

# Vol 10 *The War Illustrated* N° 240

SIXPENCE

AUGUST 30, 1946



BRITAIN'S PRIME MINISTER ADDRESSING THE PARIS PEACE CONFERENCE which opened on July 29, 1946. Seated above the Rt. Hon. Clement R. Attlee (deputizing for our Foreign Minister during the Rt. Hon. Ernest Bevin's indisposition) is M. Bidault. Criticism of the deliberations, Mr. Attlee warned, should be tempered with consideration for "the nations who did the fighting (and that includes all those in this hall) are very tired." See also pages 303-306 and 313. *Photo, Associated Press*

*Edited by Sir John Hammerton*

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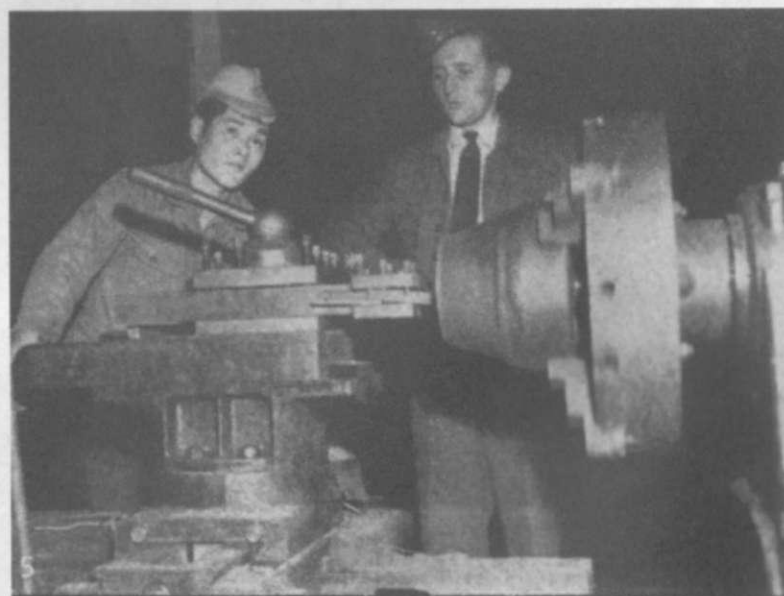
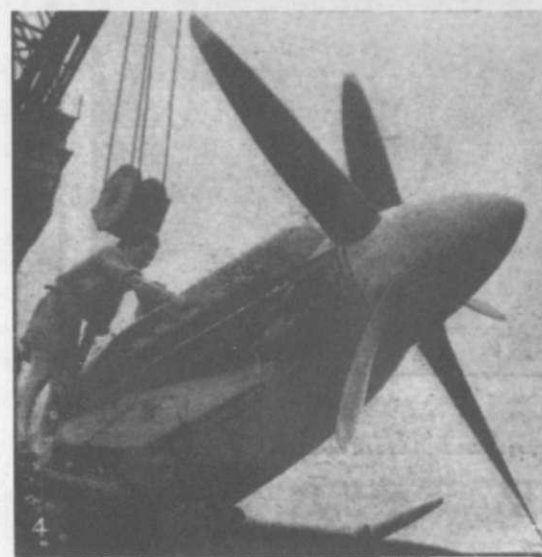
# In Japan a Year After the Two Atom Bombs Fell



A TOWN OF HUTS, known as "Palace Heights," has arisen in Tokyo's centre (1), for the accommodation of U.S. Occupation Forces' dependents, the first batch of whom arrived and were comfortably installed there in the spring of 1946. In the centre of this well-planned settlement is the main dining-hall; in the background is the tower of the Diet (Japanese Government Assembly) building.

Visiting the graves of war dead in the Capital are (2) the younger brother of the Emperor and his wife, Prince and Princess Takamatsu.

Shortage of foodstuffs is being countered in diverse ways—primary schools are now "keeping" goats to supplement the milk ration. As part of the routine curriculum the children receive lessons (3) from their teachers in the care of these animals and the rearing of their kids. Goat's milk is somewhat richer in fat than cow's milk and is less liable to be infected with tuberculosis.



WHERE PARTS FOR JAP AIRCRAFT WERE MADE pots and pans are now being manufactured. Warrant Officer Robson (5) is supervising a worker in the Teljin Seiki Co.'s factory at Iwakuni, where more Spitfires recently arrived to reinforce the Air Component of the B.C.O.F. Cowlings are removed (4) before the Spitfires are hoisted ashore.

# 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 shorter 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 Western Approaches, a fortnight after war had been declared. (See pages 115—117, Vol. 1.) It is the view of many naval air specialists that this was a case of an exceptionally valuable ship being thrown away through being assigned to duty for which she was not suitable.



Motto: "The Name Explains Itself"

It might have been imagined that after this the utmost care would have been taken to provide adequate escort for any other large carrier likely to be exposed to unusual risk. Yet in June 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 in-

