PATROLLING THE STREETS OF BERLIN BY NIGHT. British and Russian Military Police jointly undertake the maintenance of good order in the British sector of the devastated German capital. This arrangement came into force on December 20, 1945, the effective day on which the Berlin area was divided into four sectors. The troops here are seen marching along a street in the sector of the British Military Police. The relationship between the two forces is purely an armistice agreement and has nothing to do with the occupation of Berlin generally.
The Daily Round in Our Zone of Germany

In Berlin a Scottish doctor makes friends with a little girl who is wrapped up against the cold. (1) From general views of Germany's new interior minister (Minister of the Interior) on January 10, 1945, Remnants of the Reichstag bombed in 1933. (2) Z.B. Postenkommandant, the 25th Street Police, and Police Chief speak to a German mother who has found her son unharmed. (3) Military Police question suspects at Berlin's Rote Club (4).
**Great Deeds of the Army Commandos**

By Lt.-Col. A.C. Mervyn, V.C.

RAISED as an offensive force in the dark days following the invasion of France in June 1940, the Army Commandos—three series of whom were magnificently brave—were disbanded in 1943. Battle honors in many fields they gained during those years, imbued with a spirit of chivalry and martial valour never supplied by any body of troops. The Commandos themselves have been described by the Commandant of St. Maurice fame for the 'War Illustrated.'

Within a few days of Dunkirk, Mr. Churchill, the Prime Minister, spoke of the formation of a force whose special job would be to wage guerilla war against the enemy. At this time, some 6,000 men were brought together under the guise of the Commandos, and though this force did not carry the glamour of the later years, it was the commando-trained forces that came to the rescue of the nation during the critical time, during which we could not afford to allow our enemy to hold any more of our territory.

On July 17, 1940, Admiral of the Fleet Sir Roger Keyes was made Director of Combined Operations (see page 622), and the Commandos came into being. In the initial build-up, the Commando commanders had the opportunity of gathering together their men from all branches and regiments of the Army. All were volunteers, all had to be in first-rate physical condition. The majority of the men chosen had already seen action in either France or Norway, and were possessed of the spirit of adventure and the keen desire to be on the offensive again. The training was conducted by the type of man who had trained each man during his Commando training. He was known to himself as efficient as possible. His training developed and took many forms under a spirit of comradeship that had developed during the early days of the great attributes of the Commando.

**Husk and Courage**

To make the men efficient for their future training it was necessary to take them in two groups, the first to join the sea, immune to sea-sickness, of course. Training was carried on in the sea, under the eye of a sea instructor and the men were then on the shore for more training. The training included exercises in anti-aircraft and close-quarter work in built-up areas. Training continued non-stop in very close quarters: the West Coast of Scotland became the training ground for the Commandos on the West Coast. Training exercises were carried out in small groups, even small groups of twenty or thirty of the Commandos under the command of the Commando officer, with a sea instructor on board. A degree of night and night and constant training with a night and day of all types of training was conducted.

By the time that the Commandos went on the attack at Dieppe they were well trained and effective. They had been trained to be efficient in all aspects of their jobs, and were well prepared for any type of action. The Commandos were well-trained, well-equipped, and well-led, and were ready to take on the enemy at any time.

In October 1945 came the statement in Parliament that the Commandos were to be disbanded, and this news was met with widespread acclamation throughout the nation. The Commandos had done their job well, and were now ready to go back to their normal duties.

On March 4, 1941, a small force of Commandos and Royal Navy raiders landed on the North Sea coast of Norway. The operation was successful, and the raiders returned to England without casualties. They landed 2,000 German prisoners and two light tanks. They also brought back to England some 800 Norwegian women, some 300 men, who were willing to come home to join the Norwegian Free Forces. They landed behind enemy lines, completely destroying the oil factories that had been producing valuable goods for Germany. The German ships were sunk, totaling 18,000 tons, and food and clothing were left with the Norwegian population. (See pages 286 and 287, Vol. 45.)

**Bitter and Costly Actions**

At last, on June 8, 1944, the big day arrived, and the Allies put in their strong air-strike battery. The British and American troops dropped the German ground forces, and the Commandos landed in the history of the Western Front of France, in the memorable attack on St. Nazaire, where the heavy-duty dry-carry building at the German enemy was destroyed. (See page 632 and 641, Vol. 5.)

Almost from the beginning our enemies begin to circle the Commandos' positions, and then circle back. They are then ordered to be cleared and the German forces begin to move in and disperse the British and Allied forces. Almost from the beginning our enemies began to circle the Commandos' positions, and then circle back. They are then ordered to be cleared and the German forces begin to move in and disperse the British and Allied forces.
The inquiry into the circumstances of the escape of Lieutenant-General Sir Charles Gwynn, K.C.B., D.S.O., of the Australian Forces, from Singapore in February 1942, and his subsequent experiences, has led to the conclusion that he would have been able to escape to the East, arriving there in about 36 days. During that period the Japanese, in temporary command of the sea, might attempt to destroy the installations of the base by bombardment or by raiding parties landed on the island. Powerful coast artillery guns were therefore mounted in heavy howitzers at a distance, and a small infantry garrison was set up to deal with raids. A small R.A.F. detachment was also maintained on the base. It was realized that during the 36-day period the enemy might also land a force on the island of the peninsular, but owing to the time factor it was assumed that the landing would not be in great strength or be effective at any great distance from the base.

WHITE Japan Was Able to Employ
from the Battle of Singapore.

It was, however, essential to prevent such a force from reaching the island, and therefore the operation of the naval dockyard or establishing airfields from which it could be housed. For this, a mobile field force was required to be formed from reinforcements provided by India. To have constructed an elaborate defence works on the landward side of the island would have given no protection to the dockyard, and a Magazine Line on the mainland at a sufficient distance would have been very costly but would have led to a large force in impenetrable defence. Moreover, it would not have eliminated air attack.

Thus the premises on which the defence scheme of Singapore was based, and they were fortified by the collapse of France. The main field force could not have western waters, and the belated dispatch of H.M.S. Prince of Wales and the Repulse was probably only intended to be a deterrent measure, taking account of the strained relations between the U.S.A. and Japan. After the Pearl Harbor disaster their strategic value was immensely reduced. Reinforcements were sent from India and Australia, but since both these countries had already sent contingents to the Middle East they could not contribute a force strong enough to meet the new situation. For Japan, having established herself in Indo-China, there was now no need to take Malay and Indo-China, except in far better position by which the effective power of Japan would fully exploit her superior air power.

In these circumstances the newly-formed British field force had to be deployed on the Siamese frontier and to cover a probable landing. Numerically, the force available was too small for the task and in any case not trained in jungle fighting. Nor was their equipment up to the necessary standards. Maneuvered out of one position after another, tactically in jungle fighting and strategically by landings in their rear, retreat was unavoidable. How serious the situation was from the outset may not have been fully realized, for it had been expected that the jungle would favour defence. The general public, buoyed up by belief in the invincibility of Singapore, and perhaps misled by the manoeuvres of the Japanese, postulated the strongest defences on the continent had been ever seen.

Mr. Churchill at the time wisely refused to set up a Commission of Inquiry into the Singapore disaster; but he has spoken delivered in secret session of Parliament nine weeks after the event had unmistakable implications. His publication would seem to demand an inquiry now, not for a substitute but in justice to many brave men and for public enlightenment in strategic matters.

