In Japan a Year After the Two Atom Bombs Fell

A TOWN OF HUTS, known as "Palace Heights," has arisen in Tokyo's center. The site was chosen by the U.S. Occupation Forces and American, British, and Canadian military personnel, who were the first to arrive. The town is planned and supervised by the occupying powers, with the help of the Japanese government and the Japanese people. The occupying forces have built a new town in the center of this well-planned settlement, the town of "Palace Heights." The town is surrounded by the tower of the Great Japanese Government Assembly building.

Visiting the graves of war dead in the Capital are [1] the widow of [2], [3], and [4]; [5], [6], and [7].

Shortages of foodstuff are being supplemented in diverse ways. The schools are using every available means to supplement the meals served. As part of the program, students are learning new skills, such as baking and weaving. They are taught to make things that are useful and can be sold to be recycled with other materials.

WHERE PARTS FOR JAP AIRCRAFT WERE MADE. Pots and pans are now being manufactured. Sergeant Major John J. is supervising a worker in the Pots and Pans Department. "I'm glad to see that they are recycling and making something useful," he said. (Photo: Battalion of the S.C.O."

Covering are removed. It is believed the rebuilding is needed elsewhere.

Great Stories of the War Retold

The Tragedy of H.M.S. Glorious

By FRANCIS E. McMurtrie

In view of the important role played by aircraft carriers in the Second Great War, it is a deplorable fact that, almost to the last, the Royal Navy found itself short of these ships than of those of any other category. Yet at the start it possessed five large carriers, H.M.S. Ark Royal, Furious, Courageous, Glorious and Eagle. Though only the first was really modern, all with the exception of the last-named had a speed of 30 knots or more. Unfortunately, the Courageous was lost while on anti-submarine patrol in the Atlantic the moment it was completed, in mid-1941. (See page 158.)

The view shown here is a survey in many naval air specialists that this was case of an exceptionally valuable ship being thrown away through being assigned to duty for which she was not suitable. It might have been imagined that after this the utmost care would have been taken to provide adequate escort for any other carrier, not the least the Ark Royal, in which the new system of aircraft carrier was used for the first time.

In mid-1940 the Navy learned with surprise and dismay that H.M.S. Glorious, sister ship of the Courageous, had been intercepted by a superior enemy force while returning from Norway practically unescorted. (See Admiralty announcement, page 676, Vol. 2.) For six years the facts of the case remained obscure; but in May 1946 an official report was circulated to Parliament which for the first time gave details of this most unfortunate incident. In the first four weeks of the Norwegian campaign the whole of our naval strength in home waters was engaged in supporting and carrying troops to and from Norway. With such efficiency was this work done that not a single soldier out of the thousands transported lost his life as a result of submarine or surface ship attack, and very few from air attack at sea. But with the invasion of France on May 10, and the heavy demands on the Navy for help to that country, Belgium and the Netherlands, a sharp change came over the situation. With the evacuation of the British Army from Boulogne and Dunkirk, an exceptional strain was imposed on naval matériel, the majority of the available destroyers being either sunk or put out of action in these operations. Obviously, too, the threat of an enemy invasion attempt could not be ignored, imposing a further burden.

It was in these circumstances that plans had to be prepared for the evacuation of Northern Norway. It was arranged that the forces should sail in four groups, aggregating 13 large transports and a number of storeships. To escort these, the cruisers Southampton and Coventry, six destroyers, the repair ship Vindictive, a sloop and a number of trawlers were assigned. The Commander-in-Chief, Home Fleet, Admiral of the Fleet Sir Charles Forbes, was asked by the First Officer, Narvik, Admiral of the Fleet the Earl of Cork and Orrery, if a covering force could be provided to escort the first group of six large ships. This was to sail from a rendezvous some 210 miles to the west of Harstad, Norway, under the escort of the cruiser and six destroyers. It was met by the battleship Valiant, which would escort it to 30 miles off the fastness of the Eiders. The Valiant was to leave Scapa Flow at 21.00 on June 6, while the convoy would sail from Narvik very early the following day.

Glorious Sailed Independently

There were only four British capital ships in northern waters at that time, the battle-ships Rodney and Valiant and the battle cruisers Renown and Repulse. The Rodney, flagship of the C-in-C, was at Scapa, while the Renown and Repulse were at sea, having been ordered on June 7 to Iceland in guard against a possible German landing there. Shortly after midnight on June 7 the C-in-C was instructed by the Admiralty to have two capital ships available to proceed south in case of invasion, whereupon the Renown was ordered to return to Scapa.
Evacuation of the Narvik area was mostly carried out in two groups; but owing to the variety of vessels employed, it proved impossible to concentrate them all in a single body on either occasion, some ships having therefore to rely mainly on divergent routing for their security. Despite these difficulties, the whole military force of 24,000 arrived safely in this country.

The aircraft carriers Ark Royal and Glorious had been put to sea from Scapa on May 31, the former to provide fighter protection during the evacuation and the latter to bring back from North Norway the damaged Gladiator and Hurricane aircraft of the R.A.F. There seems to have been a misplaced assumption that the Germans lacked enterprise, presumably because for some months previously carriers and other heavy ships had been crossing the North Sea independently without incident. For this reason the Glorious was not allowed to accompany the second large group of ships returning in her sister ship had been allowed to do, but sailed independently. This unfortunate decision is understood to have been made on the grounds that otherwise the Glorious would not have had enough fuel left to get home.

Thus at 03.00 on June 4 the Glorious parted from the Ark Royal, which wore the flag of the Admiral (Ait), in a position 17 degrees N. by 14 degrees 10 minutes E. She was accompanied by the destroyers Acasta and Ardent as an antisubmarine escort. Unfortunately she was sent right into the jaws of her doom.

No Reaconnaissance Aircraft Up

An enemy squadron, comprising the battleships Schleswig-Holstein and Gneisenau, ships of nearly 20,000 tons each, armed with nine 11-inch guns, and the cruiser Admiral Hipper, of nearly 15,000 tons with eight 8-inch guns, had left Kiel on June 3 and passed Bergen at midnight on June 4-5. Their orders were to attack British convoys proceeding from the Narvik area. No suspicion of their presence seems to have been aroused by British Naval Intelligence; at any rate, neither the Flag Officer, Narvik, nor the C-in-C, Home Fleet, was aware of it.

At 04.00 the morning of June 4 the Ardent Hipper encountered the tanker Olj Pionier, which she sank, rescuing 11 survivors. A little later she did the same with the empty transport Orama and the trawler Juniper, picking up 112 from these ships. Though the British hospital ship Athol saw the Orama being shelled, the German Convention as to the treatment of hospital ships was observed. It may be doubted if our enemies would have acted so scrupulously in such a case.

Soon after 06.00 on the same day the Glorious sighted the two German battle-ships, the Admiral Hipper having put into Trondheim. No reconnaissance aircraft were up, nor had any been flown off since parting from the Ark Royal, or the encounter might have been avoided. As it was, the Glorious did her best to escape to the southeast under cover of a smoke-screen laid by the two destroyers. In the event, however, the enemy was too quick for her.

About an hour after the enemy ships had first been sighted, a salute hit the bridge of the Glorious, and further heavy hits were sustained at 15.30 minutes later. Soon after this the order was given to abandon ship, and she sank with a heavy list to starboard about 17.40. The carrier's armament of 48-inch guns was, of course, quite useless against two such powerful adversaries.

Both the destroyers were sunk, the Acasta about 17.30 and the Ardent at 18.00. They had already fired torpedoes, one from the Ardent hitting the Schleswig-Holstein abreast of her after 11-inch turrets, inflicting severe damage. As the result of this, the Schleswig-Holstein made for Trondheim under escort of her sister ship, her cruise being abandoned. They fired, with them an officer and four men, a salvo at the Ardent as prisoners of war.

