear one dress in the morning, cocktail and a late afternoon, and another dress for dinner. And any woman who doesn't, she's a dope." If that were to be called "revolutionary propaganda," the customers of those shops in New York would look them in the face and say that was the thing of that prepared the way for the French Revolution 150 years ago, and it is one of the causes of the strike. And the higher wages that now threaten to paralyze America's prosperity. With a more sentimental note in them.

Pte. John Behm's verses "A Stranger and Alone" seem to me to touch the springs of sympathy. He pictures the arrival of American troops in Britain.

The slim, coloured boys send our lorry trucks Screeching along your narrow roads. The songs, the beugles, the marching of your own ancient towns. The gaiety in your homes. The singing in your streets.

We are loud and fast and wild and lusty. We are drones, drums, mud and pain. We could drink your island dry if you would let us.

We are, I'm afraid, just a trifle brutal For your highly tempered tastes. But, he goes on, England must try to understand us.

Though we snore and howl in the pubs Consuming your beer and belting your glory. We tremble and are afraid in the streets Behind the blind concluded doors. We are young men whose roots Have nowhere to put them behind.

We are bewildered and weary, Lonely to the point of madness. We are looking far to go to home.

That, to my mind, is the real stuff of poetry; the real stuff of love, and rhythmic. It is not the poetry of death, with cynical, slightly acid humour, such as the meditations of a private in a training camp on Christmas Day far from home.

He recalls the late hour at which he used to finish his work in a grocery store on Christmas Eve; he is thankful not to be working there now. He wakes fresh and rested—instead of being still weary from a tiresome, hard day, with some drinks at the end of it, arguments with his father and mother as to where to put the Christmas tree and hunting-out, in the attic, the bulbs and trimming for the tree. The next day he is out carpousing—frying his eggs and bacon and remembering how "my" mother used to close him-cocked in bed in her way while she was fixing the turkey. He enjoys later on "the turkey supper, dinner with beer and cigars," and without being annoyed by此人childish children or the "boys who 'put on crying acts' because Christmas reminds them of their poor dead relatives. It was, he all in all, the worst Christmas he had ever experienced."
R.A.F. Returns her Aluminium to the Housewife

FIVE YEARS AFTER BRITAIN'S APPEAL to housewives to surrender their saucepans for conversion into aircraft parts (see page 384, Vol. 3), aircraft parts were being converted into saucepans. At a London factory in January 1941 a 30-tonne furnace was melting down幼稚 aluminium to provide the R.A.F. aircrews, integrity, remelted, are being poured into moulds (7) from which the finished lids (3) are removed. This polisher (4) wears a protective mask. Pans are carefully scrutinized (5) before being assembled (6).  PAGE 928
Britain's Premier Welcomes the United Nations

BENEATH THE GOLD INSIGNIA OF THE UNITED NATIONS, Mr. Clement Attlee delivered the inaugural speech in Central Hall, Westminster, at the first plenary meeting on January 10, 1946, of the General Assembly of the United Nations Organization. Behind the Premier sat Dr. E. Zueta Angel (Colombia), acting Chairman, with Mr. H. H. G. Jebb, Executive Secretary of the Preparatory Commission, on his right, and Mr. A. Cordier, Chief of the General Assembly section of the U.N. Secretariat, on his left. See also illus. pages 624-625, 637.
Allied Front-Line Planes That Flew Unarmed

AIR-SEA RESCUE services were busier during the early part of the war than on D-Day, and no fewer than 181 airborne troops were then rescued from wrecked Hamilcar and Horsa gliders. In the Mediterranean zone, A.S.R. rescued 1,134 American airmen. The highlight of this service was the tale of Sergeant Ceban, who landed his Fairey Swordfish on Lampedusa during a heavy Allied air bombardment, ordering the Italian garrison to refuel his tank, and then taking off to report the island's surrender.

These and other stories of the Air-Sea Rescue service are told in Volume 6 of Aircraft of the Fighting Powers [Harborough Publishing Co., Ltd., 31a, 6t net] which continues the description, with many photographs and scale drawings, of the aircraft used by all nations who fought in the Second Great War. The complexity of this task is indicated by the announcement that this valuable air-war reference book cannot be completed until December 1946, when Volume 7 will appear with details of its latter secret aircraft.