MEMORIAL SERVICE for officers and men of the 2nd Battalion the Gordon Highlanders who fell in action against the Japanese 20th Division at Singapore, I January 1942. The service was held at the grave of three British soldiers who have their names inscribed on the Roll of Honour in the City War Memorial.

It had therefore to be assumed that in times of crisis a large force would be dispatched to the East, arriving there in about 36 days. During that period the Japanese, in temporary command of the sea, might attempt to destroy the installations of the base by bombardment or by raiding parties landed on the island. Powerful coast artillery guns were therefore mounted in heavy howitzers at a distance, and a small infantry garrison was set up to deal with raids. A small R.A.F. detachment was also maintained on the base. It was realized that during the 36-day period the enemy might also land a force on the mainland of the peninsula, but owing to the time factor it was assumed that the landing would not be in great strength or be effective at any great distance from the base.

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Navy and R.A.F. Comings and Goings Out East

MEN OF FORCE W, the naval force whose plans to make assault landings in the Port Swettenham and Port Dickson areas of Malaya became imperative because of the surrender of Japanese forces in S.E. Asia on September 15, 1945, were inspected at Singapore by Lord Louis Mountbatten, Supreme Allied Commander S.E. Asia, at a recent farewell parade (top), when some 1,200 officers and men were assembled. From Britain, R.A.F. personnel recently arrived at Kuala Lumpur (below) to replace others due for demobilization.
How the "Royal Oak" Was Sunk

By FRANCIS E. McMURTIE

He added that a court of inquiry was being held into the whole matter.

Simultaneously with the First Lord's announcement came a German account of the affair. It stated that a submarine commands by Kapitänleutnant (Lieutenant) Prinz had returned to her base after engaging Scapa Flow and torpedoing two British ships. As Prinz would have had only hurried glimpses of the scene this belief that he had been engaged with a British ship is probably an official embroidery of the report. His own broadcast story said:

"It was quite a job to engage ourselves into the darkness. We had to be very careful. We saw two British warships in the north of us, and approached torpedoes at extreme range. I then turned and sent the harbour, as I did not want to be captured. As I was leaving I heard explosions but closed by nets, with guns which were opened only when required to permit ships to enter or leave.

This left only the narrow, shallow and treacherous estuaries on the east side of the Flow to be considered. One alone of these was in any sense a practical possibility; this was Holm Sound, to the northward of the island of Burra. Access to it was only possible through a narrow passage approached from places where the First Great War was sunk a number of merchant ships so arranged as to make the passage impossible.

After 1919 these blockships were raised and sold for scrap, but it was understood that arrangements had been made for them to be replaced in emergency. It is not known when this was done, and no official announcement has ever been made on the subject. It seems highly probable, however, that the work of blocking the channel had not been completed on October 14, 1939, so that the enterprising Lieutenant Prinz was able to use his ship in Holm Sound and ensure the open space in the Flow where it might be useful to German submarines. He knew he could not have his ship engaged by German submarines and that he had a clear passage for his ship into Scapa Flow. He could have no easy passage, for the currents in Holm Sound are very strong, and the most careful navigation must have been required to get through with any degree of safety.

The view agrees with what has been expressed by experienced British submarines commanders.

Electrically Excited Mines Blown the Submarines UB 116 to Pieces

In 1914 there was no such unanimity on the subject of the possibility of entering; on October 17 of that year—25 years prior to the loss of the Royal Oak—a general alarm was sounded following a report that an enemy submarine had been spotted inside the Flow. Guns were fired, destroyers ranged around at high speed, and the entire Grand Fleet put to sea in haste in case the report might be well-founded. There could hardly have been a more complete contrast with the perplexity of everyone on board the Royal Oak when the first torpedo struck.

Actually no U-boat ever got into Scapa Flow during 1914-18. Only one desperate attempt was made to penetrate the defences, and the issue of that enterprise tended to strengthen the belief that they were improvable. This incident occurred on October 28, 1918, when the greater part of the German Fleet was already in a state of mutiny prior to the Armistice.

UB 116, with a volunteer complement of officers, sent off from Wilhelmshaven with the object of carrying out a last attack on the Grand Fleet, which it was supposed to lie in Scapa Flow, though actually it was in the Firth of Forth. Unlike Prinz, the captain of UB 116 (Einsmann) regarded Holm Sound as too difficult to attempt, and made his approach by the widest and most direct route through Hano Sound. The submarine was duly located on the screen connected with the controlled minefield, and the captain soon saw that the smoke over the mines they were approaching concealed and the submarine was blown to pieces.

Now that the War is over there seems no reason why a full official account of the loss of the "Royal Oak" and the submarine should not be published. If, as seems hardly possible, the submarine blockships in Holm Sound, then allowing the knowledge of this fact to be made public in the matter long ago been dealt with any instruction the facts could be stated without names being mentioned.
Unicorn Home With Food-Gifts From Australia

AIRCRAFT CARRIER AND REPAIR SHIP, the 14,300-ton H.M.S. Unicorn recently arrived at Devonport with 1,845 cases of food for Britain—the largest single consignment yet brought from the Commonwealth by the Royal Navy. Members of the ship's company have unload these generous gifts from the docks of Sydney and Hobart. The Unicorn also brought home from the Pacific 500 Naval personnel. It was announced in late January 1940 that a further 41,280 cases of food from Australia would arrive here in the battleship King George V.
V-FORCE! What on earth is that?"
"I can't begin to count the number of times that question has been put to me," said Capt. Jepson. "What was it?"
It was a part-time force, led by British Army officers and non-commissioned officers, foreign soldiers and civilians. The force was employed in various roles, including reconnaissance, anti-terrorist operations, and providing security for key infrastructure.

Several of these roles involved working closely with local communities and sometimes entering houses to search for weapons or other forensic evidence. These operations were often conducted in remote and challenging terrains, with limited resources and difficult terrain.

The V-force was deployed in a number of locations around the world, including the Middle East, Africa, and Asia. They worked closely with local authorities and communities to ensure security and stability in areas affected by conflict.

As the V-force continued to operate, they faced a range of challenges, from limited resources to cultural differences and language barriers.

Despite these challenges, the V-force remained committed to their mission and worked tirelessly to ensure the safety and security of the areas they were tasked with protecting. Their efforts were instrumental in stabilizing these regions and bringing peace to the communities they served.
From Burma Villages Loyal Tribesmen Rallied

Volunteers from the Indian and Burmese Borders. Trained under British officers, proved invaluable in guiding patrols and in guerrilla fighting during the Burma Campaign of 1941-45. These men (Arakanese troops) were armed with 30-year-old rifles. A Naga guards a Japanese prisoner (1). Another Naga, who acted as interpreter (2), accompanied the party of Naga tribesmen to a Japanese camp during attacks.
Victory and Defeat in Moscow’s Hall of Banners

In the Red Army Museum at Moscow the standards of victorious Soviet units stand erect (1) and in a central place of honour is draped the battle-scarred Banner of Vicksburg (2). The uniformed figures of Nazi leaders (3) loom at the head of the pediment on which the Banner of Victory is exhibited, and standards of conquered German regiments are hung upon the door (4).
Aid from Britain to Set Greece on Her Feet

THROUGH THE PIRAEUS, part of Athens (1), face urgently needed supplies from Britain, Indian troops provide necessary guards (2). The ship on which this picture was taken was cleared by U.S.A.A.A. Greek coast entered the port (3). On Jan. 30, 1941, an Anglo-Greek agreement was signed by H.R.H. British Forces moved to Piraeus at dawn, after two days of waiting. There were 15,000,000 for the cheering British soldiers.
A recent naval officer lately returned to England after spending nearly five years in a Japanese prisoner of war camp has told for the first time the full story of how H.M. destroyer Stronghold was sunk in a desperate action against a Japanese cruiser and two other warships. The 23-year-old destroyer was sailing from Java to Australia with passengers who had escaped from Singapore, when she was engaged by all three enemy ships. Although almost crippled by gunfire from the cruiser Mutsu, the destroyer closed for a toe-to-toe attack.