No intelligible report of the action was received by any British ship, though at 17.20 the cruiser Devonshire nearly 100 miles to the westward picked up the beginning of a wireless signal addressed to the Vice-Admiral (Ait) from the Gneisenau: it must have been made as the ship was being abandoned. Unfortunately, with the exception of the Ark Royal, Southampton and Coventry, other ships in the North Sea were keeping wireless watch on a different wave frequency. This applied to the Valiant, which was then about 40 miles to the south-westward. On the morning of the following day that ship, together with the hospital ship Atlantis, which reported having sent a transport being attacked by theHipper, the Schleswig-Holstein and Gneisenau, and the heavy cruiser Hipper.

This information was at once passed to the Commander-in-Chief at Scapa, who sailed with the Rodney, Renown and six destroyers to cover the destroyers. First news of the end of the Glorious came from an enemy broadcast on June 4. Having sighted from 03.00 onwards a ship, search was made for survivors. Aircraft from the Ark Royal actually passed close over a number of men on rafts without seeing them. Owing to the heavy sea, which capsized the Acasta's boats, and the extreme cold, men soon perished. The total death roll in the three ships amounted to 94 officers and 1,380 ratings, besides 41 R.A.F. personnel. The few who did survive were picked up by the little Norwegian steamer Borgland (144 tons gross), which handed them at Thornham, in the Faroe Islands (see map in page 291).

Apart from the fact that aircraft carriers were extremely precious, the loss of the Glorious must be accounted a sad waste of the lives of brave men, most of them of high professional qualifications and experience. In the absence of any official statement by the British historians of the War, who presumably will have full access to all relevant documents, it is not yet possible to assign blame, or to state the circumstances under which the loss occurred.
Our Carrier Colossus Loaned to French Navy

The 17,300-ton aircraft carrier Colossus, launched in 1935, has been lent for five years to the French Navy by the Admiralty. Formally handed over at Portsmouth on August 8, 1940, she was received by a French crew of 1,200 officers and men brought there on board the battlecruiser Richelieu. The Prime Minister, the Rt. Hon. Clement R. Attlee, on behalf of the British Government, spoke at the ceremony (1). After the raising of the Union Jack on the carrier's forecastle (2) standards mounted the White Ensign (1). The Richelieu is in the background. Rejoicing to Mr. Attlee, of the destruction of their aloft, 9th R.A. and 5th B.M. aircraft, was grateful to Great Britain for the loan of this carrier because owing to the destruction of their aloft, they had cut the last three days of war time.

PAGE 293
Arabs Welcome Jewish Ex-Servicemen Settlers

IN PALESTINE, midway between the River Jordan and the sea of Galilee, a new settlement has been established along the lower Galilean foothills where they merge into the Vale of Jezreel. Arab planters were joined by Jewish ex-servicemen settlers who formed the village of Abuh-Mishk in the Hilla Valley, 12 miles south of the sea of Galilee, living from the land.

Typical of those who other energetic Jewish settlers have made into flourishing agricultural enterprises is the modern New Arab village, named for the late Brigadier D. H. Black, C.B., O.B.E., O.M., one of the first organizers of the Jewish Agency in this Valley which he helped to settle.

At the dedication ceremony, Abraham Al-Tayyeb, leader of the neighboring Arab village of Hidaya, said that the new settlement was another mark of the determination of the Jews to live in peace with the Arabs of both of whom Abraham was the father. Only tourists seek to one discord between the two peoples.

LAYING the FOUNDATION of the village of Abuh-Mishk, where ex-servicemen had been so successful in their construction (1) on the first day: in the background is the stadium which is to serve as a religious landmark of the future Village. The work (2) proceeded vigorously. Most of the work was done in the open air, the men in trousers, and the women in long dresses. The Friedlander Bisch—the imposing tower of the Jewish settlement—symbolizes the strength of the community and has also served as a landmark for the Arabs. The work was carried out by a group of ex-servicemen and led by the leader of the village, who is also a well-known figure in the neighboring Arab community.

[Photos: New York Times Photo]
Jerusalem Bomb Outrage by Fanatical Zionists

KING DAVID HOTEL, where British military H.Q. and government offices in Jerusalem were located, was the scene of a bomb outrage by Jewish terrorists on July 22, 1939. Bomb work continued until August 9, when all the debris was cleared, the final death-toll—British, Arab and Jewish—being 17. Sir Frank Baring (left), British High Commissioner in Palestine, and Major-General Walker (right), G.O.C. Palestine, escaped uninjured. This incident coincided with Anglo-American negotiations in London on Palestine's future. On July 31 it was announced that the British Government was willing to accept the experts' recommendation that Palestine should be divided into an Arab province, a Jewish province, and a Jerusalem and a desert area to the south, implementation of this plan depending on United States co-operation.
British War Graves Adopted by Dutch Civilians

If Netherlands soil lie thousands of British, American, Canadian, Polish, Czech, French and Dutchmen's war dead. The body of Private F. Carbon, of Canada, was found by a Dutch farmer, near Mierlo, March 1945, when he dug up his body on the banks of the Meuse. In the Valkenswaard Cemetery (3), south of Eindhoven, officers and men of the British and Army are inured; English bases (2) take their names from Maarten, the Rhineguard, and where the mission of the 4th (West Riding) Division (4) is buried men of the 48th (West Riding) Division (4).

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Gift-Horses from Holland for Our King and Army

COMMENORATING THE LIBERATION OF THE NETHERLANDS and the part played therein by Britain's Household Cavalry, thirty-two Dutch horses, off the Netherlands Government, were presented by Queen Wilhelmina to King George V on Friday, July 21, 1916. His Majesty, with Queen Wilhelmina, is seen (1) inspecting them. Two will form a valuable addition to the famous "Winden Groen" which draw the Royal carriage; Holland has always specialized in this particular breed. Queen Elizabeth, accompanied by Princess Margaret, (2) presents the Series of these horses from the provinces of Friesland, Groningen and Gelderland, individually chosen by the Yeoman of the Royal Netherlands Household and destined for our Household Cavalry (see page 297), for whom Friesland horses were purchased before the war. Leaning after the presentation ceremony (3) the magnificent blacks are already accustomed to traffic but need parade training. Four men Groys, when these are out of quarantine, will complete the grooms.

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HIS MAJESTY'S SHIPS

H.M.S. Iron Duke

H.M.S. IRON DUKE was a battleship of 31,300 tons, launched at Portsmouth on October 12, 1912. She was the flag of Admiral Sir George Colby from March to August 1914, that of Sir John Jellicoe in the Grand Fleet from August 1914 to November 1914 and of Sir David Beatty from November 1914 to February 1917. Thereupon she was taken over by the Grand Fleet and remained under the command of Admiral Sir John Jellicoe, Commander-in-Chief in the Mediterranean.

It was on the bridge of the Iron Duke at Jutland that Admiral Jellicoe made his famous decision to take up the Grand Fleet to port on sighting the German fleet through the mist. Landing the fleet of heaviest ships of both arms may be dangerous at times, but the maneuver was based on sound tactical judgement and emerged successfully. The Royal Navy thus became the first to engage an enemy fleet on two fronts at once.

Iron Duke was one of the principal battleships of the British Navy, distinguished by its size and armament. She carried a main battery of ten 15-inch guns, which was the largest armament of any British battleship at the time of the outbreak of the war. Her next service was as base ship at Scapa Flow, a duty she performed from 1920 to 1923. After the end of the war, her main armament was removed to assist in the prosecution of the war in China. Iron Duke was later sold for scrap, having served her country well. Her story is a testament to the bravery and dedication of those who served on her.
Records of the Regiments: 1939–1945

FIRST HOUSEHOLD CAVALRY REGIMENT
by Capt. G. M. Gordon

Five people would have guessed, in those first confusing days of the war, that the 1st Household Cavalry Regiment was destined to see action on both continents, travel through thirteen countries, and spend four years in the field. Its first task was to complete the A.R.P. arrangements at Woburn Abbey, and after the general fatigue parties were busy in the Castle forecourt when the historic hour struck and the long war began. Shortly afterwards, His Majesty inspected the newly formed regiment; and a week or two later they had been moved up to Newmarket to join the 1st Cavalry Division. The regiment remained in the Cambridgeshire town until the end of March. It was then moved to Palestine, where it saw considerable service in the Tunisia campaign, and its story is a history of the last months of the Second World War.