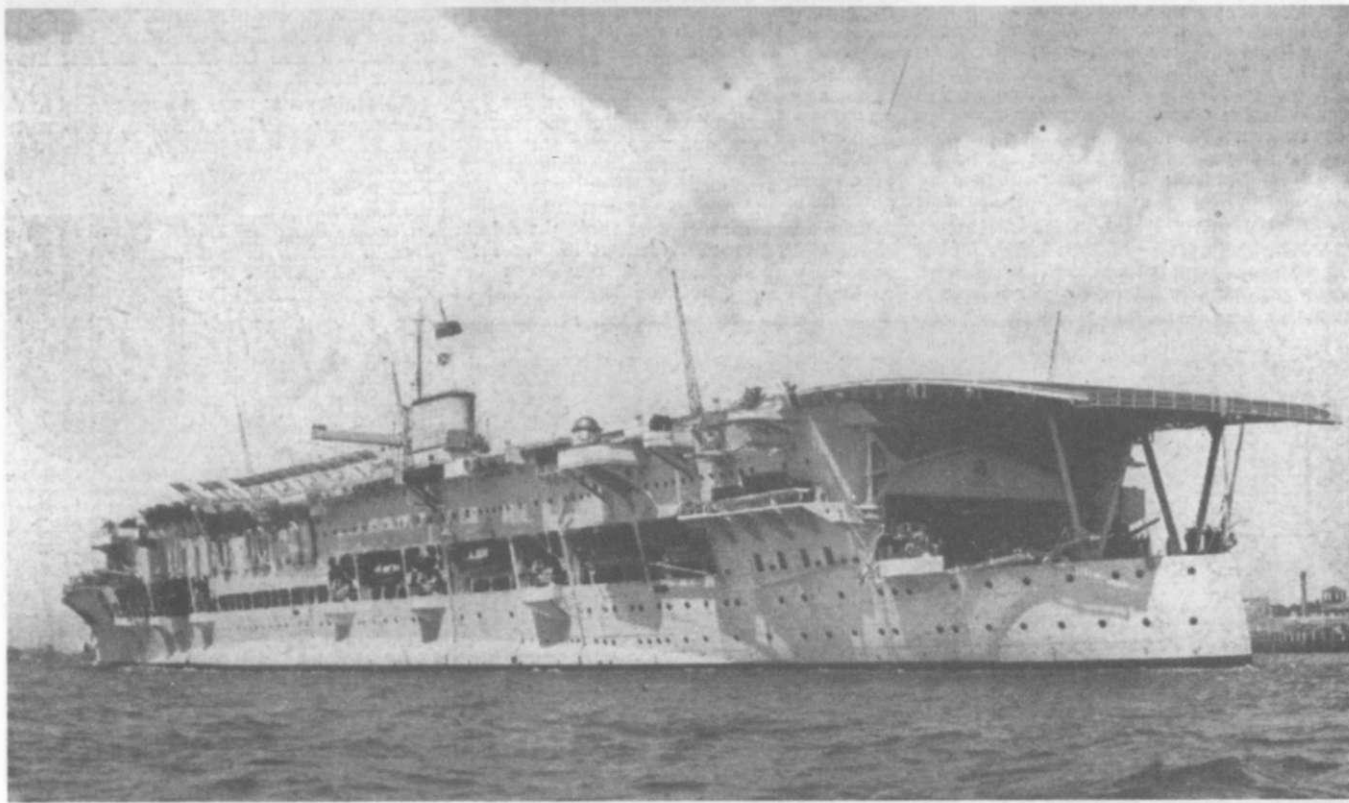
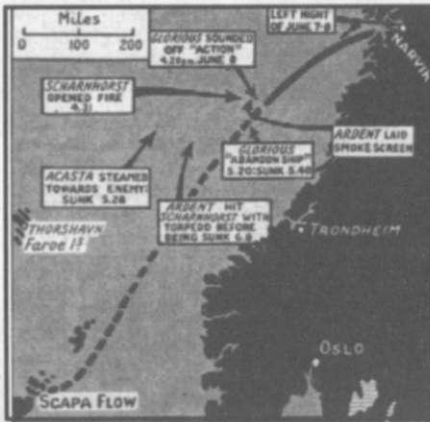
cident. In the first four weeks of the Norwegian campaign almost the whole of our naval strength in home waters was engaged in escorting and carrying troops to and from Norway. With such efficiency was this work done that not a single soldier out of the thousands transported lost his life as the result 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 material, 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 Flag 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 assemble at a rendezvous some 210 miles to the west of Harstad, Norway, under the escort of the old Vindictive, and would be met by the battleship Valiant, which would escort it as far as the latitude of the Shetlands. 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 this time, the battleships 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 to guard against a possible German landing there. Shortly after midnight on June 7-8 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.



H.M.S. GLORIOUS was built in 1915 under emergency war programme as a shallow-draught cruiser, with a view to Baltic operations. Converted into an aircraft-carrier in 1930 at a cost of over £2,000,000, she displaced 22,500 tons on a length of 786 feet, and had a speed of 30.5 knots. She carried 48 aircraft and was armed with sixteen 4.7-in. guns and four 3-pounders. The map shows the route of her last voyage and action with the Scharnhorst and Gneisenau.



## Great Stories of the War Retold

Evacuation of the Narvik area was mainly 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 diverse 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 sent to Narvik from Scapa on May 31, the former to provide fighter protection during the evacuation and the latter to bring back from North Norway much-needed Gladiator and Hurricane aircraft of the R.A.F. There seems to have been a misplaced assumption that the Germans



Motto: "Through Fire and Water"

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, as her consort the Ark Royal did, but sailed independently. This unfortunate decision is understood to have been made on the

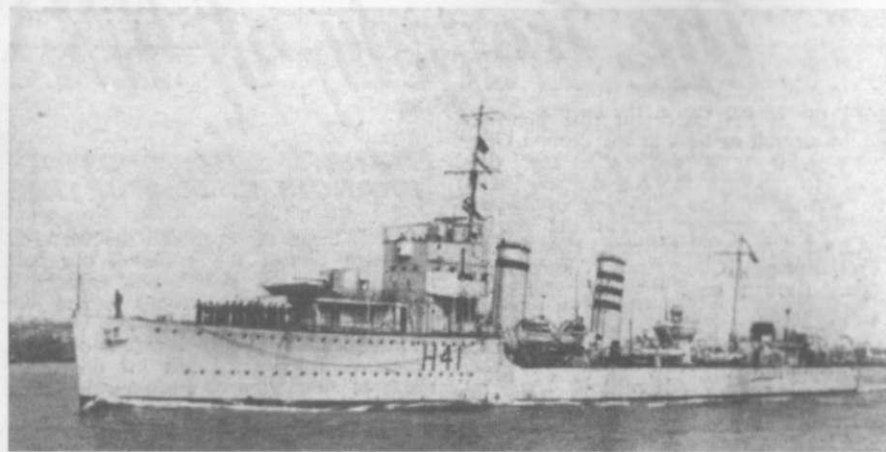
grounds that otherwise the Glorious would not have had enough fuel left to get home.