Under a hail of fire she got within 5,000 yards of the cruiser. The forward turrets were out of action; but, wallowing and out of control after her battering, the Stronghold fired her main turrets. Both turrets missed their target. Then the Chief of Staff (Lietenant-Commander Preston Pinney, R.N.), a radio message received from the Wolf, and the First Lieutenant (Lientenant R. W. S. McFarlane, R.N.) took over. Lieutenant McFarlane gave the order to abandon ship when the seeking destroyer had been stopped by her hull being split in two. A few minutes later she was up and heading heavily. As Lieutenant I. D. Forbes, R.N., senior surviving officer, stepped aboard the Japanese cruiser the enemy Commander praised the Stronghold for "a very gallant action, worthy of the Royal Navy."

The action was for Lieutenant Forbes the culmination of a career of grand achievements. As First Lieutenant of a Chinese river gunboat, Grasshopper, evacuating a mixed battalion of British Marine and Argyll and Sutherland Highlanders from Singapore, he fought back at waves of attacking Japanese bombers. He saw the Dragonfly, a sister ship, sink and the Grasshopper; a blazing wreck, beached on an uninhabited island.

Eventually he reached Sumatra. Chief Petty Officer Vernon was his invaluable companion on the journey. Lieutenant Forbes now saw Vernon aboard the Stronghold taking charge of a gun and "by his calm and efficient manner during a particularly gory and hopeless battle" saving a fine example.

H.M.S. STRONGHOLD, whose Japanese flight mustered early in 1942 is described on this page, with the Japanese cruiser Mutsu and two other.

This is how America came into the war

A three-inch mortar round dropped from Tokyo on Dec. 7th, 1941, at Clark, Hawaii, by Japanese American Marines was described in the Japanese press as a "TNT bomb for Pearl Harbor on Dec. 7, 1941." This was the first mortar round dropped on United States soil. It was reported in Washington, United States, Jan. 17, 1942.

A week after the bombing of Pearl Harbor, Allied Expeditionary Commander, a Daily Telegraph correspondent reported: "From captured diaries, we can now picture a fairly comprehensive picture of Japanese preparations for the American attack." The details were confirmed by a later analysis of Japanese military diaries and writings.

Stronghold: While the Japanese were waiting to strike about 850 miles away, the United States forces were striking back at the Japanese attack on Pearl Harbor. The attack was carried out with a heavy air attack, including the use of dive-bombers, two heavy cruisers, six aircraft carriers, 10 destroyers, four destroyers, four submarines, and two troopships. In addition, over 35 planes and five midget submarines.

Grand work of Allied Officers in Siam

The Siamese Resistance Movement owed much to British officers who were first sent into Siam secretly early in 1945. Siamese officers of the British Army had arrived in the previous year, for the Free Siam in the United States and Britain had declared their allegiance to the Allies as soon as the war ended in Europe in the opening attack in December 1941. The Resistance Movement risked their lives continually in order to organize, arm and train their forces for the day when they hoped they would be able to strike at the Japanese. That day never came, for Japan surrendered first. The Siamese had not risen earlier because they received orders from outside that they were not to strike except in coordination with the general Allied strategic plan.

German radar war defeated by "three-inch" (information false) shown also as "short"

First dropped by the R.A.F. in 1941, which reflected enemy radar signals and gave the operators of anti-aircraft guns the information of the enemy's exact position. As shown here, the "radar" type, which had a short range of 14, was released by the airmen from a special plane in the plane's paddie roof, the noise breaking waves and flitting down independently.
SECRETS OF THE NAVY'S PARACHUTE LIFEBOAT

An airborne lifeboat, which could be dropped from a large bomber, yet compact enough to be carried in the torpedo-bay of a submarine plane and strong enough to withstand heavy weather, was tried out in the latest by naval and civil technicians of the Royal Naval Safety Equipment School. It was dropped on three parachute by a Barracuda aircraft from a height of 300 ft. As it landed on the water three men, who had been standing by in a rubber dinghy, clambered on board, and within a few minutes were sailing smoothly towards the harbour.

It is "bombed up" in the aerial torpedo bay of the aircraft. During its descent three rockets were fired electrically—one carrying an eye at the end and the other carrying the crew on board. When it reached the water two of the crewmen, two men on one of them to one side and the third to the other side, and the third to the other side, and thus laid themselves into the boat.

The lifeboat, 17 ft. 6 in. long, and with full equipment weighing 1,200 lbs., is built of two mahogany skins supported by laced-oiled oak fabric. It is fitted with buoyancy chambers, fore and aft, which are automatically inflated as the boat leaves the aircraft, ensuring self-floating in all weathers. In a rough sea the boat rights itself from a complete capsize in 12 seconds.

Besides its mast and set of sails, it carries a 4-h.p. auxiliary engine which produces a speed of 4.5 knots over a range of 130 miles. Rudders, drop keel, bilge pump, rope ladders, ears and compass are all provided, and a complete survival equipment is carried in watertight hatches. This includes water-purifying units sufficient to make 45 pints, self-heating soup, condensed milk, cigarettes, or ratatous, a halogen, first-aid outfits, supplies of warm clothing, and a radio transmitter with range of 200 miles.

The Army Camouflaged the Navy's Ships

In the summer of 1943 the Naval authorities operating small vessels in the Adriatic area-conceived the idea of making their craft more difficult to spot. Several of them were set up, and this was at the Army authorities in this area—the 9th Army—where an idea was formed of using the same principle for fighting purposes. It was decided to put camouflage paints on the ships, and to go into ordinary fishing areas and harbours without attracting attention. Their movements, however, were limited, for it is a fact that the word could not be told until recently.
The First United Nations Assembly Gets to Work

It was not to be expected that the Assembly magnifying delegates from 51 nations meeting in London would fail to declare right from the start that it would be more successful in its role than its predecessor in the General Assembly. But it did not fail to elicit, on the other hand, a certain amount of skepticism from observers. One was the English newspaper, The Times, which, in reporting the opening session, said: "A general sense of hope and optimism pervaded the throng who had gathered to hear Mr. Gustav Lyttleton, the British Foreign Minister, open the Assembly.

Major Anxieties of the Moment

Speaking for Britain, Mr. Bevin laid stress on the importance of economic advancement.

The Assembly was to be a framework for the League of Nations under the trusteeship system.

The Soviet delegate, Mr. Gromyko, argued for economic advancement and the eviction of Germany.

Mr. Bevin also said that his Government had decided to place the mandate of the League of Nations under the trusteeship system.

The Palestinian delegate, Mr. Sadeh Kaplan, noted a mood of inordinate optimism.

Mr. Bevin suggested that the U.S. should support his position in the Assembly.

A delegate from all over the American Secretaries of State, had expressed the desire, "to avoid causing excessive burdens on the new organizations, especially in their infancy."

However, the Palestinian delegate was followed by a formal request of the delegate that he be asked to appear before the Assembly.

The Soviet delegate, Mr. Gromyko, was asked to appear before the Assembly.