The Household Cavalry

The part played by the 1st Household Cavalry Regiment in the Iraq and Syria campaigns in 1941 is now part of history. The forced march across the Syrian Desert by the 9th Armoured Brigade under Brigadier Kingdon, the actions of that tiny force at Ramadi, Falajah and Kademain, were one of the most brilliant and successful gambles. Then came the Syrian campaign, Abu Kuma, and the march on Palmyra, which threatened Homs and the French left column. These were the days of great action in the history of the Regiment; the running fights with the advancing French Army at Farah, the mud charges with "Gladiator", the capture of the pasha’s house and the grim days outside Palmyra.

The men who formed the regiment had only three weeks' mechanised training. They were equipped with obsolete Hotchkiss machine-guns, one taken from the museum at Hythe, and Mr. Churchill's collection in Parliament to the "ring of steel around Palmyra". A report noted that the enemy was bad, but so was our air cover. Their aerodrome was one mile away and our lines of communication stretched for 500 miles.

For ten days the ruins of Zanobia’s palace looked down on this tragic struggle between French and English. Then the enemy cracked and the column was once more on the move up the road to Homs, Hama and Aleppo.

Troops were now being massed for the conquest of Persia, and the Household Cavalry provided the desert, pleased in peaceful Baghdad and moved north to the oil-fields of Khanaqin. Entering Iran south of the Pishk Pain, they entered Ker- manshah and the short campaign ended.

For the third time in six months they received the order to come home. After a short time garrisoning Senna and Shahahad, they advanced to occupy the capital and entered Tehran simultaneously with the Russians. Three weeks later they made contact with our new Allies, and patrols and exchanges of hospitality became the order of the day. Then, with the winter approaching, came the long march back to Jerusalem and journey to Palestine began. The equipment of the battle-scarred trucks climbed their last hill, the Mount of Olives, and crossed down into the Holy City.

The spring of 1942 found the Regiment in Cyprus for six months’ garrison duty. These were the dark days before El Alamein, and invasion was expected daily. Famagusta, Nicosia, Athalassia, warred seas of bearded barrows, white villages and blue vine-clad hills; in towns and towns their magnificent new "steeds", the Marmon Harrington Armoured Cars, began to arrive, and were driven gaily over the dusty stubbles in the heat of Holy afternoon. It took two years to train a unit from nothing in this complicated role, but in August the Regiment was re-equipping at Kásaruni, and a few weeks later drove through Cairo to take its place in the 8th Army. Not everyone was so fortunate, for all that summer there had been a series of Househould Cavalrymen in dummy tanks; and on one occasion, at the Rod, the signallers, who had thrilled the Italians into a handy Retreat.

The story of El Alamein is well known. The Regiment was in the south throughout, in the 44th Division, and was under the command of 7th Armoured in their first attack. The Quartzars, depression, Homsmat, the January, February, and April mosque fires. These were the scenes of the Regiment’s most spectacular action, as the battle continued day after day. The Marmon Harringtons appeared still stronger than with various captured weapons - Stosholms, Brens, Dardos—mounted on the tanks. Then one glorious morning they broke through the Avon misfield to find the enemy in full flight. After four hectic days they found themselves driving across virgin soil with the defeated Italian Army behind them and only a few grizzled in front. The end of the war had passed.

Raqqah, a little Syrian town on the Euphrates near the Syrian border, was the next home of the 1st Household Cavalry Regiment. For 15 months they were destined to garrison the Middle East, train and wait for their next period of active service. The Marines gave place to Humbers, Humbers to Dutchmen, Steghoorns to Mylors, and the store of new-arrived and experienced, established changes changed the 8th Army left the desert behind. The Regiment numbered in the hundreds of Shermans in Syria, and garrisoned in the tent towns of Tobruk. They trained in the little-known deserts south of Suez, made more than one visit to the Lebanon to swing Greek or French troubles, and spent six weeks in Alexandria waiting to sail for Italy.

Red Shield on Their Battle-dress

For the six months they were in Italy during the summer of 1944 the Regiment was almost completely manned. Soon after landing at Naples they were re-equipped and sent round to join V Corps on the Adriatic Sector. The battle of Cassino had to yet be fought and the snow-clad Majella massif lay in the hands of the Germans. Leaving their tanks behind them the squadrons moved forward on foot, and, based on the little mountain town of Lani and Polentino, the men lived in tents on the interminable, strenuous front of affairs, men, carrier pigeons and special Alpine equipment.

With the fall of Rome the whole front crumbled, and after two days' fighting the mass role was mounted on the Fabbrone Schiatta sector, where at one time the Regiment held over 25 miles of front. Sassoferrato and the ancient town of Gubbio fell after numerous small actions. The next move was to the Arno Valley, where the Regiment was in 6th Armoured Division and fought in the foothills of the Forte Maggiore. Then followed a long spell in the Line with the...
Pelorps during the advance to and the battle of the Garigli Line which culminated in the capture of Fano and Pesaro. To commemorate these actions the Regiment was decorated with the Sirena Warwara, and all ranks now wear the red shield of the Strega of Warsaw on their battle-dress. To fight alongside the Poles is to know the real meaning of the word bravery and to wear their badge is an enviable distinction. Two more periods in the line followed: one at Anghiar and the other at Monte St. Angelo. Advences were made as far as Caregna and St. Leo before the Regiment was withdrawn. A month later they reached Liverpool and were soon installed at Aldershot.

Rattled Over the Rhine Pontoons

However, this was not quite the end of the story. After four months' resting and re-equipping, the Regiment crossed from Tilbury to Doullens and was soon in the line. The German Armistice had been signed, but the Italian partitions had been exchanged for Ghent, the winding hill roads of Italy for cobbled highways of Holland. Then, one afternoon in April 1945 the cars rattled over the pontoons that spanned the Rhine and a week later were in action in the Münster Forest. Finally, they came under command of the Guards Armoured Division which was directed on Cushaven. Fighting alongside the sister regiment, the 2nd Household Cavalry Regiment, they captured Stade and after an exhilarating week crossed the Oise at Hethausen. The historic signal was received in May and the heavy guns sounded the cease fire.

It is tempting to end this sentimental over this long odyssey. Let us simply be thankful that nearly three hundred men lived through all and that the Guard is mounted in Whitbeall once again as it used to be to give pleasure to the people and do honour to their King.

SECOND HOUSEHOLD CAVALRY REGIMENT
by Major A. J. R. Collins

It might be thought that the first moving pattern of modern holds no place for the cavalry soldier; yet the role of the Armoured Car Regiment is very much that of the horse soldier of old. Scouting ahead of the Armoured Division, seeing without being seen, reporting back the vital information to higher Headquarters, filling the sudden gap, watching the open flank, acting as the Commander’s highly mobile reserve, such were the tasks of the old Divisional Cavalry, and such indeed were the tasks given to the armoured cars in the highly mobile battle.

As already stated, the need for new units the Second Household Cavalry Regiment was formed. This Regiment was initially trained at a Motor Battalion, but in 1941, when the Guards Armoured Division was formed, the Regiment was transferred to the Armoured Division. The Regiment had become a traditional role of cavalry or what now corresponds to cavalry, of armoured cars. There followed long months of training in this country, of patrolling, of driving and maintenance and of wireless, for everything had to be learned from scratch. Forcemeal exercises on small and large scale made it seem at times that the Regiment would never fire a shot in anger against the Hun. Nevertheless, when after D-Day and the opportunities came there was not one officer or man who was not thankful for the most thorough
First Household Cavalry in Cyprus and Persia

New Equipment Instruction was an important part of the training of the First Household Cavalry Regiment, which was stationed on the island of Cyprus, and later in Persia. The regiment was equipped with modern vehicles and weapons, and training was rigorous, with frequent exercises and maneuvers. Occasional rest from these activities was enjoyed on the beaches.

Line-up of 1st Household Cavalry Regiment and of Russian forces in August 1940, at Volgograd, on the Volga River, with tanks and soldiers preparing for a decisive military action. The tank on the left is a T-34, a significant model in that era. An officer of the Household Cavalry (right) observes the preparation of the men and equipment for the upcoming battle. Following the success of the regiment, the Household Cavalry commenced their long march back to Jerusalem, after having been engaged in Iraq and Syria on missions similar to that which took the regiment into Persia.