Thus at 03.00 on June 8 the Glorious parted from the Ark Royal, which wore the flag of the Admiral (Air), in a position 17 degrees N. by 14 degrees 10 minutes E. She was accompanied by the destroyers Acasta and Ardent as an anti-submarine escort. Unfortunately she was sent right into the jaws of the enemy.

### No Reconnaissance Aircraft Up

An enemy squadron, comprising the battleships Scharnhorst and Gneisenau, ships of nearly 32,000 tons each, armed with nine 11-in. guns, and the cruiser Admiral Hipper, of nearly 15,000 tons with eight 8-in. guns, had left Kiel on June 4 and passed Bergen at midnight on June 5-6. Their orders were to attack British convoys proceeding from the Narvik area. No suspicion of their presence seems to have been entertained by British Naval Intelligence ; at any rate, neither the Flag Officer, Narvik, nor the C.-in-C., Home Fleet, was aware of it.

At 8 on the morning of June 8 the Admiral Hipper encountered the tanker Oil Pioneer, which she sank, rescuing 11 survivors. A



H.M.S. ARDENT, sister-ship of the Acasta (see below), was sunk with her and the aircraft carrier Glorious on June 8, 1940, after an engagement with Scharnhorst and Gneisenau. The two destroyers laid a smoke-screen in an endeavour to assist the Glorious to escape and later fired their torpedoes at the German battleships.

Photo, Wright and Logan

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 Atlantis saw the Orama being shelled, the Geneva Convention precluded her reporting the fact by wireless. It may be doubted if our enemies would have acted so scrupulously in such a case.

Soon after 16.00 on the same day the Glorious sighted the two German battleships, 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 southward under cover of a smoke-screen laid by the two destroyers. Though this caused the enemy to cease fire for a time, the forward upper hangar had already been hit, destroying the Hurricane aircraft and preventing any torpedoes being got out before the fire curtains were lowered. About an hour after the enemy ships had first been sighted, a salvo hit the bridge of the Glorious, and further heavy hits were sustained about 15 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 4.7-in. guns was, of course, quite useless against two such powerful adversaries.

Both the destroyers were sunk, the Acasta about 17.28 and the Ardent at 18.08. They had duly fired torpedoes, one from the Ardent hitting the Scharnhorst abreast of

her after 11-in. turret, inflicting severe damage. As the result of this, the Scharnhorst made for Trondheim under escort of her sister ship, their cruise being abandoned. They took with them an officer and four ratings from the Glorious and one man from the Ardent as prisoners of war.

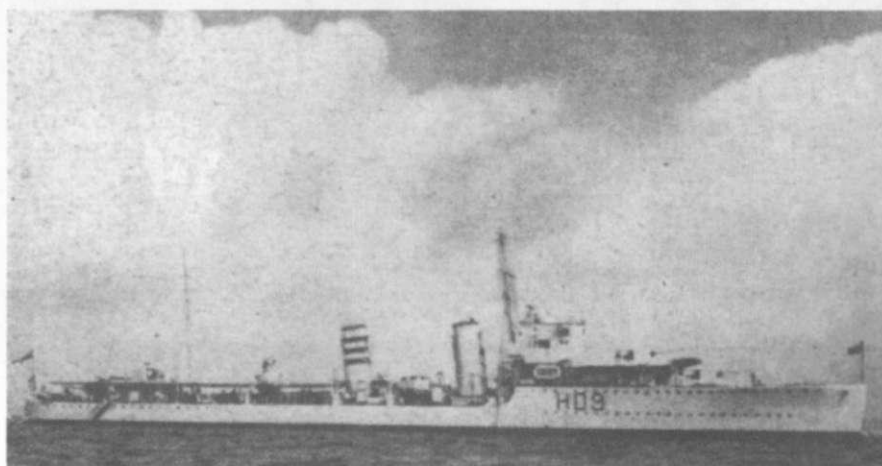
No intelligible report of the action was received by any British ship, though at 17.20 the cruiser Devonshire nearly 100 miles to the westward picked up the beginning of a wireless signal addressed to the Vice-Admiral (Air) from the Glorious ; it must have been made as the ship was being abandoned. Unfortunately, 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 470 miles to the south-westward. On the morning of the following day that battleship made contact with the hospital ship Atlantis, which reported having seen a transport being attacked by the battleships Scharnhorst 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 convoys. First news of the end of the Glorious came from an enemy broadcast on June 9. Though diligent 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 amounting 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 Borgund (341 tons gross), which landed them at Thorshavn, 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, not easily replaced. In the absence of any official statement on the subject, it must be left to future historians of the War, who presumably will have full access to all relevant documents, to award the blame, for the disaster, if any is due.



Motto: "Remember your Ancestors"