The Security Council, less than a fortnight after its inauguration, was facing three extremely serious problems.

Mr. Bevin, who presided over the Assembly, said: "The Canadian, France, U.S.S.R., and a general precaution known as "non-intervention".

The Security Council held its inaugural meeting on January 21, 1946, and Mr. Vincent-Auriol of France reminded the Committee that in the event of a new war, the League of Nations would not have the power to arbitrate.

The Assembly was convened by the British Foreign Secretary, Mr. Bevin, who said that the Assembly would be "a forum for peace and security..."
World Peace is Planned in London

Unfamiliar to the Londoner as to the delegates from 16 nations were many of the national flags above the entrance to the Central Hall, Westminster, on January 11, 1945: the actual San Francisco flags (see page 11) were draped inside.

"Gathered in this ancient home of liberty and order," for the first Assembly of the United Nations Organization, delegates were determinedly approaching some of the weightiest problems this world has ever known. See also illus. pages 624–625.
Choice Between Life and Death to be Made—

"Our ultimate aim," said Mr. Clement Attlee, the Prime Minister, addressing the U.N.O. on Jan. 16, "is not just the negation of war but the creation of a world governed by justice and the moral law." On Jan. 16, votes were cast to elect the six non-permanent members of the Security Council: Dr. E. N. van Kleffens, Netherlands Foreign Minister, about to place his vote in the ballot box (1). Mr. Attlee in discussion with Mr. Ernest Bevin, the British Foreign Secretary (2).

—By the Peoples of the World in Assembly

Mr. J. F. Byrnes, U.S. Secretary of State (3), addressed the delegates on January 14, when the U.N.O. debated the report of the Preparatory Commission. A fish-eye view of the Assembly (4): in the top left corner is the Organization's emblem of world peace. Mr. Clement Attlee attended a Government banquet in the United Nations delegates in the famous Painted Hall at the Royal Naval College, Greenwich (5), on January 15. One of the many interpreters (6) at the Assembly.
Active in the Deliberations of the U.N.O.

United Kingdom representative (1), Mr. E. Bevin, Foreign Secretary (left) and Mr. Noel Baker, Minister of State, Saudi Arabia (2), H.R.H. the Emir Faisal, Foreign Minister (left) and H.R.H. Sheik Hafsah Waheba, Belgium (3), M. Paul Henri Spaak, Foreign Minister and President of the Assembly, U.S.S.R. (4), M. Andre Gromyko, Ambassador to Washington, Norway (5), M. Trygve Lie, Foreign Minister, Canada (6, 7, to r), Rl. Hon. L. St. Laurent, Minister of Justice, Mr. Gordon Graydon, Mr. Paul Martin, Australia (7, 1 to r), Mr. Paul Hasluck, Lt. Col. W. R. Hodgson, Prof. R. H. Bailey.
I have just read a book that gives a cleaner, a more vivid, a more realistic view of what war is like to the soldier than any I have read before. If the War was not over I should call attention to The Morastacy (JohnLane, Ltd.), for I don't think it is read. While fighting goes on, either by the soldier himself or his friends and family at home, it is too true-terribly, appallingly true—of the imagination. Those whose intellect revolts against the stupidity of war and whose nerves are constantly strained by its din and doll's and danger and fear.

The author of The Morastacy, Frank Maci- lay, is one of our most promising young British writers. He has already given us a series of novels and stories which have brought him to the attention of critics and the public. In The Morastacy, he has taken the form of a novel to deal with the problems of war, and to bring into relief the human side of the conflict.

The story is set in a small town in the heart of France, during the early years of the Great War. The town is under constant threat of bombardment, and the people are living in a state of constant fear and anxiety. The main character, a young man named John, is a soldier in the British army, and he is desperate to return home to his family and his sweetheart.

The novel is a powerful and moving portrayal of the human side of war, and it is a book that should be read by all those who are interested in the history of the Great War. It is a book that should be read by all those who are interested in the human side of war, and it is a book that should be read by all those who are interested in the human side of war.

The Morastacy is a book that should be read by all those who are interested in the history of the Great War. It is a book that should be read by all those who are interested in the human side of war, and it is a book that should be read by all those who are interested in the human side of war.
Keeping the Wheels of U.N.O. Smoothly Turning

BEHIND THE BUSY SCENES at the Central Hall, Waverley, are other busy men and women preparing for the convention of delegates to the U.N. Assembly. Letters are enlisted from No. 1, Waverley, former War Office staff (1). At the counter a visitor from China is served by a girl (2). Rendering English into Chinese is the business of these secretaries of the Women's Section (3). Behind the door, the key for which is fastened to the handle, the Women's Section office (4). Behind the signs of S.I. offices is the foyer in which information is given by Personnel Office (5). See also page 452 (6). PAGE 880. Photo, C.F.S. Associated Press.
Timber Houses From Sweden Erected in Britain

PREFAZBICATED: Two-storey dwellings of three different types, each of which were recently ordered from Sweden, are in course of being erected in the London area. Photographs in this issue were taken at Abbots Langley, Herts. Swedish standardised kit houses, such as those shown, are being built from stock parts. These include party walls with brick foundations and chimneys. A typical two-weeks' programme is shown. In the concrete stage, worksmen can only be put up to the level of the first floor. Insulation, plastering and painting are done by the local authority; Ministry of Works supervises crates, handling and lading into trains. The houses contain living room, three bedrooms, bathroom, kitchen, laundrettes and W.C. washing, fruit and store rooms. All three types have a flat roof, and are completely equipped.
How Will the Ministry of Labour Find Me a Job?

Most of the thousands of men and women who are dismissed each week have one special target in mind—a job. Our contributor FRANK ELLINGWOOD applies to the Ministry of Labour and National Service for employment—and in this article specially written for "The War" he explains the system of job-finding and outlines its attendant problems.

RESIGNATION of labour is a mammoth problem which worries men and women, uprooted from their chosen industry along lines twisted into fantastic shapes in many different industries, and making an organisation such as agriculture and transport; all these factors have to be fitted into the pattern of a giant jigsaw put together by six years of total war.

The problem rests with the Ministry of Labour and National Service; on the Employment Exchanges in every town throughout Britain, and on the London Appointments Office and the twelve Regional Appointments Offices in the Provinces. It was to see how the organisation worked that I went to the Refrigeration Service Office, and then applied to the London Appointments Office for a job, following my application from section to section until at the final desk it went into a pigeon-hole, and a few days later, received a letter asking me to call on Messrs. So-and-so for an interview.

The Refrigeration Service Office is the stepping stone from service to civilian life. The Government fully realises that men and women who have been in "unskilled" in a number of years are out of touch with everyday affairs at home, and particularly with the machinery of a competitive industry. So the task of the Refrigeration Service Office is to solve their problem, to give them jobs in finding jobs for demobilised men and women, in many different fields.

Among those whom I joined in a well-furnished room was a man who had left a business behind in 1939. He had been a military attaché, but he had no idea how or where to secure the permit necessary to rebuild a wartime storage shed. He couldn't understand the controls governing trade and purchases he had come to the Advisory Service for help.

The Crossroads in Reinstatement

"We're in a difficult enough situation," an official said later, "but some we see aren't so easy in answer; though we usually succeed. Yesterday, when a lad wanted to know the qualifications necessary to become a latheworker, we found out what they were within the hour. And a day or so ago when two young ex-servicemen asked how to start a mobile folk-and-hotel business we directed them to a Civil Defence vehicle depot where they were fixed up with a van that afternoon."