The current volume gives particulars of 26 British, 22 American, 25 Japanese, and nine German aircraft. Of special interest to the ordinary reader is the historical section accompanying the description of each aircraft.

Those who have seen that fine British war film, Burma Victory, will pause at pages 48-49, depicting the Sentinels light aeroplane which the film showed operating over and amid the Burmese jungle. This "Greenie" version of light transport aircraft came into service with the Royal Air Force in 1942. About a dozen types of high-wing monoplanes all much like our own Auster were produced. Eventually, however, for basic production, these were the Piper Cub and the Stinson Sentinel, known respectively as the L-4 and L-5, the letter "L" standing for "light" (illustrations in this page).

Remarkably, "Jungle Angels," named Sentinel ambulances L-5(B) of the Allied Eastern Air Command carried the sick and injured by plane, mail, messages, ammunition and medical supplies, and brought back rice and wounded. They acted as artillery spotters, observed Japanese troop movements, became "flying jeeps" for staff officers and technicians between bases and fronts. They rescued aircraft crews and salvaged valuable equipment—guns, instruments, and radio—from jungle-wrecked aircraft. At night, headlamps of jeeps illuminated jungle airstrips for liaison pilots to fly on and off.

Such feats by light aeroplanes fitted with six-cylinder, air-cooled engines of 175 h.p. seem remarkable until we recall that most of the fighting and reconnaissance of the First Great War was carried out in aircraft of about equal or even lower power and lighter weight. This leads to the realisation that the lightly-monitored of the skies, with 2,000 plus h.p., and landing speeds of plus-160 m.p.h., also illustrated in Volume 6 of Aircraft of the Fighting Powers, cannot do everything in the air, either in war or peace, and that the light aeroplane, like the family car, will have its place in the flying world.

NORMAN MACMILLAN

FROM A L-5 AMBULANCE PLANE IN BURMA: a walking West African casualty is being helped to hospital. These U.S. mercy-aerials, operating from a primitive clearing-station, normally saving many days' road journey—and thousands of lives. Unarmed, they also acted as artillery spotters in Burma and, later, in Italy and on the Western Front.

PIPER CUB, U.S. MARINE OBSERVATION PLANE, flew low over Naha, Okinawa's capital, before the American landings in April 1945. Known officially as the L-4 or L-5, a three-seat light monoplane powered by a single 95 h.p. four-cylinder, air-cooled engine, in 35 ft. length 7 ft. 6 in. Maximum speed, 70 m.p.h., range 220 miles.

Photo, U.S. Official
Awaiting Transformation to Peacetime Needs

GIGANTIC SALVAGE TASKS confronted the U.S.A.A.F. in late 1945 with the breaking-up for scrap of unwanted or unserviceable aircraft from various theatres of war. At Walnut Ridge, Arkansas (top), hundreds of B-17 four-engined bombers, lined up in take-off formation, were earmarked as scrap-metal for home industries. On Guam, U.S. base in the Marianas from which Tokyo was bombed, C-47 Dakotas and torpedo bombers (below) awaited the same fate. See also pages 62-63.

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Hitler Hoped to Bomb New York by Rocket

When—in its downward trajectory—it reached a point about 30 miles above the earth, the gyroscope would come into operation, pulling up the nose and putting the missile into its long glide across the Atlantic till, coming in well above fighter aircraft and A.A. range, it would drop vertically on its target. The development of winged rockets with human control, which could fly from Europe to the U.S. in three-quarters of an hour, is no more Weldon fancy but a forecast based on cold, scientific facts. Bearing its destination, the pilot would sit out the rocket's powered zone, sit up his landing-ground, lower his under-carriage, and touch down at approximately 80 m.p.h. Travelling beyond the effective pull of gravity during part of his flight, the rocket pilot would live under a terrific pressure but would float inside his cabin. To abate this, he would be obliged to wear an anti-pressure suit and be enclosed inside.
I WAS THERE!
Eve Witness Stories of the War and After
Our Welcome Home to Nazi-Ravaged Alderney

The first hundred men and women from the Channel Island home they had left in July 1940 were accommodated by the Alderney of today in a "very garden that had been ravaged by swine." His story is from The Evening Standard.