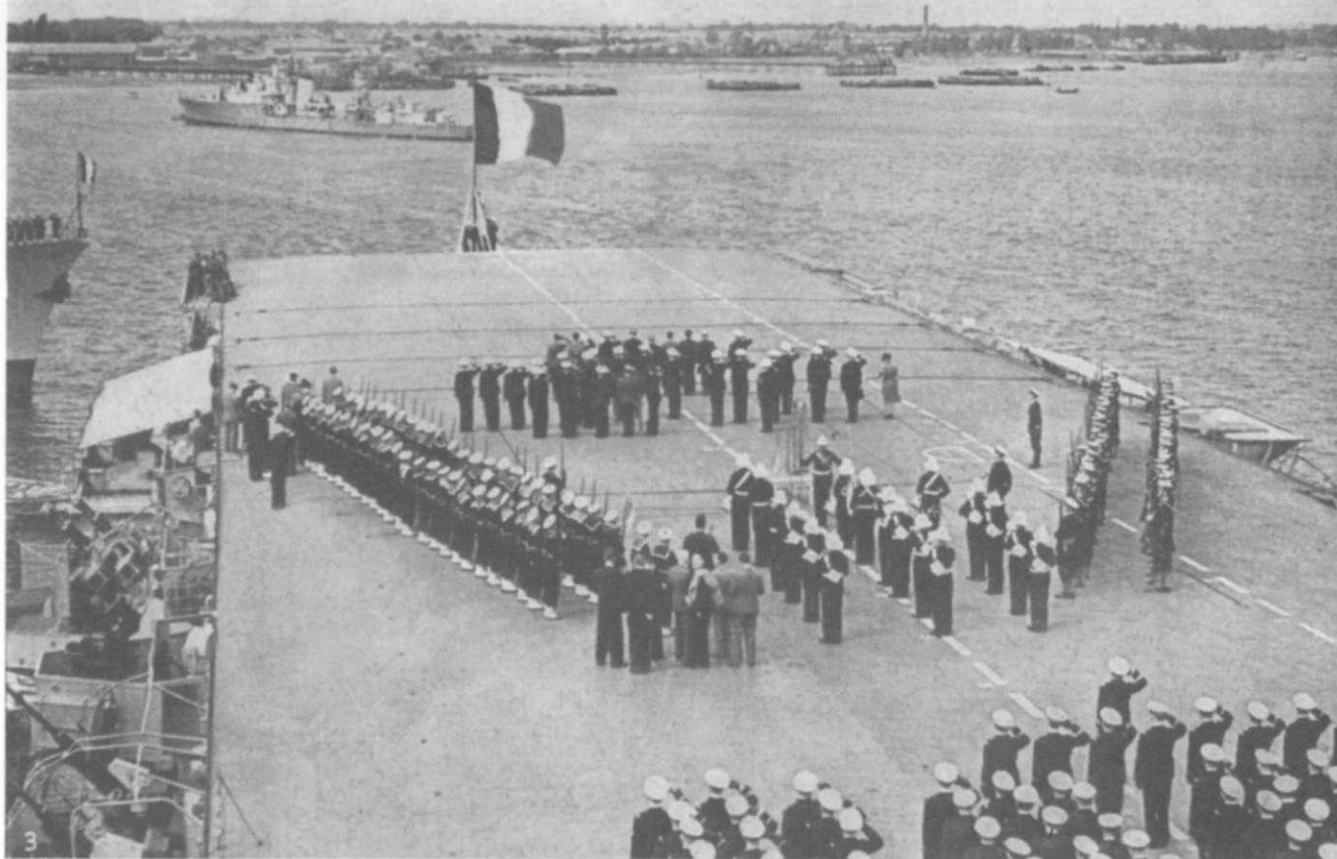
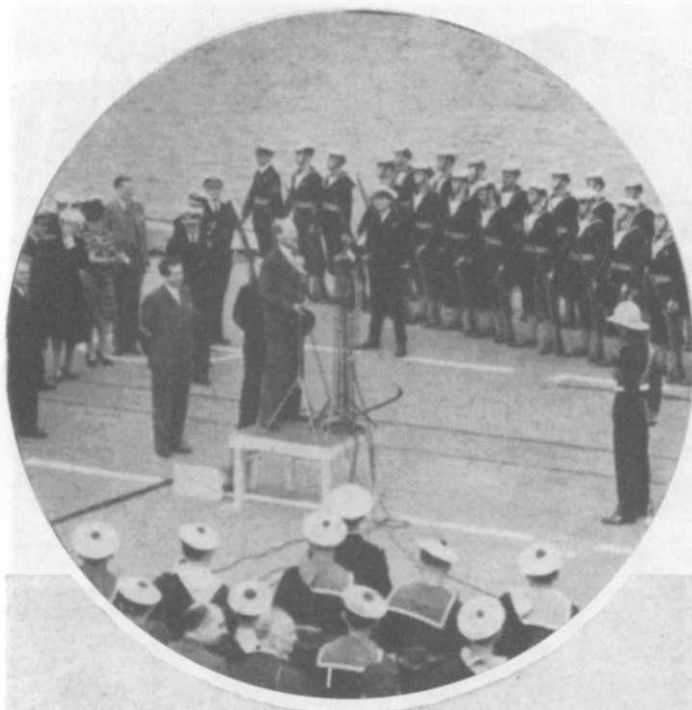
H.M.S. ACASTA, 1,350-ton destroyer, gave her name to a very successful class, all of which exceeded the designed speed of 35 knots. Armament consisted of four 4.7-in. and six smaller guns, and eight 21-in. torpedo tubes on quadruple mounts—these being the first destroyers in which tubes were thus mounted.