The Refrigeration Service Office is the crossroads in reinstatement. Men whose questions apply to employment are summarised and directed either to their local Employment Exchange or to the Appointments Office, should they apply for jobs, and women of the executive type. "A man might have been a lorry driver in 1939," I was told, at the Appointments Office, London, "and some time on development projects; no leader he comes to this Department for an interview, and then to the Labour Exchanges. The best applicant for the job—"In any case, I went to the Appointments Office at Tavistock Square, London, W.C., there to join other employment seekers in a waiting room with chairs marked "Overseas," "Professions," etc. Here, my particulars were noted, and four days later I received a request to call for an interview.

Sympathetic Interviewer Sums-Up

The Appointments Office is divided into sections, each with a specific purpose. In one, officials from the three Services Interview men who, called up straight from home, have no civil qualifications. Others deal with men with specific qualifications or industries. The psychological aspect of interviewing is not overlooked. The Appointments Office works on the basis that the ex-industrial supervisor, no less than the "invention," is fully at ease only when the interview understands his outlook. Thus, where possible, ex-accountants are seen with interviewers who have experience in accounting knowledge, and pre-war works-managers are invited to interview those who have themselves industrial experience.

"Good morning! What can we do for you? Have you a cigarette?" No, what's your job?" While the applicant talks, the interviewer sums up and makes notes as to the employment he wants, his qualifications, and the salary he needs. Is he free to go anywhere? Is his hearing good, and is he well-provided? All this, and much more, is noted on a special form, and with the interview ended the bookkeeper for the executive office has a complete picture of the applicant's appearance, domicile, accomplishments, qualifications and requirements.

INSTRUCTION FOR EX-SERVICEMEN AT THE London School of Printing & E.T., includes a photograph of a typesetting machine is being explained. See also facing page.

His "case sheet" goes to the Commonwealth Section of the office, a serving office. From here, specific professions go to the various regional sections, there to be entered on separate Register of vacancies and demands. In turn, vacancies arising in the Provinces converge on the London Office where, in the next 12 to 18 months, men in Edinburgh will be told of a job in Bristol, and vice versa, they are sorted and circulated through Provincial Appointments Offices.

Next, to the "Pacing Section." Here the unengaged (say) works-manager's particulars find their way to a typewriter, another containing the requirements of employment—taking for workers of a cross-index system brings each to the other; and then the two halves come together at an interview is arranged. The system is well devised and is working properly. But there are snags in the manner of switching men from wartime to peacetime employment.

Thus, the demand for executive posts that the London Appointments Office is taking in thirty extra staff every week to handle inquiries from all over the world. Indeed, the Registers contain more men for jobs than jobs for men—1,300 applicants against only 4,000 situations available.

Further Educational Schemes

What are the reasons for the gap? Gagged for war, industrial assembly lines have to slow down to a very considerable extent before they can be speeded up to peacetime requirements. Many factories, short of materials and still deep in re-organisation to meet changed conditions, are not ready to increase their staff complement. In addition, years of forced idleness have damaged the young men who would otherwise now be skilled workers, while years in the Services have robbed thousands of once-skilled workers of their skill.

Employers want highly skilled men, and they are unable to pay high wages until industry settles down again. On the other hand, the demobilised—some of them "rusty," some lacking in qualifications because they entered the Services straight from school—are taking for wage-rates common in wartime with rising costs of living.

It is the transitional stage into which tens of thousands of men and women are being released. It is being bridged by the Ministry of Labour, for example, by the Ministry of Labour and National Service, for the disabled, and by the Employers' and Employers' associations, for the non-disabled. The London Trades and Labour Council has a scheme under which men receive pay while looking for executive jobs; in the Hotel Trade, suitable trainees being found employed on completion of training. And the London County Council has a school for would-be hotel and restaurant chefs.

Private employment exchanges, including employment agents, individual practitioners, are less than the Ministry of Labour, are at the disposal of the demobilised men. Next year, 12½ per cent of our total labour force will still be in the Services, at 9½ per cent before the war. Meanwhile, the Ministry of Labour is employing ex-servicemen to tell the troops all over the world how to obtain jobs on returning home; others are busy acclimatising employers to pull their weight by applying to the Ministry for the vacancies they never before they can employ more workers, and others are busy at the Appointments Office on less than the interviewing men and women as they return to Civil Service.

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From the Services to a Civilian Occupation

The man who is returning to the responsibilities of ordinary life needs advice on many questions as well as a job for which he is qualified. He has to ensure to ensure employment is always being considered by the Ministry of Labour, who arrange for the information to be circulated to the nearest organisations which may be able to arrange for the man to be interviewed. The Ministry of Labour and the man’s nearest organisation are in constant communication, and the Ministry of Labour can put the man in touch with organisations which may be able to find work for him.

In the placing section of the Ministry of Labour, relating to a particular area, the work available is continuously reported, the Ministry of Labour making arrangements for the man to be interviewed by the organisation which can offer him the work. The Ministry of Labour is in constant touch with the organisation to ensure that the man is suitable for the work available.

Meanwhile, from the Ministry come demands for labour. The work offered is either temporary or permanent, and is placed on Form F. These forms are then dealt with by different categories, and constant communication is maintained between the Ministry of Labour and the various regional offices to ensure the placing section of the Ministry of Labour is always kept informed of the work available.

PAGE 663
Specially drawn for The War Illustrated by Norman.
I Was There!
Eye Witness Stories of the War and After

Our Great Break-out from Stalag Luft III

Here are the completion of Stalag Luft III, in the early months of 1943 two escape tunnels were dug, known to us as Tom, Dick, Harry and George. Unfortunately, Tom was discovered when its 300-ft. length was almost complete. Dick had a bad ending after months of work, when the Germans built another compound on the very spot where Dick's exit from the underworld would have been!

In our third attempt we were most fortunate. On March 24, 1944, 78 Allied Air Force officers were able to take off on the biggest tunnel escapes of the war, or any other war, through Harry. It took 400 men, working day and night in shifts, 15 months to complete its 350-ft. length. The brain behind this organization was a Squadron Commander, Squadron Leader Roger Bushell, spoken of by us as "Mr. X." He directed his tunnel crew against the enemy, and won every time during the lengthy period of secrecy work on Harry.

I Forged the Essential Papers

It all had to be carried out in the greatest possible secrecy, of course. Our guards were planted everywhere round the camp to watch and follow German sentries and "ferrets" - we called the German security guards whose job it was to look for such underground activity as we were engaged upon. If they approached too closely, the operation was immediately stopped. The guard was finished off by our snipers and work stopped until the "clear" was given.

Several months after work had started on the digging of Harry, I was introduced into the organization - in the forgery department. It became my business to assist in the production of forged passports, photographs, rubber stamps carved from the rubber boots of boots, letters of introduction, railway tickets, travel warrants and maps. All the officers were, in escape - we budgeted for 100 - now to carry with them complete personal papers for the after escape work. In the event of a German approaching the block the necessary warning was given by our snipers, and within five seconds all the forged matter was folded up and slipped into books, which were instantly replaced on the shelves, whilst ask and men went into our pockets.

Secret of the Concrete Slab

If the intruder entered the library he would find us innocently reading, though sometimes, in our haste, the book would be upside down! On certain days the taped warnings would be so frequent that nothing could be done; temps became so frayed that our hands were too unsteady to attempt the intricate work, and the chief would give the order to close shop. In such circumstances the library would become more favourable. During those fateful months I was occasionally able to go down into the tunnel and see for myself the progress being made. I had tremendous admiration for the fellows who spent so much of their wakeful hours down there, 30 ft. underground. Everyone suffered physically, for there was no sufficient food to keep us up to scratch.