Alderney lies 26 miles west of Cherbourg; it is a small island—3 miles long by 1½ miles broad. It has many draw-backs. The sea passage is as rough as you'll find anywhere around these coasts. There are few trees, dangerous cliffs, no theatres, and morning papers only a few days a week. But in spite of this, or perhaps because of it, life there in the days before the war was extraordinarily pleasant.

There were enough inn, and whisky was 6s. a bottle, a cinema show twice a week and a dance on Saturdays, wherever you walked you were always in sight of the sea, there was a great friendliness among the islanders, they lent their horses, labour and machinery to each other for ploughing or harvesting, without expecting anything in return. That was Alderney in 1939.

The Alderny that we returned to a few days ago was like a lovely garden that had been ravaged by swine. From the ship, heaving in the race that runs round the island, it looked almost the same. The church tower stood out on the skyline, but there were new landmarks—high, black, ugly watch-towers broke the smooth, curved, silhouette of the cliffs, we could see gun-emplacements, trenched, huddled camps.

When we docked we could see a huge sign, "Welcome Home," in white letters on a red background hanging on the ruin of what used to be the building that housed a stone-crushing machine. There was the usual civic reception that marks such occasions, and a band played. No one paid much attention to either, for everyone went their way to their houses; the men, up the hill to the plateau and their land.

Out of the 514 houses on the island, 100 are uninhabitable; most of the others had been stripped by the Germans of woodworking doors, window-frames and floors. When our troops landed seven months ago it was almost decided to abandon the island as unfit for occupation; but the people were so eager to return that a start was made to clear up the fifth and ruin of houses and fields. Even now, after the great work that has been done, most families are living in the one room of each house that has been sufficiently repaired.

The small holdings have been pooled to form one collective farm. So have the cattle imported by the Germans—the Alderney herd was sent to Guernsey when the island was evacuated. Gradually they are being brought back. The farmers of Alderney have a passion that amounts to fanaticism for the small piece of rich land that has been handed down through generations.

In the chill wind of the morning when they got back, I saw them walking over what is now a 100-acre field, looking for the square stones that used to mark the holdings. But the stones have gone, and so has the independence of the farmers. They will work as labourers on the communal farm at £3 a week until the island is on its feet again.

Perhaps it is a good thing—probably the land will be farmed more scientifically, the cows will be milked by electricity in one dairy, and no doubt the profits will be greater.

But, according to the men I spoke to, men who have worked hard all their lives, but have lived a full life in the true sense, this does not weigh much against working for no master and the personal pride of one's own soil. Backward? In a way; yet these people are glad to work as a community, submerging personal interests for a time in order that they can return to the way of life they knew and liked.

As a more return—in a month 1,000 will be in Alderney—more shops will open. The tobacconist is already open, so is the butcher. The innkeepers expect the local government to renew their licences this week; stocks have been taken over by boat (whisky will cost 14s. 6d. a bottle). The rough field that served as an airfield now has three good runways, and an inter-island service starts soon.

No, the picture is by no means black. In fact, many islanders have benefited by the occupation. The harbour-master, for instance. He had a small cottage; the German used it as an officers' mess, enlarged it to twice the size, furnished it beautifully, and left it intact. Electricity, water and drainage systems were all improved. But the main thing is the spirit of the people in volunteering to return, and, by working together, to recreate the island.

I MET BRITISH DETECTIVES IN KHAKI IN BERLIN
Helping to maintain law and order in the British zone of the German capital are men from Scotland Yard and pre-war C.I.D. men from our provincial towns and cities. Their methods, which are notably successful, are explained in this dispatch from Richard McMillan to The Evening Standard.

Is your idea of shattered Berlin a city sooty with crime and violence, a second Chicago with gangsterism rampant, and with the night a riot of murder? This is not quite the right picture. That is one of the surprises that await you when you come back to the capital again. For while it may not be a model of law and order it most certainly is not the worst in the world.