After arriving at the camp at Jerusalem, in October, troops displayed their trophies, the German Flag, in front of a tank, signifying the successful completion of the mission. The Regiment was transferred to Cairo in Egypt. The officers received decorations, and the men were decorated with medals for their bravery and service, and training for the Atlantic battle was begun.
training he had received. All ranks in the armoured car regiments were supremely confident in the vehicles and weapons with which they were to fight.

Owing to the confined nature of the Normandy bridgehead and consequent lack of space for wide-ranging armoured cars, it was not till 18 days after D-Day, on July 14, 1944, that the 2nd H.C.R. landed in France. However, almost immediately on arrival part of the Regiment was held in readiness to take part in the hoped-for break-through at the Caen battle. No break-through came, and it was almost reminiscent of the 1914-1918 war that the cavalry should be held up waiting for such an event. The 2nd H.C.R. had not long to wait, for it was immediately switched to the extreme right of 2nd Army Front under command of the famous 11th Armoured Division. It took part in the thrust which carried a spearhead into the enemy lines towards Vire and Fichetotra and was simultaneous with the start of the big American offensive, which carried them to the Loire and to Brittany.

The 2nd H.C.R. was truly blooded in this battle and the capture of a vital bridge at Le Bény Bocage came a vital boost to the Regiment and augured well for the future. This first experience of action, and the vital importance of the Regiment, after a brief week as infantry it made a quick move to XXX Corps who were by then blocking the south of the Falaise pocket preparing for an assault across the Seine. The whole German line was crumbling; the hunt would start at any moment, and the cavalry were required to lead the way.

In the event, the break came very suddenly and the result was that for the 2nd H.C.R. the pace was fast and distances long. The Regiment, after the Seine was crossed, was under the command of the Guards Armoured Division which was on the right of XXX Corps. The route followed was across the Seine at Vernon to the Somme at Villers Bretonneux thence to Arron and Chaulnes. Then on to the Dives-Orne Bridge on Sunday (September 3) to Brussels. On one day 78 miles were covered, but on the day of the liberation of Brussels the distance was 95 miles. Each day there took place numerous brush with the enemy, fights to hold vital bridges and all the other varied incidents which unsurprisingly fall to the lot of reconnaissance troops.

The entry to Brussels was unforgettable and more like a dream than a battle, but the

respite given to the 2nd H.C.R. was short. The next day the advance continued to the Dyke bridges at Louvain, and together with the Grenadier Guards a stiff fight with S.S. troops took place before these bridges were secured intact.

Within the next fortnight the Albert Canal was crossed, and the Dutch frontier reached, and on September 17 came the start of the famous operation "Market Garden," ending with the glorious exploits of the 1st British Airborne Division at Arnhem. The 2nd H.C.R. was in the van of the 2nd Army, pushing forward to reach the successive parties of airborne troops, and as the reports came through that each successive bridge and waterway was crossed optimism regained. However, despite the gallant capture of Nijmegen Bridge, progress could not be made over the last 12 miles to Arnhem. It was, indeed, two troops of Household Cavalry armoured cars who slipped through the German screen one morning in the mist and made a link with the good forces of the 2nd Army and the beleaguered airborne troops.

Throughout the action and the early weeks of 1944-45 this spectacular job was the lot of the 2nd H.C.R. A long period of watching the line of the Meuse in the mud and drapery of Holland, a sudden dash in another part of the Meuse, this time in Belgium between Liége and Namur, at the time of the Ardennes scare, the very last act for the Regiment was to take part in the battle to clear the country in the Reichswald, and between the rivers. Then came the crossing of the Rhine, and the vivid hope that the Regiment would take part in another gallery, this time on German soil.

In fact, XXX Corps was on the left of the British forces ranged against what remained of the German panzergrenadiers who were fighting in a country as if it were of their own choosing; an enclosed country of dykes and soft ground which made armoured warfare against a determined enemy almost impossible and progress very slow. Every wood and village was defended, and in consequence the work of the armoured cars was harder and less spectacular. Nevertheless, with the rapid progress of the right flank of the 2nd Army, advances were made despite heavy fighting, and by the time of the German collapse the 2nd H.C.R.—who during the last fortnight of the war had fought side by side with the First Household Cavalry Regiment recently formed from Italy—had reached the North Sea at Cuxhaven.

"Splice the Mainbrace" Ordered Such are the bare bones of the story; the despatches which follow are those of some of the more spectacular incidents among the many that occurred.

One lucky troop officer, at the beginning of the campaign, having kept a vital bridge in enemy territory under observation for 46 hours, went out on patrol the following day and his car was blown up by a mine. Changing cars, he met a Tiger tank which was also mobile through track trouble. The officer tried to stall the crew, and was himself wounded and taken prisoner. The German tank commander ordered him to remove his boots and sent him off, whereupon he regained his own lines and was evacuated to England after 72 hours of war. A troop of armoured cars watching the Rhine engaged and braced a tug flying the swastika flag and towing two barges. On the result of the action being wireless to higher headquarters the command to "splice the mainbrace" was immediately given. A single car with an officer and driver making a reconnaissance down six miles of straight Continental road ran into enemy country. He met a Panther tank, turned about, and by driving his racing speed regained his own lines carrying vital information, even though enemy infantry with an anti-tank gun were by then on the road between him and our lines.

All true cavalry work carried out in the spirit and tradition of the Household Cavalry. Though the glamour and the sparkle of the Household Cavalrymen of old has departed, their successors in The Life Guards and the Blues have proved as brave and as true to modern war as their forebears, many of whose duty it was to protect the person of the King in battle.
To lead the British delegation at the Peace Conference, the Rt. Hon. Clement R. Attlee (1) flew from Northolt Aerodrome, Middlesex, on July 28, 1940; the Prime Minister was accompanied to the York aircraft by Mrs. Attlee, and was met at Le Bourget airport by the British Ambassador, Mr. Duff Cooper (2, left). On the following day arrived the U.S. Secretary of State, Mr. James Byrnes (3) and his wife, in readiness for the inaugural session in the flag-draped Luxembourg Palace (4).
"Five Peace Conferences in One"

V (1) COMING the delegates to the Conference at the Luxembourg Palace (1), the French Premier and Foreign Minister, M. Bidault (2, extreme right), said, on July 29, "For the second time in less than thirty years France is in the seat of the international convocations where the nations that have emerged victorious from terrible wars are striving to establish peace. The association of peace-loving nations who are inspired by a common ideal forms the basis of the United Nations Organization, the foundations for corporate life were established last year at San Francisco... This same association... is now being called upon by the act of Foreign Ministers to take part in the working-out of the peace settlement." He recalled that "the meetings at Council of Foreign Ministers in London in September 1945, in Paris in May, and again in June... those were the meetings at which the drafts submitted to you today were prepared."

But this Conference would have to "accomplish the tasks of five peace conferences," he emphasized by Mr. Molotov when he led the assembly on behalf of the Soviet Union, at the plenary session on July 29. "It will have to express its opinion and offer recommendations on drafts of peace treaties for Italy, Romania, Bulgaria, Hungary and Finland... five countries which entered war as Germany's allies, as Hitler's satellites, but in the course of the war with Germany overthrew their Fascist rulers and, in rail, came out actively on the side of the democratic countries in the war for victory over Hitlerite Germany."

In a smiling mood the British Premier climbed the main staircase in the Palace—past magnificent Carusellis of the Guard; upholstery stationed at every few paces—en route to the Salle des Statues, to urge upon the delegates: "the simple object of living from the heart of the common people in all lands the brooding fear of another war and of enabling them to live together in a wider sense, not only of their own States but of Europe and the world." Specially designed to commemorate the occasion were two postage stamps (3) issued by the French Post Office.