The entrance to the tunnel's vertical shaft was under a slab of concrete at the corner of one of the living rooms, and on the night we entered the living room that slab was lifted away each night. On the night a working shift was in progress the slab was re-shot by the munitions man, and, of course, it had to be replaced in such a way that it would escape the most rigorous search by the "ferrets." Below the concrete slab we first dropped to a shaft to a depth of 30 ft., and dug ourselves a workshop about 3 ft. by 4 ft., an air-pump room, and a dispersal chamber to congregate men or store displaced sand. When these were finished and fully equipped the tunnel itself was started, tons of fine white sand being dug out monthly and dispersed around the camp - sometimes carried out in Red Cross cardboard boxes and
buried under our meager gardens, sometimes removed in long cloth bags along the traverse legs of the diggers, who strolled round the camp and let the sand trickle out from the bottom of their tied-up pants!

Much of it was hidden away beneath our theatre. When we built the theatre the Germans allowed us to put in a sleeping floor, and in the air-raid shelter behind it. Still, the Germans never discovered the tunnel, and was used throughout as a hiding-place for a large quantity of our escape material.

Our Subterranean Trolley-Run
One of the most interesting features of our tunnel was the wood lining. Every inch had to be bonded in because of the looseness of the sand. Bed-boards were used for this purpose—every stone of the camp giving up a few boards for the cause. Of course, this discrepancy in numbers had to be made up to curf suspicion, as the Germans made periodic counts of them. The splitting of the wider boards to make two was of many ways of avoiding detection. Mortice joints were made in the ends of all boards, which were fitted in position as the tunnel progressed.

Railway lines, also made of wood, were laid on which trolleys, with metal-banded wheels, could be pulled. The trolleys, manufactured in our underground workshop, consisted of wooden frames provided with a flange to hold the sand-boxes firmly during their bumpy ride. These transported man and material to the working face and were dragged by ropes made from Red Cross bale string. An air pipe, made of dried milk tea, ran the full length of the tunnel. This supplied fresh air to the working shaft at the tunnel face, the air being forced through by a hand-pump, the bellows of which were made from kit bags, and the necessary valve apparatus from wood and tin. The inlet pipe was secured inside the fireplace and chimney in the living-room above. The Jerry chimney-sweep must have cleaned that out a dozen times without realizing the true use of the chimney.

An electric lighting system was eventually installed by our electrician. His work was made easier by the carelessness of a German electrician who left a 600-volt coil of electric cable unattended on a wheelbarrow when he returned to it. It was gone. He was later shot by his countrypeople—for negligence. Approximately every hundred feet the tunnel, which was only 24 inches square, widened out to give room to officers transferring sand from one trolley to another on its return to the dispersal chamber. The middle section of the tunnel, passing under the anti-radiating sound detectors which the Germans had placed under the barbed wire, was taken deeper and the trolley lines padded to deaden all sound.

My first visit to the tunnel face was a queer experience. After decenting the 30-ft. shaft and passing through the working-shaft I was told by my guide to be on the hard wood frame of the trolley in the tunnel entrance. Immediately it started to move forward into the black void, and gathered speed. Seconds passed before I saw a spot of light ahead, no larger than a postage stamp. This increased in size as I rammed forward through the stifling heat, until I was pulled into the first half-way house, in a wake floating in a ton of German margarine.

Then I was told to transfer to the next trolley, for the second part of the journey to the tunnel face. Here I found a worker seated at the waist—a horrible pilot and already three years a prisoner—hugging in the sand and pushing it back to his number.
I Was There!

The Germans Now Raise Their Hats To Us!

We have heard enough about the black market, about rationing, about those astronomical millions supposed to be made in every corner of the Reich. But the盖斯, we should not forget the Greeks and the British. As our forces move into Germany, the population begins to realize that the war is over. The German is now free to do as he pleases. The Black Market is no more. The ration cards are abolished.

“We cannot help but admire the British soldier for the great work he is doing,” they say. “We have seen him achieving the results of putting his life and work back into the hands of the people.”

A British administrative officer told us today: “The feeling of Germany, the restoration of communication on roads, railways and canals, the policing of the cities, towns and country districts day and night, the handling of displaced persons, the clearing-up of the battlefield, the disarmament of Germany, the tracking down of Nazi, the shipping and distribution of clothing, the fighting of disease, the raising of missing persons, the rebuilding of homes and houses and the difficult task of searching for missing P.O.W. — these are a few of the tasks that figure in the gigantic worksheet. And it is the British Tommy who is doing the job.”

Hanging On By Their Eyebrows

That does not mean that our men are doing all the hard work themselves; no, they are the gaffers. They do the planning and thinking, and then there is a German slave army of P.O.W. to carry out the task. Let us begin with the German's first weapons. The collapse of the city last May, only 311 trains remained in service. Today there are more than 800. They are running smoothly.

“It is always like the last tram home. They hang on by their elbows; it doesn't do them any harm. But the transport system is a going concern.” said a corporal at the end of Berlin and link up with the autobahn. We pass the Russian zone and run through the British zone of occupation under B.A.O.R. For hundreds of miles you pass along the repaired autobahn itself or fairly well repaired side roads.

Breyer bridges appear almost by German order and in the course of Allied air raids, 29 bridges have been added by the British engineer. Today, the bridges of this B.A.O.R. zone are in good repair. Away out in the winds of Germany you will come to a long Bailey bridge. There is a solitary
I Was There!

British policeman there, an M.P., keeping guard and signalling the traffic through, all part of the British policing system and traffic control throughout Germany.

Passing the Dormund-Enns Canal, a team of German labor was trying to union some of the R.A.F.'s handiwork. In charge was an R.E. officer. They were raising the massive wreck of a steel bridge from the canal bed. It is the same story with the railways. The Germans blew nearly 700 bridges in the British zone and we have repaired a third of them. The Germans had only 450 miles of railway in operation, in the British zone when they collapsed. We have now 4,375 miles—all the work of the British soldier.

German Prisoners at Work.

Canals, too, have been got going again. You can now travel right down the Rhine to the sea. The story of the German coal revival is a tribute to British mine experts in the Army, plus the strong shoulder of the Prisoner of War Corps, who supplied the millions of pit props from German forests. In May 1945, at the time of the collapse, 2,000 tons of coal were shifted: today more than 24,000 tons are moved every 24 hours.

As you roll along the autobahn you see a Tommy with a stick in his hand directing his German prisoner team. Under the British gaffer's guidance the Germans fell trees for fuel, filled mines, clear away the wreckage from dams and culverts and railways caused by the R.A.F. bombs.

"Funny how willing they are to work," the Tommy says. "They only want to be fed. They have just to be told what to do and they do it like lambs."

There's the vast clerical task of running a country. What the Occupation, British Army, and we forget the bright little A.T.S. who have worked so efficiently in the job of running Germany and the world how a country really should be run. "The telephones, too. More than 33,000 trunk telephone calls alone are cleared in the German zone. And British voices call over thousands of miles of new telephone lines which have been installed within the frontiers of Germany itself. Industrialization, yes, it exists and will increase: the black market is there, but is dwindling; quarrels are bound to occur between conquerors and conquered. But don't forget that much more vital overall picture of achievement. It is the finest advertisement of our way of life which we could offer the German people.