In fact, crime statistics are dropping month by month. So far as the British sector is concerned there is notable success in the battle against the underworld. It is a victory for the British police methods. Men from Scotland Yard and detectives who in peace-time served in the Criminal Investigation Department in big provincial towns, are operating today as the Army's crack sleuths here.

ALDERNEY'S GREETING TO REPATRIATED ISLANDERS who returned in December 1945, after an absence of over five years, marked one of the happiest days in the island's history. After the prolonged German occupation only the barest necessities were available, but, as told in this page, homesickness was not their island since June 1940 stepped ashore to a warm welcome. The quarry where they distinguish labour is designed (in the days of the Nazi triumph) for the purpose of a German landing at Brighton.
I met one of the chiefs of this band of British detectives—det. Sherlock Holmes—Colonel T. Holmes, who before he joined up was a detective-superintendent in Durham County. His job takes him into all sectors of Berlin, but principally he is concerned with helping to organize and run the German police.

As the Russians dismissed all the Nazi-tainted Berlin police, we have had to build up and train a new force. They are being trained on British lines. Our methods have been so successful in keeping the crime-wave down that the British sector is regarded as the model of police work in Berlin.

Our C.I.D. experts are teaching the German police not only to fight murder, but blackmail, housebreaking, black market racketeers and vice. As a result, we are constantly receiving elements from Allied forces, such as deserters, and roaming night-owls from anti-Communist people, and occasionally in gangster-like duels this is by no means a regular thing.

Blackmail Problem in Berlin

Colonel Holmes told me it was the custom to raid suspected houses and cafes from time to time. That is how we are able to rope in small black market traders who traffic largely in British Army foodstuffs,” he said. “During the war, the German police also round up hundreds of suspected women at the Babelsberg interrogation.

“The murder rate is falling,” added the colonel. “In November there were fifteen murders in the British sector, but in December only one. The German civilian is not the gangster type when he goes in for that sort of thing. He is more likely to be a housebreaker or robber. He knows the penalty for being caught with a priest’s collar is a short one, and it is usually based on a threat to betray the victim by denouncing him as a former active Nazi. We find that the police are not much regarded to shield the Nazi gangs. The Berliners, in defeat, seems to hold a grudge against the Nazi leaders.”

The black market in British cigarettes is developing. Although the crime wave has died down so much, the 11 p.m. curfew has been abolished, but the midnight “off the streets” order continues in operation for American soldiers and civilians in the American zone.

Berlin by night is beginning to look more bridge, building a new approach and carrying across the canal, river or road a new construction in double or triple-storey Bailey spans, with approach spans laid on steel joists.

Bailey bridges are of extremely light (thin) steel, and in a year or so they would rust away beyond the safety margin, but given paint and a few spanners they are not difficult to maintain, and they should last the Germans 10 or 20 years, while their foundations will stay good for permanent civilian bridging.

In general the bridging programme was completely to time before the beginning of December 1945. Sometimes two months’ work was needed for a single operation; for instance, the bridging of the 110-f. span at Hiltrup. The men who built this and many other bridges were an old Territorial unit from Kent originally trained to operate searchlights on the Medway, later used for oil demolitions at the time of Dunkirk, and in 1944 as general assault engineers. The officer in charge was a mining engineer in civil life. But searchlights, oil demolitions, tunneling or bridge building—it is all one; the R.E. will turn their hand to anything.

One unit of three companies has cleared 20 bridges with an average span from the Rhine waterways, built the Hörne bridge with 230 ft. of dual carriage way and tramways, and then turned to opening up the autobahn from Berlin to Düsseldorf.

Another R.E. company, having built three semi-permanent autobahn bridges, has turned to maintaining the main British traffic route into Germany, employing for the improvement of the autobahn and the supply route 13 civilian German firms. The British Pioneer Corps, which used to do much of this rough work during the campaign, has been relieved of this duty in Germany, and the sappers employ either German civilian labour or Wehrmacht parties awaiting discharge.