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Photo, Wright and Logan



## Our Carrier Colossus Loaned to French Navy



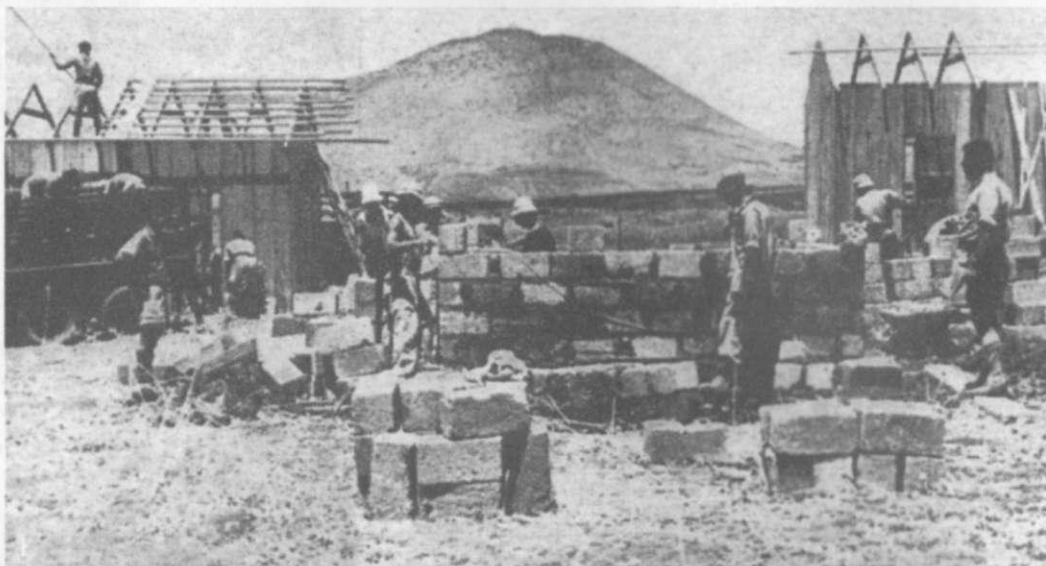
THE 17,200-TON AIRCRAFT CARRIER COLOSSUS, launched in 1944, has been lent for five years to the French Navy by the Admiralty. Formally handed over at Portsmouth on August 6, 1946, she was manned by a French crew of 1,500 officers and men brought there on board the battleship Richelieu. The Prime Minister, the Rt. Hon. Clement R. Attlee, on behalf of the British Government, spoke at the ceremony (1). After the raising of the Tricolour on the carrier's flight deck (2) bluejackets removed the White Ensign (3). The Richelieu is in the background. Replying to Mr. Attlee, M. Michelet, French Minister for Armed Forces, said that his Government was grateful to Great Britain for the loan of this carrier because, owing to the destruction of their shipyards, they could not yet build ships of her type.

## Arabs Welcome Jewish Ex-Servicemen Settlers

IN PALESTINE, midway between the River Jordan and the Nazareth-Jenin highway in the lower Galilee foothills where they merge into the Vale of Jezreel, Arab elders attended a ceremony of welcome to Jewish ex-soldier settlers when these founded the village of Kfar-Kisch, to start a new life and wrest a living from the land.

Typical of those which other energetic Jewish settlers have made into flourishing agricultural communities, the new village is named after the late Brigadier F. H. Kisch, C.B.E., D.S.O., Chief Engineer of the 8th Army, who was killed in action near Sousse in Tunisia.

At the founding ceremony Ibrahim Al-Tayb, leader of the neighbouring Arab village of Mader, said, "I have searched our history and failed to find any cause for enmity between the sons of Ishmael and of Isaac, of both of whom Abraham was the father. Only intriguers seek to sow discord between the two peoples."



LAYING the FOUNDATION of the village of Kfar-Kisch, where no habitation had been before: huts and houses under construction (1) on the first day; in the background is historic Mount Tabor, legendary scene of the Transfiguration. After only eight hours' work (2) considerable progress had been made; the sign in Hebrew at the planned entrance to the village reads, "And they shall beat their swords into ploughshares, and their spears into pruning-hooks." Ibrahim Al-Tayb (3, left) arrives for the ceremony; prominently displayed is a portrait of the late Brigadier Kisch—the inspiration of the settlers' labours. Arab elders from Mader assembled (4) to welcome the new Jewish neighbours and offer all encouragement.

Photos, New York Times Photos

## Jerusalem Bomb Outrage by Fanatical Zionists



**K**ING 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, 1946. Rescue work continued until August 2, when all the debris was cleared, the final death-roll—British, Arab and Jewish—being 91. Sir John Shaw (left), Chief Secretary to the Palestine Government, and Lieut.-Gen. Sir Evelyn Barker (right), G.O.C. Palestine, escaped uninjured. This incident coincided with Anglo-American conversations in London on Palestine's future. On July 31 it was announced that the British Government was willing to accept the experts' recommendations that Palestine should be divided into an Arab province, a Jewish province, a district of Jerusalem and a desert area to the south, implementation of this plan depending on United States co-operation.

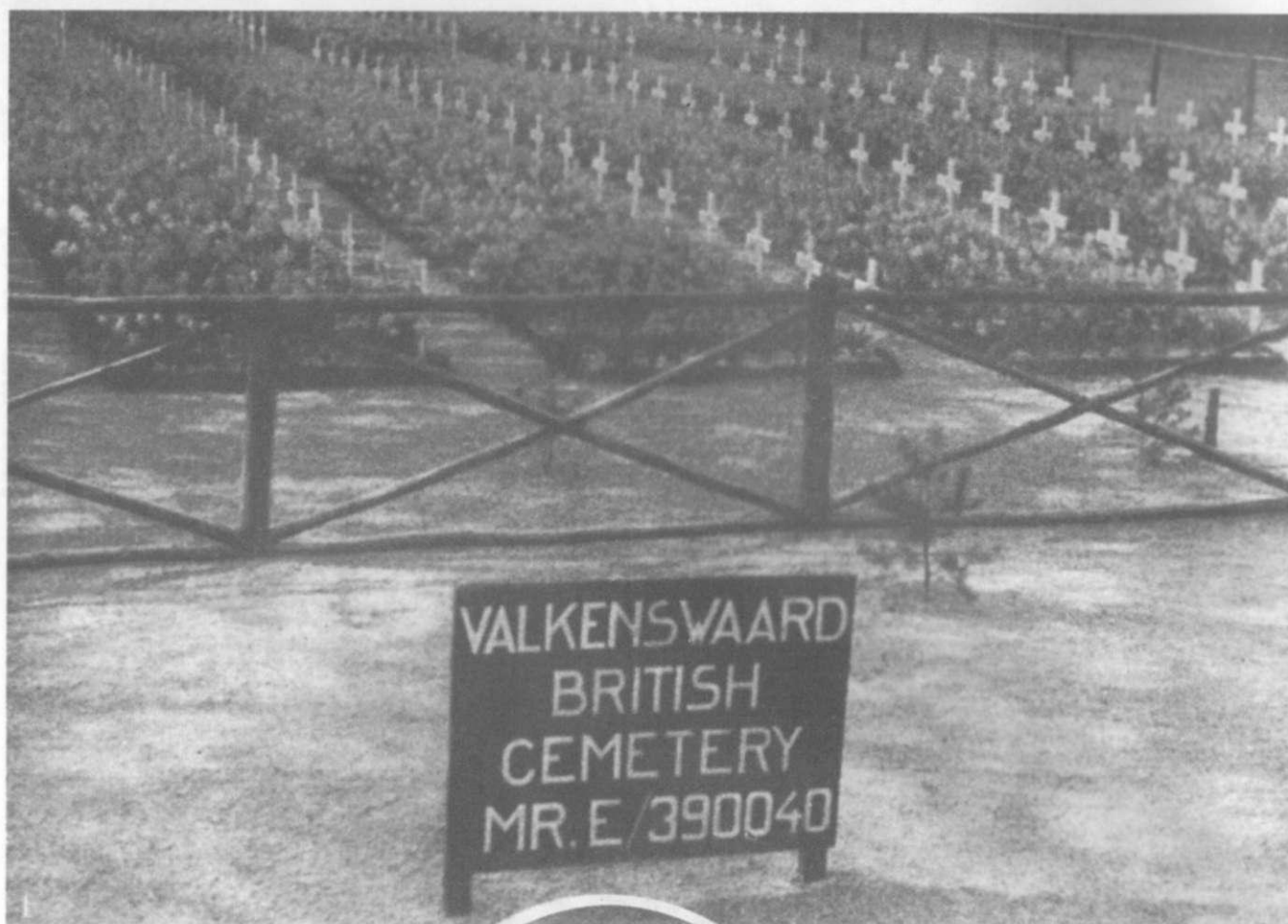
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Photo, British Official, Robin Adler, Fox