Photos: Reutere, Associated Press
Representing Seven of the Peace-Seeking Peoples

1. U.S. delegate, Mr. Freeman Matthews, Lieut. Gen. W. Radolf Smith and Mr. Averell Harriman. 2. Ethiopian delegate Amho Abit Welde (left) who remained seated until placards which bore the name of Abyssinia were replaced by new, hastily printed labels. 3. Sir H. V. Evatt, leader of the Australians. 4. Sir J. Bher and Sir Khumer Hayat Khan Dounna of India. 5. Mr. J. F. Byrnes, U.S. State Secretary. 6. Mr. Mackenzie King of Canada, and (behind) Mr. A. Y. Alexander and Mr. Aitoff. 7. Mr. Molotov and Mr. Vydrovsky of the U.S.S.R. See also pages 287 and 315.
Our Empire’s Proud Share in Victory

SUDAN AND OTHER AFRICAN TERRITORIES

By HARLEY V. USILL

The Anglo-Egyptian Sudan had gone, the supply lines to the Middle East were broken across Africa from Takoradi to Khartoum and there the war would have become unviable. There could have been, in fact, no Middle East... They (the Sudanese) deserve in the Battle of Africa the same tributes as the Prime Ministers of the nation and the fighter pilots of the Royal Air Force in the Battle of Britain. If they had been so much as been obeyed by so many as to the few, that operation comes for the official publication. The Abyssinian Campaign.

The Sudan comprises one million square miles and contains about six million inhabitants, and has been the Anglo-Egyptian condominium since 1899. Geographically and culturally the country falls into two parts—the great North African-Arabian Desert, inhabited by Hametic and Arabic-speaking nomadic peoples, and the South, in which the country is properly inhabited by negro peoples yet... under the Sara, and the Nilo to the riverains Rivers of the Northern area.

When Italy declared war she had immediately available about 100,000 men, with powerful artillery support, for use on the Sudan frontier. Facing her, were the 7,000 British troops in the Sudan. The 1,200 miles of frontier bordering Italian territory were held by the Sudanese Defence Force consisting of about 4,500 men. These British soldiers, less than 2,500 men, were all the other troops available for the defence of Khartoum, Port Sudan and other vital spots as the Andor railwy junction. The “supporting” air force consisted of seven antiquated machines.

Supplement to British Battalions

A condition that had threatened was in danger, however, because a number of local national soldiers had been transferred from among the frontier inhabitants, and were being collected and armed against the enemy and proved an invaluable supplement to the Sudan Defence Force. In the region of the Upper Blue Nile, the Blue Nile Province Police, a civil force, assisted by a band of irregulars, took the first offensive action of the war by crossing the Akabo River, on June 21, 1940, into enemy territory and evicting the occupants of an Italian post.

They then held the frontier successfully until the King’s African Rifles arrived to consolidate the position. On paper, of course, the general situation appeared hopeless, but there was no fifth column in the Sudan, and Major-General Platt and his men, few but good, succeeded in bluffing the Italians into thinking that our forces were far stronger than in fact they were. If, however, he had not been able to rely upon the absolute loyalty of the people of the Sudan, no such bluff would have been possible.

The generosity of the people of Sudan was displayed in many ways. Nearly 100,000 was subscribed to the Red Cross, the Sudan War Loans Fund and other Allied funds. The Rurigat tribe, famous horsemen, presented the Army with the cream of their stock for remounts, and the Meroitic, the primitive of North African people, drove a herd of steers for 450 miles across the desert as a gift to the Commandant. And no one would go on giving details of gifts great and small, but enough has been said to give some indication of the nature of Sudan’s contribution to the war effort. It is to be regretted that the unacknowledged inclusion of this territory in the pamphlet... could have been mentioned.

By the High Commission Territories are "in" South Africa but do not form part of the Union, being Protectorates governed directly from Britain. The agent for the discharge of these responsibilities is His Majesty’s High Commissioner for Bechuanaland, Bechuanaland Protectorate and Swaziland.


countiy over a million acres under the plough. Here there are nearly twice as many human beings as cattle; whereas in the Bechuanaland Protectorate the reverse occurs, there being more than twice as many cattle as human beings. In Swaziland the natives are mainly on a cattle economy, and the great bulk of the agricultural production is undertaken by Europeans on European owned farms. The contribution of the three territories to the total war effort falls within the limits of their resources, and the relative value regard must be given to the comparative smallness of the populations.

As we have seen, all three territories are agricultural and pastoral, and throughout the War great efforts were made to increase food production. In Bechuanaland practically all the available land was ploughed and sown. In Swaziland the cultivated acreage was created by the per cent during 1940-41.
In Honour of the men of the Regiment who distinguished the French Army at the Battle of Minden 175 years ago, a battalion of the King’s Own Yorkshire Light Infantry for the first time in regimental history held its annual Minden Day parade in that historic city. In a ceremony in which tradition was strongly adhered to, the 11 Battalion, with white roses in their heads banded, marched on to parade on the sounding of the “Advance.” The regimental Colour Party, (above), consisting of Lieut. D.C.W. A. Partners, C.M.G., M.L.R. and C.O., C.B., Pte. R. Tanfield, and Pte. M. T. Peck, then took part in the ceremony of unfurling the Colour. TheColour Party was led by Captain B. G. D. Chaston, C.B., M.C., Captain of the Regiment, whose arms had fought with it during the Second World War as a major, carried out his inspection of the parade right and the Colour Party returned to the saluting base in readiness for the march past.

Addressing the Battalion, the General said: “I have had the pleasure of being present at the battle of Minden and I am glad to pay my tribute to the traditions of the King’s Own Yorkshire Light Infantry. The battalion has a long and proud history, having fought in many campaigns and battles. Today we honour the memory of those who gave their lives in the service of their country. I would like to extend my sincere thanks to all those who have supported us throughout the years.”

Following the ceremony, the battalion held a dinner to celebrate the occasion. The guests included distinguished guests such as the Duke of York and the Duke of Gloucester. The dinner was a great success, with the guests enjoying themselves and the atmosphere.

The Minden Day parade is an annual event that celebrates the historic Battle of Minden and the contribution of the King’s Own Yorkshire Light Infantry to the nation. It is a time for the battalion to come together and remember the sacrifices of those who fought in past conflicts.

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Photo: Section Chief
Conventions of existence in Paris are beginning to improve and intellectual, artistic and social life are recovering in intensity, but there are still great difficulties. The housing crisis is extraordinary, it is almost impossible to find an unfurnished flat, and it is hardly one which does not have a view of the Eiffel Tower. The pressure to leave has been so great that since 1930 and to the large number of refugees from up and down the country.

The number of persons who have a right to vote in the coming election is 13,530,000, and only some 30,000 have been registered. Paris has been invaded by friends or are living in furnished apartments. The situation of a Parisian is really full to the top," the director of the Office de Logements (Housing Office) is said to me, "not another drop of water can be got into it. The housing crisis will continue until a vast building plan can be put into operation, and for this, alas! material and coal are lacking.

The Harassments of Shopping

The food supply still leaves much to be desired. Meat rations are small, fats entirely insufficient; milk is still reserved for young children and old people; fish is scarce. But during the summer fruits and vegetables have been abundant and sold without restriction. Potatoes were short for a time, and they entered the market without restriction. Many Parisians have had to go back to the country and receive parcells from them. Outside the official distribution there is, of course, the black market; but there have been prosecutions, and results have been achieved in regard to sugar, thanks to which the official distribution has been kept from going to pieces. The food situation is not large, and in most of the cafes, custards are served out of broken dishes. But the situation is not as bad as is often the case in other countries, and the food situation has not returned to normal. But there are no longer shortages due to the difficulty of finding the indispensable minimum on which they can live.

Clothing is still subjected to the severest regulations. Not only the ordinary people, but also the homes, clothes, even underwear cannot be bought freely. There are no longer the grand bazar of the old days, bazaar is steadily spreading. However, the ration is still generous, and every month sees a growing quantity of ready-made clothes available for purchase, of course for coupons. The seamstresses and manufacturers of the good clothes are busy on exports; Paris fashions have kept their prestige and remain the most beautiful in the world. The Minister of Public Works has recently stated that if the clothes allowed to France are not increased, domestic heating will have to be sacrificed to the needs of industry. At least it is possible to hope that electricity will not be cut off for several hours every day as in the past two winters; the reservoirs of the hydroelectric stations, which were empty, have been refilled by the abundant rain.