On the Wesel Bridge one skilled German Army steel construction company, one unskilled labour unit of the Wehrmacht and a number of German contractors with civilian labourers are employed, working under the direction of XII Corps Troops Royal Engineers, whose commanding officer is Lt.-Col. L. F. Heard, R.E., D.’O. Knol.

I was there...
They Teach Them All the Smugglers' Tricks

At the new training school within the Albert Dock, I saw the first batch of post-war recruits, 30 tall, brawny men, aged between 26 and 33, seated at their desks like schoolboys, while Divisional Inspector S. H. Cox, Director of Studies, showed them how to search a suspected smuggler, and the meaning of the peculiar collection of criminals' gadgets on the table before him. Each gadget was an exhibit in a true detective story, from the crime museum of the P.L.A. police.

There was a Chinese seaman's grubby shirt with pockets still stained with smuggled opium. And a "screw-driver" that unscrewed at the metal end and disclosed the handle as a hollow receptacle for £10 worth of cocaine. And a padded hinged flap of which the metal core on which it turned had been made removable by an upward shove of a pencil and then replaceable after the case had been robbed. Also an innocent-looking length of wood that proved when the concealed stopper in one end was removed to be bored with a tube filled with valuable essential oils, worth up to £10 an oz. It still reeked fragrantly.

Chief P.L.A. Police Officer W. H. Simmons was looking on. He praised highly the type of his recruits. Some had been commissioned officers in the Forces. All had seen rough service in many parts of the world. He told me more of the tricks of the contraband trade they will have to get wise to.

I heard of the man with 36 pairs of stockings hung on a "line" round his chest and 12 more pairs draped round his legs. Of men whose pants tied round the ankles prove to be full of tea. Of the cases that arrived at their Bombay destination stuffed with bricks, their original content of safety razors having been stolen by black marksmen en route. Of men with rubber hot-water bottles, filled with wine or spirits, secreted in the small of their backs.

He showed me the pride of the museum—the drug chest. It contained samples of all the contraband drugs—opium, cocaine, hashish, morphia. There was a wicked-looking hashish pipe, too. The recruits will handle these dangerous drugs. Smuggling in drugs is still troublesome. Quite recently two big "strops" of opium (7 lb. and 8 lb.) were made by the P.L.A. police.

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

1941
January 22. Australians under Gen. Wavell entered Trabur, capturing 25,000 Italians.
1942
1943
January 23. Eighth Army entered Tripoli.
1944
January 27. U.S. heavy bombers made first raid on Germany, attacking Wilhelmshaven.
January 31. Field-Marshals Roberts and fifteen German generals surrendered at Stalingrad.

1945
January 24. Russian troops reached the Oder.
January 27. Capture of Mertel by Russian troops cleared all Lithuania of Germans.
THREE OF THE WORLD'S FINEST AIRPORTS will play a part in the development of Britain's expanding air traffic. Prestwick, Arbroath (1), has been eastern terminus for all North Atlantic flights since 1941, enjoying a reputation second to none for ideal weather conditions. From here the flight to New York is 300 miles shorter than by the more southerly course. The new British European Aeros, in which the pioneer flight began on November 1, 1946, is at Heathrow (3), 14 miles from London. Begun in 1941 for the R.A.F., costing £35,000,000, and covering 1,000 acres, its main runway is 1,980 yards long.
The RA F in War and Peace

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

Then a Service instituted in war. None of its officers had permanent R.A.F. commissions. Indeed, it was not known while the war continued if the R.A.F. had come to stay as a separate Service, and everyone connected with it knew how hard Lord trenchard had to fight for the continuance of the R.A.F. as a separate Service, when first peacetime Chief of the Air Staff.

Auxiliary Air Force Lost Its Distinctive Territorial Character

In consequence of the wartime status of the R.A.F. in the First Great War every officer serving in the R.A.F. had to apply for a permanent commission after the war was over, if he wanted to remain in it. Well remember attending the first engineering course at Halton for permanent officers. In 1919, although I decided later to leave the R.A.F. and enter civil aviation as a test pilot. One or two officers who attended that course have done well in the R.A.F.