## British War Graves Adopted by Dutch Civilians

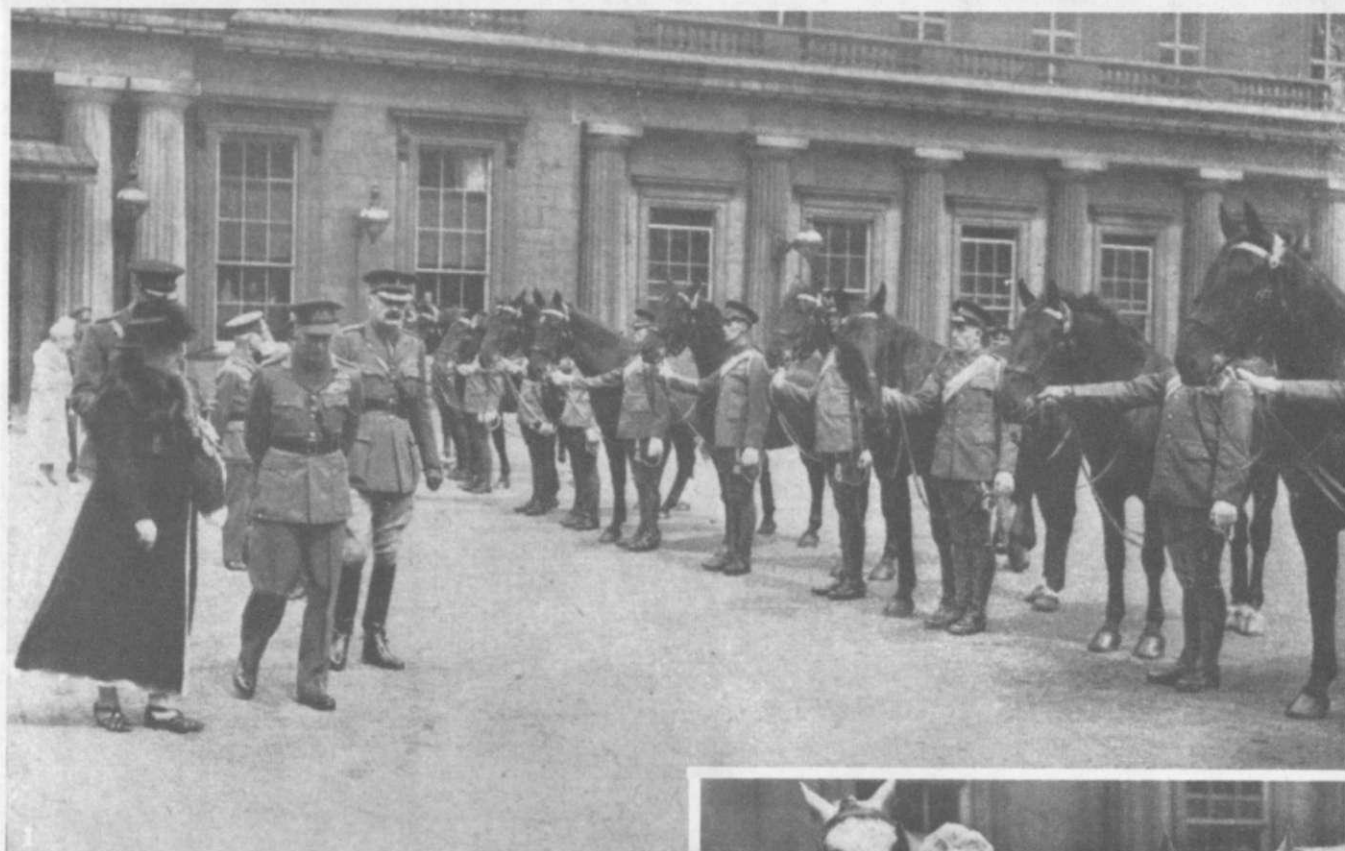


IN NETHERLANDS SOIL lie thousands of British, American, Canadian, Polish, Czech, French and Dutch soldiers and airmen. In the months after VE Day teams of the Allied Armies' Graves Registration Command searched the country and located even the remotest of the graves, reassembling the dead in cemeteries according to nationality. Now, under the guidance of the Netherlands War Graves Committee, a nation-wide movement provides for the adoption of the graves by Dutch civilians. A farmer's daughter from Arcen has tended the grave (3) of Private F. Carless, of Coventry, since March 1945, when she found his body on the banks of the Maas. In the Valkenswaard Cemetery (1), south of Eindhoven, officers and men of the British 2nd Army are interred; English buses (2) take visitors there from Maastricht. In the Nijmegen salient which they so gallantly helped to defend are buried men of the 49th (West Riding) Division (4).