This Paris life is far from easy, but every day it is becoming a little less difficult. Living is expensive, entailing special hardship for all those with fixed incomes or salaries. The high prices have produced demands for wage increases. But social agitation has so far assuaged grave forms; the working class is following the advice of the trade unions and is well aware that the parties that represent them have their share of power. Intellectual and artistic life has been revived. In spite of the great shortage of food, there is a new atmosphere. As a result, the French Academy and the Academic Gontier, which are distributing prizes in competing with their tradition and their traditions. The literary, art, reading needs and habits works and accounts of the life of departed writers are published. In the verse of Euard, Pierre-Emmanuel, Aragon, and other poets who became widely known for their part in the Resistance.

The Théâtre Français, which has recently been reorganized and to which the Odéon is now subordinated, continues to produce outstanding dramatic works, and the public is satisfied with the performances of its original producers like Jouvet, Copeau, Dullin and Bay. Continue their promising work, and there has been a rush to one of the boulevard theatres to see the new interpretation of 'L'École des Femmes' by Jouvet, a Molière enthusiast.

Art exhibitions are multiplying and the cinema is flourishing, for it is within the means of all, of worker and bourgeois, of intellectual and ignorant. The public is as hungry as ever for new productions, but it cannot afford to go to the Champs Elysées. Cinemas are nowadays no more frequented than cafés, for the Parisians are regulated by the amenities of the latter. Real coffee and tea are no longer expensive, and very often by the middle of the day there is neither wine nor bread. But the older café, and the customs..."
Slow Progress of Paris to Peacetime Plenty

BOULEVARD DES ITALIENS on a fine Sunday afternoon. In 1939, when a woman wished to sell a gown, the police instructed her to which the sale of clothing in France is still subject.

QUEUVE FOR MEN ONLY is attended by vendors after ration stores and authorized to issue tickets that will authorize the purchase of clothes and other things—when one is lucky for exchange for the necessary coupons.

PREPARING FOR LUNCH by the side of the Seine this wanderer (1) has his own method of dealing with the food situation. The deliberately named Marche aux Puces (Flea Market) offers bargains in secondhand clothing and other goods (2). Boarding a bus on the Place de l’Opéra (3), in the midst of a regulation house, the bus is crowded with a crowd of people, and the usual use of albatross and plunderers—about 1,000 motor-buses are seen on the streets daily as compared with 3,000 before the War. See facing page.
The Roll of Honour

1939-1945

An appeal has been made by the managers of schools and all the names of the Roll of Honour that are now on display, and it has been decided to tabulate all the names in their entirety.

Sgt. K. ADDIS
Royal Air Force
Mediterranean Zone
Age 27

Cpl. J. ANSALL
Airfield Services
Age 23

Pte. J. BAKER
Royal Air Force
Age 23

Sgt. J. BRIGHTON
Royal Air Force
Age 21

Pte. P. BILLINGHURST
Royal Air Force
Age 21

Cpl. K. BROADLEY
Royal Air Force
Age 24

Pte. W. BROWN
Royal Air Force
Age 23

Pte. W. CARPENTER
Royal Air Force
Age 23

Pte. J. CHISHOLM
Royal Air Force
Age 23

Pte. T. A. CLARK
Royal Air Force
Age 23

Capt. E. COLLINS
Royal Irish Fusiliers
Age 24

Cpl. C. CUNNINGHAM
Royal Irish Fusiliers
Age 24

Cpl. A. DAVIES
Royal Air Force
Age 23

Pte. W. I. DENNIS
Royal Air Force
Age 23

Pte. L. A. DOBSON
Royal Air Force
Age 23

Capt. G. DOWNING
Royal Air Force
Age 23

Pte. A. E. EDWARDS
Royal Air Force
Age 23

Cpl. E. EDWARDS
Royal Air Force
Age 23

Pte. A. G. HILLER
Royal Air Force
Age 23

Pte. F. PERRY
Royal Air Force
Age 23

Pte. J. PIRROUSEN
Royal Air Force
Age 23

Pte. R. FRANKLIN
Royal Air Force
Age 23

Capt. M. GROGG
Royal Air Force
Age 23

Pte. A. T. HARRIS
Royal Air Force
Age 23

Cpl. A. H. HARRISON
Royal Air Force
Age 23

L.A.C. E. G. HILLS
Royal Air Force
Age 23

Capt. F. HOLDSWORTH
Royal Air Force
Age 23

Capt. R. HUBBARD
Royal Air Force
Age 23

Cpl. L. H. LEE
Royal Air Force
Age 23

Sgt. J. L. HILTON
Royal Air Force
Age 23

Pte. W. W. HINDLE
Royal Air Force
Age 23

Pte. A. J. HINCHMAN
Royal Air Force
Age 23

Pte. W. K. HINE
Royal Air Force
Age 23

Pte. W. K. HINDLE
Royal Air Force
Age 23

Pte. W. K. HINDLE
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Pte. W. K. HINDLE
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Pte. W. K. HINDLE
Royal Air Force
Age 23

Pte. W. K. HINDLE
Royal Air Force
Age 23
21 Nations Meet to Make Peace

When I reached the high gallery reserved for the Press, the lower galleries were already filled with members of the Diplomatic Corps and other privileged visitors. Delegates were beginning to assemble in the plenipotentiaries, in magnificent uniforms and with drawn swords, mounted on white warhorses. The proceedings are described by A. J. Cummins of The News Chronicle. See also pages 295 and 305-306.

The sunshine barely filtered through the geometric glass roof and at first it was hard in that dim atmosphere to identify more than a few of the new arrivals. Only the photographers with their flashlights showed the first glimpse of the procession. The porters, always a herald of an afternoon of subdued calm—nobody can say yet whether it was the calm which sometimes precedes a storm, or whether it was a felicitous forecast of a new and common incentive. There was little conversation as the national representatives took their seats, arranged according to nationality alphabet.

The heads of delegations, led by Mr. Byrnes, entered from behind the President's chair on the spacious platform. Mr. Molotov and Mr. Vyshinsky came next; and the British Prime Minister, looking a trifle bewildered as he poked around in search of his colleagues, was almost the last to emerge. A modest cheer greeted the appearance of M. Bidault, the French Premier, who took the President's chair. Then followed a pause while the Assembly settled itself into the midst of the horde of photographers, spasmodically and reluctantly, eased from shooting.

M. Bidault read his speech of welcome in a clear and unmotional voice, pitching his voice low. It was a brief utterance, rigorously free from controversial matter, the nearest approach to controversy was his assertion that the basic cause of the failure of the peace settlement after the First Great War rested on the fact that "the two Great Powers whose arms had each in turn held the decisive military balance" remained outside the settlement. Now that defective has been made good and "all the Democratic Powers" are together in the task of making peace.

He pleaded for patience and tolerance in the difficult and complex enterprise ahead and insisted hopefully that it would be possible to find solutions "which, if not perfect, will be at least reasonable and not contrary to justice or to honour."

For the rest M. Bidault was unanimously elected temporary chairman of the Conference; Mr. J. S. U.N.O.'s Secretary-General, was welcomed as an honoured guest and observer for U.N.O.; and a committee was set up to consider rules of procedure on the basis of unofficial recommendations made by the Big Four.

At that point Dr. Evatt, roguish leader of the Australian delegation, charged the academic atmosphere with a streak of lightening. Stepping briskly on to the rostrum, he said: "The peaceConference is an assembly of nations, that the decisions of the Procedure Committee would profoundly affect the entire organization, perhaps the very fate, of the Conference; and it should therefore begin its work at once and not at the same time as the plenary sessions, so that heads of delegations might be in attendance."

"My country," he asserted with a challenging air, "has as much right to participate fully in the making of peace as the Big Four." No one was to gainsay this axiomatic declaration and his proposal was accepted.

This ended the opening ceremonial of a conference at which, I am sure, the little nations are determined to make their voices heard and their influence felt.
I was there!