R.A.F. Ground Crew in Bataavia services a Thunderbolt at Remeinfoer airfield, in readiness for a long-distance reconnaissance mission in Borneo. (From official photographs.) Page 637

A fortunately small scale in Indonesia, the work of the Air Service is still large-scale. The R.A.F. has a large fleet of aircraft on continuous duty. There are the British Air Forces of Occupation in Germany, now commanded by a Marshal of the R.A.F. since the elevation of Sir Sholto Douglas to that rank. The other new Marshal of the R.A.F. is Sir Arthur Harris. On sick Leave after treatment in Princess Mary’s R.A.F. Hospital at Halton, Bucks.

During the War large numbers of Canadian airmen entered the R.A.F. for war service. Fully half of the staff of the radar section was manned by Canadians. Some Canadian crews may desire to remain in the R.A.F., but many will doubtless be keen to go home. It is likely that the R.A.F. in the near future will revert to its between-the-wars personnel position of being mainly recruited from the United Kingdom. Pay increases make it a more attractive service thanbefore.

The demobilisation position is today very different from that of 1919. Then there were only the R.A.F. and W.R.A.F. to consider. The W.R.A.F. was quickly re-
duced in size, and on August 15, 1919, orders were issued for its total disbandment, and on August 31, 1919, the W.R.A.F. was completely demobilized. The R.A.F. was

rose to high air rank during the recent War. In 1919 officers who did not remain in the R.A.F. permanently retired, retaining their rank, or were transferred to what was called the Unemployed List. The Unemployed List was discontinued when demobilization was complete and the permanent R.A.F. was formed.

The cos of 1921 volunteers were called for to augment the diminuitive air force, and when these volunteers returned to civil life the first Reserve of Air Force Officers was formed, which they were invited to enter. The volunteers among the other ranks were almost all N.C.O.’s; one unit had only one corporal and no aircraftmen; all the others were sergeants.

Then Lord trenchard started his short scheme to produce a trained reserve. It failed to commission and non-commissioned rank, and gradually the regular reserve was built up behind the small regular air force. The Auxiliary Air Force began in 1925 in a small way. It grew to 16 squadrons by the beginning of the Second Great War.

About two years before the recent War the began R.A.F. Volunteer Reserve was formed, and the R.A.F. Reserve was then open only to those who had served in the regular formations. With the outbreak of the War in 1939 the R.A.F. College at Cranwell was closed, and all entrants into the service were admitted into the Volunteer Reserve. That explains why the A.A.F. did not grow in size during the War, and why A.A.F. squadrons could not keep the distinctive territorial character which they possessed in peace-time, but after the Battle of Britain became as hybrid as any squadron of the R.A.F. with regular, reserve, auxiliary and volunteer reserve personnel serving wherever they were posted.

I believe the highest V.R. rank was reached by Air Vice-Marshal Donald C. T. Bennett, who has now returned to civil aviation and commanded Star Light on her exploratory journey from Heath Row airfield on January 1, 1946, to Buenos Aires for British South American Air Lines (see Illus. page 643). Among A.A.F. members, Lord Wolseley de Brooke became an Air Commodore in the Air Ministry Director of Public Relations, and Whitney Straight reached the same rank.

Today it is a more straightforward matter than in 1919 to convert the wartime air force into peacetime air force. The nucleus already exists in the full-time permanent officers and airmen who are attached to the peacetime service. There is no guide to the number of pre-war regular R.A.F. who were killed in the Air War, but I should say that the greatest number of casualties occurred among short service, A.A.F. Reserve, and V.R. personnel, with incomparably the greatest number among V.R.s.

Establishment of R.A.F. Reserve Command With 6 Regions

In the War it was always possible to distinguish the A.A.F. by their “A” insignia. It was never possible to distinguish between the permanent, short-service, and reserve personnel by their uniforms, but the V.R. insignia usually did the trick.