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Exclusive to THE WAR ILLUSTRATED

## Gift-Horses from Holland for Our King and Army



**C**OMMEMORATING THE LIBERATION OF THE NETHERLANDS and the part played therein by Britain's Household Cavalry, thirty-two Dutch horses, gift of the Netherlands Government, were presented by Queen Wilhelmina to King George, in the forecourt of Buckingham Palace, on July 31, 1946. His Majesty, with Queen Wilhelmina, is seen (1) inspecting them. Two will form a valuable addition to the famous "Windsor Greys" which draw the Royal carriage; Holland has always specialized in this particular breed. Queen Elizabeth, accompanied by Princess Margaret, makes friends with one of the Greys (2). The other 30 horses are blacks, from the provinces of Friesland, Groningen and Gelderland, individually chosen by the Remount Officer of the Royal Netherlands Household and destined for our Household Cavalry (see page 299), for whom Friesland horses were purchased before the war. Leaving after the presentation ceremony (3) the magnificent blacks are already accustomed to traffic but need parade training. Four more Greys, when these are out of quarantine, will complete the gift.

*Photos, Planet News, Fox*

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## HIS MAJESTY'S SHIPS

## H.M.S. Iron Duke

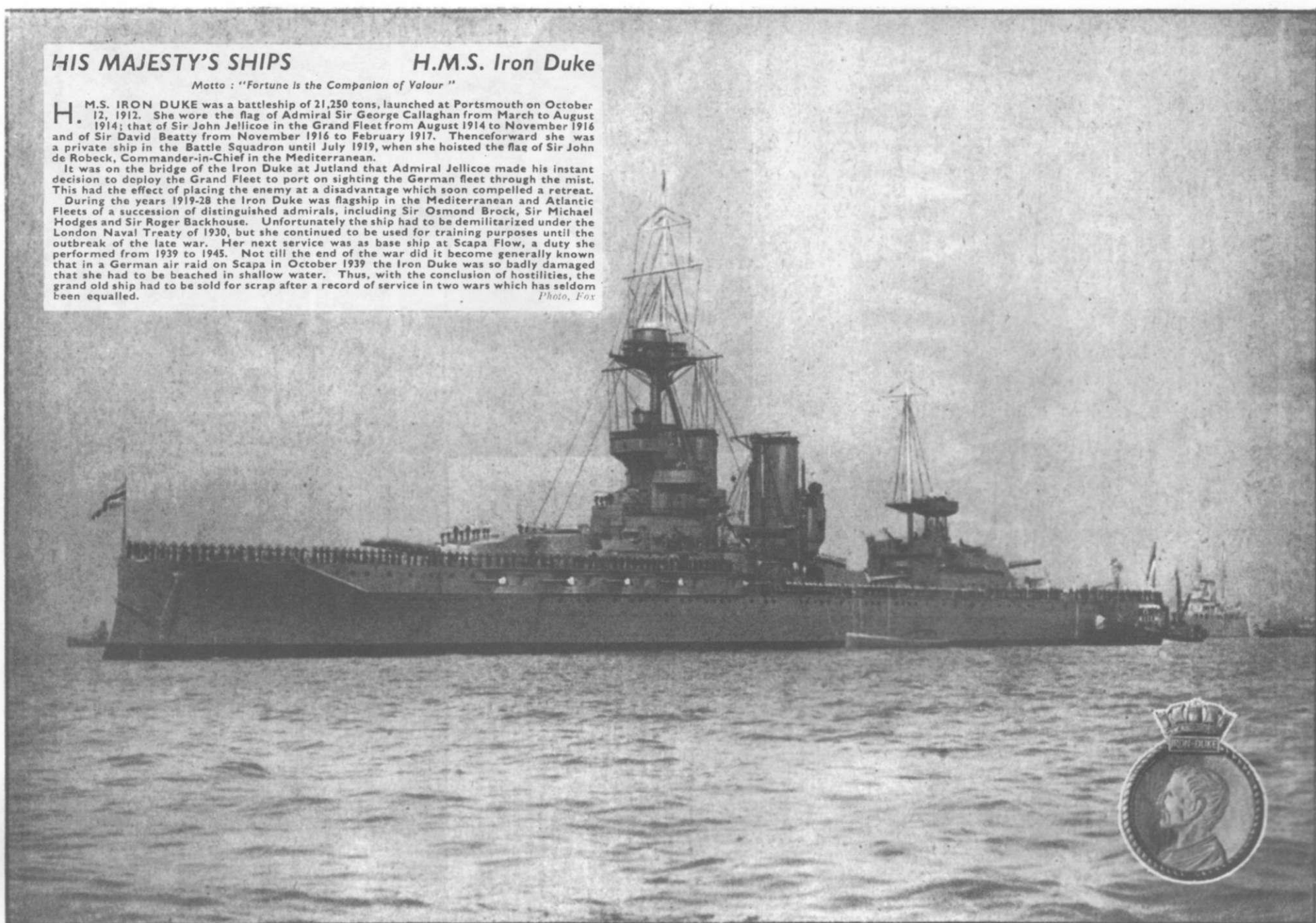
Motto : "Fortune is the Companion of Valour "

**H.** M.S. IRON DUKE was a battleship of 21,250 tons, launched at Portsmouth on October 12, 1912. She wore the flag of Admiral Sir George Callaghan from March to August 1914; that of Sir John Jellicoe in the Grand Fleet from August 1914 to November 1916 and of Sir David Beatty from November 1916 to February 1917. Thenceforward she was a private ship in the Battle Squadron until July 1919, when she hoisted the flag of Sir John de Robeck, Commander-in-Chief in the Mediterranean.