I Crash-landed on Burma's Broadway

Airfield officer to a Gurkha column, Squadron-Leader (then Flight-Lieut.) Leonard Hart flew with the glider-borne troops who formed the spearhead of the Chindits' landing behind Japanese lines in Burma. He tells how in March 1944 they held the jungle shooting of Broadway and helped to prepare an airstrip for the landing of the main body.

Our task was to crash-land that night in an open stretch of grassland surrounded by dense jungle, behind the Japanese lines in Burma, and hold it against any opposition whilst American engineers constructed an airstrip to enable the rest of the Brigade to be flown in at Dakota.

The airstrip was to be known as Broadway, and the original plan was to carry out two such landings; but only a few hours before the other party had landed the airstrip was found to have been blocked by felled trees, so the plan had to be hastily altered. At that time the nearest Allied troops were three divisions of Chinese under General Stilwell who were advancing southwards down the Huksawng valley towards Mogung and Myitkyina, about 130 miles north of Broadway.

Each Dakota was to tow two gliders, and as the sun went down the first aircraft landed up to where the gliders were standing. The nylon tow-ropes of the first two were hitched off the tail, the ground was released, and lumbered off down the runway. The tow-ropes kept off the ground like grape stalks, and they were taut, drawing the gliders forward until they were airborne. The operation had begun. The first gliders consisted of the Battalion Commander, Lieut.-Col. W. P. Scott, M.C., and Col. Alison, U.S.A.F., and a few of his staff who were to lead the airstrip. Soon after they went the Brigade Commander himself, Brigadier ("Mad Mike") Cowper, D.S.O.

Just before midnight I checked over my party and our glider was pushed into position. The men were silent as we took our seats, strapped ourselves in and eyed the flimsy construction nervously. The two in front of us took off, and it was our turn at last. As we moved, I began to wish I was in the tow-ship, but before we realized it we had left the ground and were coursing eastwards towards the Chilt Hills which towered ahead of us. I had been used to powered aircraft, and it now felt very strange without the noise of engines. It was bumpy and we were told to keep to our own glider. There was no way of knowing whether our aircraft was swaying across our path, or it was a hard job to avoid the tow-ship's slipstream. Several times a crash appeared inevitable when the other glider threatened to foul our tow-ropes, and I held my breath and closed my eyes and felt supremely thankful that I had not the pilot's responsibility. Suddenly
Chindits' Jungle Airstrip Behind Enemy Lines

By AIR TO BROADWAY, in the heart of Japanese-held Burma, went Wingate's Chindits in the Anglo-American operation of March 5, 1944. Glider-borne troops who were the first to land cleared the jungle airstrip (1) for the Dakota transporters. British and U.S. troops (2) fought off the Japanese to make the second airfield (3) ready. At the front (4) the Afghans and Gurkhas, included among the airborne Chindits, waiting to enter transport aircraft (5) at their base in Assam. See accompanying story.

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Photo, New York Times Photo, U.S. and British Official
I was There!

As we seemed to come down right on the other glider he made a superhuman effort andretched the stick back with all the force he could command to clear the obstacle. He hit all achieved it. The tail caught, there was a terrific jar, and I was thrown through the window with half a dozen fellows on top of me. I was dazed and bruised, but when we disintegrated ourselves I found I was unhurt except for a few cuts and bruises. We had got off lightly—one man had a broken forearm, and another did not discover until the next morning that one of his ribs was broken.

When I looked around I found that the glider we had hit had landed fairly in the centre of the flare path, but its wheels had caught in a timber drag and it had turned over. Four or five others had done the same thing. Some were badly smashed up, and there was a good deal of blood around. A first-aid post had been set up and was dealing very efficiently with the casualties. The Brigadier had established a Command Post, and patrols had gone out, but no contact had as yet been made with the enemy. Groups of men were working to get the crashed gliders out of the way and other gliders were coming in fast, spilling men, stores and equipment out in tumbling masses.

30 Were Killed and 60 Injured

One or two came in from the wrong direction, which added to the confusion. We tried to signal some of the gliders to avoid the centre of the flare path, but it was not possible. The aircraft had insufficient petrol to tow the gliders back to India, so they had to quit off. I saw two gliders come down in the two-up. Another, carrying a bulldozer, crashed into a tree and the bulldozer flew right over the head of the pilot, who was unharmed. "I guess that's just the way I planned it," he remarked mirthlessly.

We were in wireless touch, and it had been arranged that if things were going badly we could wireless "Soyas Links" and if all was well, "Pork Sausages." At about 4 a.m. on March 6, in view of the number of crashes and the fact that some of the gliders were missing in flight the Brigadier decided to send "Soyas Links." However, when dawn came the situation looked rather better. Our casualties had been about 30 killed and 60 injured, and had the Brigade walked in from India we could hardly have lost less men. Complete surprise had been achieved, and the American engineers calculated that they had sufficient equipment to build a Dakora strip in twelve hours, so "Pork Sausages" was sent.

The strip had been cleared, and work was begun at once. Every man who could be spared was sent there to work on the new strip, and we toiled all day with spades and mattock heads, waiting for only a few minutes to drink a harrased cup of tea or partake of a meal from our K-rations. Once we heard a plane overhead and knew it was not one of ours, but we were constantly supplied, and another time we heard rifle fire in the distance, which was never explained. At about 5 p.m. a strip 1,200 yards long was almost ready for the Dakoras, and during the day a squadron of American light aircraft flew in from India, under Captain Behari, and evacuated all our casualties.

Soon after dark the first aircraft landed, piloted by Brigadier Old, U.S.A.A.F., and was one of the flare path, but its wheels being severed, it was clear a few minutes later, and the Japanese lines of communication in their most vital spots and thus clear the way for the reoccupation of Burma.
Rebirth of Walcheren as an Island

Strange of all battlefields of the war is this island on the coast of Holland. Though parts of the village of Westkapelle be buried for ever under the sand, the land is being restored to its people by the use of pipes and pumps of Mulberry Harbour. Above water and behind sandbags is the recently built island.

It happened to be a Dutch treat, and the town band from Flushing were balanced precariously on the little ferry boat pitching under the North Sea wind. The band played now sad and now glad airs as we ploughed across the Schelde from Bruges to the island of Walcheren.

I was in the wake of the invaders—those gallant Britons who on November 1, 1944, made this same journey in the dark under the fire of the Germans on the Dykergirt, the Dutch island which defends the mouth of the River Schelde. I was going back to see an historical and engineering marvel—the rebirth of Walcheren as an island, thanks to the concrete blocks towed over from the now abandoned Mulberry Fort at Arromanches. (See pages 144, 445, Vol. 9.)

This occasion should have been a glad one, but as I drove across the desolation of the reemerged island there was nothing to see but sadness. This is the strange of all the battlefields of the war. It is a Never-Never Land—a place of memories—a place which is almost too much to be born. And what are supposed to be farmlands and pastures look what they really are—nearly soil snatched from under the sea.

Some villages were under water for as long as a year. You pass through a village without noticing it. This came to an area where the sand was coming down. "What's this?" you ask. "That's the village cemetery," you are told.

The rest of the village does not exist. Over the billiard-table land you see the outline of an inundated barge stranded high and dry miles from the North Sea. It was sailing on the waters over the land until Mulberry came along and blocked up the gap in the dyke at Westkapelle, where the biggest breach was made.

Barges Converted Into Snag Houses

You see many of these stranded boats and barges. They look unmanned and deserted but they are not. The islanders who were driven from their homes when the R.A.F. turned Walcheren into a huge salt sea used everything at hand to help rebuild their lives. So the local version of a prefabricated home is one of these barges, cunningly arranged with later curtains for the windows and with a skylight up to the door nearly cut into the hull.

The R.A.F. blasted the dykes holding back the sea before the invasion of 1944 and now Mulberry has come to restore the island to use. The people of Westkapelle were drawn from the surrounding villages and filled with enthusiasm to build the homes out of the barges they had used for the war. The barges were skilfully fitted with windows, doors, and fences, and used as homes and workshops.

On the sandy beach these blocks stand out like watch towers, a landmark for miles along the coast. While we were sinking the Mulberry blocks, Dutch workmen were rebuilding the demolished dykes over the remains of the first two Mulberry caissons. This work is now finished and the land side of the restored dyke has been almost completely drained of the water that covered it.