To demobilise the R.A.F. quickly it would be necessary only to demobilise the R.A.F. V.F.V.R. Merely the skeleton of the wartime R.A.F. would then remain, and that could not be done, owing to Air Force requirements for the extinction of its pre-war status, but this force was relatively so small as to have little effect upon the force effect upon the force effect upon the force any future needs.

Meanwhile, a new R.A.F. Reserve Command has been established with six Group Commanders in the United Kingdom and four in Northern Ireland. This will administer the R.A.F. V.F., R.A.F.V.R., R.A.F. Reserve, R.A.F. Auxiliary and Volunteer Corps, and soon it should become possible for volunteers to enter these reserve formations of the Air Force for part-time duties, under this new organization. This indicates that the peacetime regular Air Force will comprise the staff formations of permanent and short service members and that the regular reserve created from them may be administered directly by the Air Ministry.

The size of this regular Air Force, when fixed, will determine career prospects for those who wish to join the R.A.F. for permanent or short-term service, and training, together with those of the Royal Navy Air Branch, and Civil Aviation, lie the opportunities for air operational careers for the present generation. Through the new R.A.F. Reserve Command, those who are engaged on other work in normal hours, can find the joy of part-time service.

Elsewhere, the aircraft industry, although shrinking from its wartime size, has opportunities for the skilled and courageous among our youth.
FunNY BUSINESS

Jan. 23, 1939

Indeed this war grows "curiouser and curiouser," and it certainly has many characteristics in common with the adventures of Alice. One of the curious points that I have registered was in listening last night to the broadcast of the brilliant entertainer given "somewhere in France." Even the most imperative prohibitions imposed upon editors were light-heartedly ignored by the announcer. He described a theatrical building, arranged "somewhat in the form of an opera house" with numerous boxes and tiers of seats, reaching to an imposing height and capable of containing a very large audience. And in the middle of the first row of the dress circle he informed us that Viscount Gort, the British C-in-C, together with many of the other high command, both French and English, were seated.

The whole mass of auditors being clothed in British khaki and French horizon-blue gave an extraordinary colour effect.

As I never underestimate the intelligence of our enemies any more than I should be tempted to underestimate their military, I was struck, on hearing this, that the information given could have left hardly any doubt as to where the German bombers might in fly in order to have a rich drop of casualties with the French and Belgians. Wiping out one part of the High Command, for it requires no particular astuteness to guess at the locality of the building so vividly described by the very able announcer. The entertainment was first-class, however, so all was well that ended well.

THE theatre was that of Aras, the Nack must surely have known—the company was an exact—and one can only suppose they were merely cunning the Anglo-French innocents by not displaying their knowledge with a few tons of bombs when Noel Coward and Maurice Chevalier and other entertainers were making fun for the crowded audience of Allied soldiers.

GERMANS OR HITLER? Dec. 2, 1939

Thanks, Captain Balfour! Although you speak only as an Under-Secretary at present, it is a pleasure to hear one official voice that does not conform to the party line. The BBC broadcast, I take it, was an act of shame and no one can quote they were merely coughing the Anglo-French innocents by not displaying their knowledge with a few tons of bombs when Noel Coward and Maurice Chevalier and other entertainers were making fun for the crowded audience of Allied soldiers.

Jan. 6, 1940

Apropos an earlier Jotting, "The Fool hath said in his folly 'there's no War on.' If he will but attempt a walk from Ludgate Circus to Piccadilly any evening during Blackout conditions, he will realize that there's something very extraordinary 'on.' Bombs and bullets are not the only methods of death and dismemberment. The black-out hath its victuaries not less renowned than the bomb!"

PRICE OF CIGARS Jan. 6, 1940

Talking about rising prices, my wife today purchased a refill for my pocket torch and had to pay three shillings and sixpence for it, the same as one which she bought early in the war at a shilling. And last night, after dinner at a well-known restaurant in the West End, I charged four shillings for a cigar which would have cost at most half-a-crown before the war. These may be exceptional cases, but I am not too sure of that, as I have heard of various other instances within the experience of my friends. I do not mean to say that in most classes of purchasable goods profiteering is going on, despite the valiant efforts of the innumerable controllers to prevent it.