They say—and I believe they are speaking the truth—they like us for what and thank us for it. Yes too, therefore, might do as the Germans do and tip your hat to the British Tommy in Germany.

Our Underground Citadel Built for 10,000

THERE were 12 of us in the tunnelled labyrinth 200 feet beneath the traffic of High Holborn: a representative of the Public Record Office, a.f.c., the week before, two watchmen, a framer, an electrician and myself. Prisoners in we made up the total population of an underground citadel that was built to accommodate 10,000.

It was here, during the War, in this deep shelter, that thousands of Government executives would have retired to carry on the battle in the event of invasion. It was the result of a conjunction of watching workers shoveling into the bunk, short in tunnels, itself Government in the world. The Public records of England are coming back to town. And 500 tons of them will in future be housed in this underground city built during the War.

Rations for a One-Year Siege

The deep shelter, built at a very high cost, but never required, has been found to be no ideal depositary for some of Britain's most valuable records.

When war broke out the Public Record Office had to evacuate from Chancery Lane more than 2,000 tons of official books and documents which had accumulated since the days of the Domesday Book nearly 900 years ago.

"It was a colossal task," I was told to-day. "Contents of about 20 miles of shelves had to be transported to lorry in the country. But the job was done—no one book, document or paper was lost or damaged throughout the War. Among the 2,000 tons of documents were 500 tons of modern departmental records, which were first stored in Canterbury Prison. After the fall of France they were transferred to three depositories in safer parts of the country.

Every day two five-ton lorries, with Public Record Office officials aboard, draw up to the shelter entrance with their loads of records brought from three country depositories—an ecclesiastical training college near Oxford, a dual castle in the North, and a casual ward in the Midlands. For two hours today I trundled around the empty, echoing tunnels, 300 feet beneath the road. They seemed to stretch away for miles, and possibly they did.

I saw the bunk-lined corridors, the control rooms from which shelters would have been marshalled, modern kitchens which would have provided hot meals on the cafeteria system, endless rows of stools at the food "bar," and food-storage cupboards which could have stocked sufficient food to withstand a one-year siege.

When fitted with shelving the bunk's steel uprights will make perfect storage receptacles for the official records. Said the Public Record Office official: "We did not choose an underground shelter for 'safety-first' reasons. It is merely that it is available and is ideal for our purpose." Work on the shelving of the bunks will start soon. It may take months to complete. About 80,000 ft. will have to be fitted.

* * *

AS THE YEARS WENT BY—NOTABLE DAYS IN THE WAR

1940 February 13. First Australian and New Zealand troops in Middle East arrived at Suez.

1941 February 6. Beaghes surrendered to Women's Maori; many high-ranking Italian prisoners.

1942 February 10. British parachute troops captured in Catalina, Southern Italy.

1943 February 12. Schonhorst, Germain and Price, Eger dashed from Brest through the Straits of Dover and reached German ports.


When Our Airmen Come to Earth

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

reduce directors of companies to aircrafthawks, and City of London solicitors of eminence to office boys. The situation is so bad that the only hope today is for the flying-officers into door-to-door salesman, or other low-level distinguished citizens.

The Sunday Dispatch for January 20 told the story of Edward Noble, driver of a No. 18 London omnibus between Victoria and Cuckfield, who six months before

laid character, and brought out qualities that previously were perhaps but latent. If these men recognize this personal development in the forgoing house of war, they can profit by it, provided they do not assume that it should bring them special privileges. These privileges in the Services had to be earned by work for the Services. Their privileges in civil life have to be earned by their work in civil life. What have the men who flew gained technically during war? I would assess their gain in their categories as pilots, navigators, wireless and radar operators, and flight engineers. (Air gunners have gained in personality, but their work has no value in civil life.)

UNEMPLOYMENT in Civil Aviation

Available Only to a Minority

The air lines are growing in importance. They will want pilots, navigators, flight engineers, radio and radar operators. The Government civil airfields, wireless and radar stations will require ground personnel for inspection, control and operations. Flying schools to teach civilians to fly will need pilots and ground instructors. The aircraft industry may need a few replacement test pilots, but there cannot be many vacancies here, and they will be open to special pilots with exceptional technical qualifications. Business companies will want aircraft to transport executives quickly about their business. Flying salaried will be required to sell not only aircraft but many ranges of goods.

But all these flying jobs represent a mere fraction of the great number of air-trained men who are available today. It will be the minority who will survive in the scramble to remain in their new profession of aviation and who will have to take their civilian licenses as pilots, navigators, wireless operators, and ground engineers. But there are vacancies, witnessed by the acceptance for training by British Airways Airways on some 200 Air Training Cadets, recruited direct from civil life, with some from country villages. There will also be ground staff appointments in all the great organizations, for duty in administrative and technical capacities both at home and abroad. Here a knowledge of international languages will be of value.

BE the majority of our wartime airmen have to come to earth, the statement by Marshal of the Royal Air Force Lord Trenchard that the peace-time force must be equal to the peace-time force that he induced in the R.A.F. will enable him to gain a hold on air line operation and the aircraft industry will be still rapid. Indeed, the industry may well be the first to glimpse, when the first shinkin to normal before its expansion can begin on a new basis.

The men who make a bargain with them- selves for a spell of aviation, may make it their post-war career should its future be important. The flying lines are not the only people of the flying industry. They include the air lines and the aircraft industry (including the secondary industry such as oil, petrol and paraffin, instruments, tools and so on). If we look at these four major fields their hope is slight in the remaining air activities, and they should seek work elsewhere.

If they want to continue their wartime association with aviation, they will have opportunity to give their country part-time service in the peace-time R.A.F. or Auxiliary Air Forces (men’s and women’s), Royal Observer Corps and Air Training Corps, all to be administered in future under one R.A.F. Reserve Command. Thus they can make the air their hobby instead of their profession, and will be happy if they realize that half a loaf is better than no bread.
British Wings Speed Dutch Safely from Java

ENGLUED IN THE INDONESIAN TROUBLES. Dutch civilians in Batavia have been evacuated by the R.A.F. to Singapore and other places at the rate of 1,000 a day. A sick aircraft is filled from a Dakota transport by medical personnel of No. 4 Canadian Air Evacuation Unit (top). The latter did magnificent work in Burma when they flew thousands of casualties from the front lines. On the quayside at Batavia (below) a Red Cross crew assist women and children waiting to be loaded on to flying boats in the harbour. See also page 215.  (DAGU PHOS. DAVE MCNEUL
WOULD THEY COME? Feb. 24, 1940

I saw a mountainside of sandbags that had been filled just before September being removed the other day. Whether to make way for some other form of protection or because the committee have decided we’re not going to have any rain this year after all, I can’t say. But not the latter, I hope, as there is no greater self-deception. Every anatomist to whom I have spoken believes we must be prepared for the 5th degree for being rained in Goering’s good time. I renewed acquaintance with one of the most famous of these last night and found that he, too, holds the view on one condition — if there was only one. HOW strange to recall today that five years ago in this very room we started we were still speculating on the probability of London being razed.

THIEVES
Feb. 24, 1940

I said, in my haste, all men are liars. The old housekeeper who commented that if the Pfalzgraf had come to her town he might have said it in a less trite way in her generation, but one has no biblical authority — so far as I know — for all men are thieves. And yet the readiness with which the average decent person will take what isn’t his if the chance comes is undeniable. Perhaps you read a of a flannelshaw who said the other day that in the black-out he had lost most of his profit by customers stealing fish as they left his premises. There is nothing that won’t be stolen, given the occasion.