"We shall never be able to restore the village of Woonkool," a peasant woman told me. "The church and the mill and a few streets and houses are now buried for ever under the sand." She went down to the shore with me and pointed out under the sand the remains of some of the village. A German pillbox mounted on part of the old dyke is still visible above the waves.

It is proposed to put up a memorial on the restored dyke close to the concrete caissons from Arromanches," said the villagers. "It will bear the words 'Deserted by British bomb. Restored thanks to British Mulberry. Not only Walcheren but all Holland is grateful to..."
I Was There!

Mulberry and to Britain for what they enthusiastically call 'A last good deed.'

They told me this story of the invasion. The Germans either drowned or swam to safety when the dykes burst. Those who survived came back in boats to recoup the polders which remained above sea level. The defenders were in poor shape to meet the invasion when it came. Seventy of them were posted to keep watch in the lighthouse at Wijkapelle. They remained there too long. When the British landed they were trapped. Others tried to escape in boats, but they were soldiers not sailors. One after another the boats either capsized, ran aground, or fell victim to the Dutch Maquis. The over-enthusiastic Maquis, well-prepared for their task, travelled in boats—the only naval Maquis in Europe.

"A number of civilian lives were lost when the dykes went," said the people of Wijkapelle, "but that is forgotten now, for it was realized that it was part of the price to be paid for liberation by Holland.

The Hounds of Okegem Betrayed Us

Clear use by the Germans of highly-trained, four-legged spies, to reveal British positions during the Dunkirk campaign passed generally unsuspected—until General Montgomery, G.O.C. the 3rd Division, ordered them to be shot on sight. How this spy system was operated is revealed by ex-Grenadier Guardsman A. A. Dulanidu, then serving with the 7th Guards Brigade (portrayed in page 796, Vol. 3).

Br, wolfish creatures they were, with shaggy manes and, as we soon discovered, magnificently trained. To us they seemed tame, tractable creatures, as they brushed against our legs and made friends with everyone. I had my first glimpse of one at Okegem, a small town south of Louvain, where our Battalion H.Q. was situated in a large chateau, with extensive grounds sweeping down to the forest in the rear. I was patrolling these grounds, on sentry-duty, on the morning of May 15, 1940, when a dog bounded over a hedge, paused for a few moments to snarle at my boot, then leaped towards the outbuildings which we used as an improvised cook-house.

The cook on duty, a lanky guardman, preferred it a bone, which the dog stuffed and then ignored; obviously it was well-fed. It was soon the centre of attention, scampering about, and friendly with all. During the morning, three of them were running the streets, thoroughly "at home." In the afternoon they disappeared, and we concluded that they had gone to find their owners, probably Belgian folk who had evacuated the district that morning.

After dark, a German sniper suddenly commenced firing from the window behind the chateau, and our R.S.M. was his victim—w ith a nasty wound in the stomach. Throughout that night the Battalion was attacked persistently by heavily-armed German patrols, but these were beaten back and a number of their dead littered the surrounding countryside the following morning. I suppose we found some sort of satisfaction in burying them and placing small wooden crosses on the mounds. A friend of mine, who had fought with No. 4 Company during those attacks, told me that he had seen the silhouettes of two dogs thrown into relief by the crimson arc of tracer bullets. I thought no more about his casual remark until later on in the campaign.

Obevy orders from, "higher up," our Battalion evacuated the area during the morning and marched off towards Brussels. The beautiful city was bathed in fleeting sunlight as we passed through its wide, tree-lined streets. Fountains played, shops displayed their wares, and a few German soldiers, marching in a column left Hill behind us and were now entering Paradise. The Royal Palace loomed over all, the Belgian flag fluttering above it. Little did we imagine that, a few days hence, the emblem would be hauled down in capitulation to the Nazi war lords. Although the people of Brussels must have realized, pain fully enough, that we were retreating, they gave us a hearty welcome.

We stayed on the outskirts of the city overnight, and at dawn proceeded to Holsin, about 15 kilometres south of Brussels. During the march a dog appeared, and tagged on to our rear columns. Again, no one was suspicious. Indeed, the animal, which somehow seemed lonely and in need of company, was welcomed as a diversion as we drugged along. We bestowed a name, our marching feet sending clouds of dust into the air. The sun had rise, and only a few kilometres separated us from our destination.

Enemy O.P.'s spotted the dust, the artillery under their control opened up on our columns, and we took cover on the further side of the

LIVING UP TO THEIR MOTTO, 'STRUGGLE AND EMBRACE', the people of Wijkapelle, Holland, are erasing the signs of war with vigorous enthusiasm. Of the four lighthouses which with the rest of the island was partly destroyed as the result of the stripping of the dyke by the Allies to direct the Germans out of the breakwater land, northern section of the island, and now the rebuilding over the breakwater is well under way. New picture from "Return of Wijkapelle in an Island."
I Was There!

"SHOOT THEM ON SIGHT" was General Montgomery's order where in 1944, German-trained African dogs were used to patrol on our troop movements. Tanks of other specially-trained dogs included work with the Germanstrassenbunds (traffic police). New York Times photo, Belgium.

We were all awake and alert; the dogs—again with unwavering eyes—barked. Early the following morning it was discovered that he had loped off, and he was not seen throughout the comparatively quiet morning.

At noon, B.H.Q. received a message via Brigade H.Q. from General Montgomery, G.O.C. the 7th Guards Brigade, that the British soldiers, including which our Battalion was a part, was operating the Battalion telephone switchboard at the time and the message contained a description of the dogs, and the order "Shoot them on sight. They are highly dangerous animals and are being employed in large numbers by the enemy."

During the day the dogs returned. It galled us to have to shoot them: they had been such friendly creatures. But, as they jeopardized our safety and aided the foe considerably in his efforts to locate us, we made the best of an unpleasant job. That evening, on a radio left by a Belgian civilian, we heard two items of news. Belgium had been overrun, and according to Lord Haw-Haw, the 7th Guards Brigade, a part of the British Expeditionary Force, had been sent to help the Belgians defeat the German invaders. We were at the former men and greeted by the latter. We were the 7th Guards Brigade—and by no means "totally annihilated." Once more we moved, vacating Blitz only the same night after burying the dead dogs.

New Facts and Figures

The British Ministry of Supply has released some figures which seem to indicate the effects of the bombing on Hamburg and Magdeburg (see photo page 746) that have estimated that in a similar explosion British houses would be demolished to a distance of 1,000 yards from the centre of damage; damaged beyond repair 1.5 miles; unsalvageable without extensive repair 2.5 miles; unsalvageable with first-aid repairs 3.5 miles. From the casualte figures in Japan, the largest British cities show a population of roughly 40,000, 15,000 of whom would have perished without prompt medical attendance. A report on one atomic bomb is estimated to be near 50,000. Risk of death is approximately 70 per cent at half a mile from the center of damage and 30 per cent at one mile.

There is one of the larger British urban areas, for one atomic bomb of the power and exploded at the height of those in Japan, approximately 30,000 houses would be destroyed, another 150,000 damaged, and of these the further explosion to about 50,000; 50,000-100,000 would have perished without prompt medical attendance. A report on one atomic bomb at a distance of about 5,000 would be in danger and would die within eight weeks, and a comparable number would require extended hospital treatment. The risk of death for one atomic bomb is approximately 70 per cent at half a mile from the center of damage. The British are not alone in this testing of atomic bombs. The United States, the Soviet Union, and China have all conducted similar tests. The United States has conducted tests in the Pacific, the Soviet Union in Central Asia, and China in the desert. The British have conducted tests in the desert. The British have conducted tests in the desert. These figures make a reasonable allowance for home burning, fire and rescue services than existed in Japan.
ARRIVED AT PORTSMOUTH RICKFORD on July 25, 1946, the 21,500-T. ship H.M.S. Anson (the second of her name) was for a short spell at Portland, flying the flag of Vice-Admiral Biscoe, who was succeeded by Captain H. S. Bulloch, and was made up of the ship's officers. She was "adopted" by the City of London in 1946. See also pages 39–39, Vol. 6.