THERE was actually less reason for these prices in January 1940 than in January 1945, when a genuine Havana cigar may cost a guinea and a smokable Jamaican, which once sold for a shilling, can now command four times that! A well-known madame d'hôtel told me the other day of his "disgust" at seeing visitors from stinking countries with bundles of pound notes in their hands"

READY-PAINTED A PAINTING FOR A HAVANA CIGAR? So far as I can judge, the Peace is at present "guinea" as the War appeared to be in its opening phases.

IT STILL STANDS Jan. 13, 1940

Whichever of London's familiar monumens may be doomed to suffer damage in the air raids that are looming, if Goering has by accident stumbled into truth lately. For, he has been the Albert Memorial will escape. Simply because so many would be glad to see it demolished. One of these is Professor R. E. Collingwood, who, in his newly-published Autobiography, says of it:

"Something about it was visibly anachronistic, our corrupt, crawling, verminous," and goes on, "for a time I could not bear to look at it and passed with averted eyes. I have never felt its hideous presence so keenly as all that; but then I can look even at a crocodile or the terminus of a mandrill without endangering the metaphor I had discovered a potto's head. Guess I haven't got the artistic temperament awful bad, so to speak.

But the Albert Memorial had a narrow escape it was in July, 1944, a flying bomb, which took heavy toll of human life, fell some 300 yards away on Kensington Palace Gardens, and there were several of the victims destroyed that no more was ever found.

WHY NO GAze? Jan. 13, 1940

An anti-Nazi German of my acquaintance, who quite uncomplainingly had to suffer some seven or eight weeks of detention in one of our internment camps at the outbreak of the war, told me yesterday that he had met his former political friends and was strongly opposed to the Nazi regime, who had been in "The Field Marshal" and, therefore, he, and this friend gave him a word of advice, "Always carry your gas mask." I understood that he did not mean for this advice the other than a knowing look.

Personally, I suspect the probability of our experiencing gas attacks, not from the slightest compunction on the part of a ruthless, internment enemy, but because of the difficulty of carrying them out effectively.

ACCORDING to recent information the Russians have had direct contact with a gas against which none of the millions of gas masks, which were issued to us at tremendous cost, would have been of the slightest use. Why have not those millions of masks been called for? It might be thought they were worth gathering for the rubber they would yield; but perhaps the cost of re-filling them can be so great that they are not available.

The only use mine was put to was for entering a pantry where the mechanism of a refrigerator had broken down and filled the place with a cloud of gas.

TOMORROW! It would be interesting to know how many of these masks have been mislaid.

POSTSCRIPT

The formation is announced of "The London Flower-Lovers' League," the season of which is to be held at the Barbican. A number of which are pledged to beautify the city by growing plants and flowers. Members of the League will be awarded to those window-box gardeners and others who have led the way in brightening the drabber parts of London. As a gardener, I can think of few small efforts likely to produce such large and lasting results.

In the same week recently there came a second book dealing with the human face and the technique of the gesture respectively. Neither, it seems, proved anything very original, but they were perhaps second, as to what has happened to a very remarkable piece of Intelligence should have taken so long to dawn on them.
In Britain Now: Where the U.N.O. Assembles

Preparing for the United Nations Organization Assembly, which opened in the Central Hall, Westminster, on January 10, 1946. Col. M. B. Marriott, of the Royal Marines, officer in charge of the public gallery, explained their duties to his men, whom he briefed (above). They check passes, scrutinize visitors, and conduct delegates to their places. See also these pages 634-42, 425.

Combating London's Crime Wave, a police officer (above) at Scotland Yard plots on a specially-designed large-scale map, the position of each patrol car in the London area. On receiving an emergency call he is able, by means of radio, to direct the scene of the crime the patrol car nearest to it.

Bomb in St. James's Park, dropped by the Luftwaffe in 1941, four hundred yards from Buckingham Palace, came in for attention from men of No. 3 Bomb Disposal Company, Royal Engineers (right), on October 13, 1946. One of the men is seen here almost under the footbridge; the same day the bridge was closed to the public and the lake drained.

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Photos, Fox, Associated Press, P.A. Bealor Photos.