Six years ago, the thieves have grown from individuals to companies and battalions into armies, and you will find them where you would least expect them. The latest heist I have heard about is the subversion of staff and chief of police in the white, the red and the blue. I have heard of articles of pre-War make. This, I gather, has been done for a purpose. This, I have been left to know. Once you discover that you are an object of interest as a public enemy you have had your suppose to be your own woman one, it is too late to complain. I am told that the stock explanation is, "You must have got somebody else’s masters, and he has got you." I had this from a lawyer who was handling a case partly forgotten case of substitution. So, here is a safe case when I tell you.

WE WERE WARNED! Mar. 1, 1940

If there are any rich residents of your jottings list of guests who are to be visited in England, otherwise the Central Committee of the Communist Party of Great Britain (who have just done me the honour of publish the last time I visited them). They have got their eye on an. My millionaire relatives have had the good sense to take out for the likes of the most prosperous, who polled 900 out of 15,400 votes the other day in Silvertown. It is after them. Here their Warr Aims:

Better times for the people. Make the rich pay. No blockheads on wages. No attachment to the forests for the poor. Union of action now against the Civil Committee of the millionaires.

It seems to me that their battle is already won—won for them by the Communist Central Committee. They are in no way ready. For I am one of the "people," I am a wage-earner. I am a professor, I am an author, I am a rich man and I have just about $900,050 short of being a millionaire. I have just sold two very good books and more than per cent of my total earnings are snatched by the Commies, whose Chancellors charitably and persistently tells me to prepare for still greater $800,000.

WELL, most of these generous War aims of the Communists were achieved by the dirty force of circumstances, and not by the Communists. Indeed, it almost looks as though six years ago I realized in a "if I don’t do it, someone else will, so why not me?" sort of way. Germany has, as you will no doubt remember, I for you have the poor always with you. You may also remember that when the foregoing note was written Russia was nearing the end of her straights on Poland, while in agreement with Germany she had been able to escape half of Poland. Strange indeed have been the misadventures of Soviet policy since the signing of that pact with the Nazis which preceded the outbreak of the Second Great War. However, we live—do we learn?

MORE GALLIC WIT
Mar. 2, 1940

One of the many delightful literary journals of France that come to my editorial desk every week is Marianne. The issue before me has an amusing and instructive item of immediate interest which I translate:

A sergeant and six French soldiers form the garrison of a small island in the Pacific. Every six months a ship calls with provisions and mail.

What’s going on in France?” asked the sergeant.

“We are at war.”

“With whom?”

“Germany!”

“Ah! With our Russian allies we ought to win easily.”

But the Russians are no longer our ally. They have even joined forces with Germany!”

Then we shall be up against the Germans, the Russians and the Balts!”

“Ah! Tell me, there must have been a battle on the Maginot Line.”

“Not at all. The two most important battles fought in Europe this winter, the Arctic Circle, the other off Montevideo.”

POSTSCRIPT

I was refreshing to read from a naturalist certain reports of the Royal Society for the Protection of Birds the other day, a tribute to the War Office—for their kindness. For, thanks to the War Department, ten square miles of English countryside near Dunstable is being preserved a sanctuary for all kinds of rare birds. It will come as a relief to bird lovers as a welcome, as it will to train the area. Indeed, Operation Picador had no effects upon wild life, though a flock escaped from the pipe line, will spread over a wide area. This will be good news to many.

A press advertisement for the New York Central Railway appearing in an American magazine suggests this is the credit of being the first to install trouble-free electric locomotives. This, of course, is nonsense. The first water-treaded (I am assured by the L.M.S.) were laid on the old London and North-Westerns at Aber, on the North Wales coast, in 1857, and the idea was copied by the rest of the world. But the Yorker claim is excellently made.

A distinguished London medical man has bravely tried to comfort the great mass of public, especially those who find the shortage of razor blades acute in the figures, with a report that a blast razor is less injurious to the face than a well-

HOW wisely that little bit of tea d’emprise brings back the strange uncertainties with which marked these early days! Here [1940], when terrific events were in preparation and were to come to pay the whole world into a seething state of fear, death and despondency, the idea is to strike—and today we are gathering the thanks of all those who have passed through a future freedom Britain made possible by her incredible self-sacrifice and her colossal war potential,” the Young Pals (as Harry Tate’s son was called) were begun—although they were soon to be just memories of the old must-his, themselves but memories now.

THE RIGHT-OUT
Mar. 16, 1949

"For black-out read right-out." would seem to be the watchful thinking of those who tell us that soon the black-out will be a nightmare of the past. The idea is to rush to the houses of the people in the suburban areas; to carry on as if it were high noon. I’m not hoping, but if the "right-out" were ever realized it would have a fine effect on public health, which under the black-out is certainly deteriorating. . . . health of mind and health of body. Supposed to have been affected by the long unintermittent periods which are now rapidly diminishing, thanks to the coming of spring and wisdom of advancing summer.

THE "right-out" was merely a wild dream, and all of us who lived through the horrors of five years of black-out are living in health today. War-time years, and all they mean in loss of vitality and repression, was a time when the entire growth of my courage rises as I read some of the unjust, Britain's "splendid hour" was but just about late Tuesday December and all America's" fighters have been published in the newspapers. Americans have no comparables other strange things, and the measures of distress exist on one side or the other. It exists on the other side of the Atlantic in some force or another.

A scientific principle which claims validity to smoking left, recently, among other conferences, 1000 to the University of London "to be devoted to the needs of non-smoking students." One would have imagined that in these days of one-and-half-ten for the "needs" of non-smokers would be virtually —and happily—non-existent.

From subscribers to the Wine and Food Society downwards, every member of the public with an appreciative palate will welcome Government’s decision to continue the correct descriptive labeling of all wines made in this country. Even calls for "Château Riehmanworth." Or— "Veve Hagenbooth."
In Britain Now: Honouring Civilian Killed

First Roll of Civilian War Dead of the British Empire and Commonwealth has been placed in a shrine in Westminster Abbey, near to the Tomb of the Unknown Warrior. The first rolling out of which is seen above, will be dedicated to those who lost their lives in the Arabist conflict. The shrine was opened by some officials in the United Kingdom. Each day a page is turned by the Dean's regards.

London's First Prefabricated Settlement has risen out of the ruins of Oldham, Town in the Isle of Dogs, which was almost wiped out in the war. Below, the reconstructed town which incorporated the old buildings.

Memorial to Fighting French Navy, in the form of a Lorraine Cross and anchor, commemorating the lives of officers and men lost in the Battle of the Atlantic was unveiled by Mr. A. V. Alexander, First Lord of the Admiralty, at Le Havre, France, on January 16, 1946. French workers recently left France to return to United States.

Unexploded Pipe Mines are being rendered harmless in different parts of the country. Some were placed under water in a canal near some factory, where they were later exploded. Others have been electrically detonated by remote control. Sappers are here seen dismantling pipe mines in Sussex.
Askari Warriors Dressed for the Dance

WITH SWORDS AND SHIELDS FASHIONED FROM DERELICT AIRCRAFT PARTS selected from a salvage dump, Askari warriors from two Kenya battalions of the 17th East African Brigade—which fought so magnificently in the East African and Burrena campaigns—recently assembled for a great valedictory display of the ritual, magnificent and tribal art forms. 

... (Article continues with details about the display and historical context.)