It was on the bridge of the Iron Duke at Jutland that Admiral Jellicoe made his instant decision to deploy the Grand Fleet to port on sighting the German fleet through the mist. This had the effect of placing the enemy at a disadvantage which soon compelled a retreat.

During the years 1919-28 the Iron Duke was flagship in the Mediterranean and Atlantic Fleets of a succession of distinguished admirals, including Sir Osmond Brock, Sir Michael Hodges and Sir Roger Backhouse. Unfortunately the ship had to be demilitarized under the London Naval Treaty of 1930, but she continued to be used for training purposes until the outbreak of the late war. Her next service was as base ship at Scapa Flow, a duty she performed from 1939 to 1945. Not till the end of the war did it become generally known that in a German air raid on Scapa in October 1939 the Iron Duke was so badly damaged that she had to be beached in shallow water. Thus, with the conclusion of hostilities, the grand old ship had to be sold for scrap after a record of service in two wars which has seldom been equalled.

*Photo, Fox*





## Records of the Regiments: 1939-1945

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

# The Household Cavalry

FEW people would have guessed, in those first confusing days of the war, that the 1st Household Cavalry Regiment was destined to see action on three continents, travel through thirteen countries, or spend over five years abroad. Its first task was to complete the A.R.P. arrangements at Windsor Castle, and fatigue parties were busy in the Castle forecourt when the historic hour struck and the long war began. Shortly afterwards, His Majesty the King inspected the newly formed regiments; and a few weeks later they had moved up to Newark to join the 1st Cavalry Division. The cold mid-winter of 1939 soon passed in the Midlands, and in February 1940 the journey to Palestine began. The rigours of that journey with the horses has still not faded from memory; nor has the arrival at Tulkarm, the muddy weeks of the Palestine spring, or the hot dusty months of the summer. Nathanya, Azzib, Tiberias, Beisan, these towns and many others saw the tall men and their black horses from Whitehall.

### A Few Brave Men in Morris Trucks

The part played by the 1st Household Cavalry Regiment in the Iraq and Syrian campaigns in 1941 is now part of history. The forced march across the Syrian Desert of the 9th Armoured Brigade under Brigadier Kingston, the actions of that tiny force at Ramadi, Falujah and Kadermain, were one of Wavell's most brilliant and successful gambles. Then came the Syrian campaign, Abu Kamal, and the march on Palmyra, which threatened Homs and the French left flank. These desert days were great ones in the history of the Regiment; the running fights with the mechanized outlaw Fawzi Bey, the mad charges with "Glubb's Girls," the investing of the pipe-line forts and the grim days outside Palmyra.

The men who fought those battles had only three weeks' mechanized training. They were equipped with obsolete Hotchkiss machine-guns, one taken from the museum at Hythe, and Mr. Churchill's allusion in Parliament to the "ring of steel around Palmyra" referred not to tanks or armoured cars but to a few brave men in Morris trucks. The Household Cavalry were now fighting the French Foreign Legion for the first time in history. The enemy were under no delusion about our strength or our air cover. Their aerodrome was one mile away and our lines of communication stretched for 700 miles. For ten days the ruins of Zenobia's palaces 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 recrossed the desert, paused in peaceful Baghdad and moved north to the oil-fields of Khanaquin. Entering Iran south of the Piatak Pass, they entered Kerminshah and the short campaign ended. For the third time in six months they received the order to cease fire. After a short time garrisoning Senna and Shahabad, they advanced to occupy the capital and entered Teheran simultaneously with the Russians. Three weeks' rest and celebration followed with our new Allies, and parades and exchange of hospitalities became the order of the day. Then, with winter approaching, came the long march back to Jerusalem and, later, one memorable October afternoon, the battle-scarred trucks climbed their last

IN September 1939 the Life Guards and Royal Horse Guards, horsed cavalry regiments, stationed in London and Windsor respectively, amalgamated to form the 1st Household Cavalry Regiment and the Household Cavalry Training Regiment. With the threat of invasion after the Battle of France the War Office decided there was no room in this country for horsed soldiers, and with the need for new units the 2nd Household Cavalry Regiment was formed.

hill, the Mount of Olives, and coasted 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 Alamein, and invasion was expected daily. Famagusta, Nicosia, Athalassa, waving seas of bearded barley, white villages and blue vine clad hills: in twos and threes our magnificent new "steeds," the Marmon Harrington Armoured Cars, began to arrive, and were driven gaily over the dusty stubbles in the heat of July afternoons. It takes two years to train a unit from nothing in this complicated role, but in August the Regiment was re-equipping at Kassassin, and a few weeks later drove through Cairo to take its place in the 8th Army. Not everyone was strange to the desert, for all that summer there had been a squadron of Household Cavalrymen in dummy tanks; and on one occasion, at the Rotunda Signals, they had bluffed the Italians into a hasty 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 before they were switched to the north. The Quattara depression, Himeimat, the January, February and Avon minefields: these were the scenes of the Regiment's numerous actions, as the battle continued day after day. The Marmon Harringtons appeared still stranger sights with various captured weapons—Solothurns, Bredas, Spandaus—mounted on the turrets. Then one glorious morning they broke through the

Avon minefield to find the enemy in full flight. After four hectic days they found themselves driving across virgin sand with the defeated Italian army behind them and only a few gazelle in front. The ebb-tide of the war had passed.

Raqqa, 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 Marmons gave place to Humbers, Humbers to Daimlers. Staghounds appeared. Equipment improved, establishments changed as the 8th Army left the desert behind. The Regiment summered in the heights of Slennfe in Syria, and wintered in the tent town of Tahag. They trained in the little-known deserts south of Suez, made more than one visit to the Lebanon to quell 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 constantly employed. 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 yet to be fought and the snow-clad Majella massif lay in the hands of the Germans. Leaving their cars behind them the squadrons moved forward on foot, and, based on the little monastery towns of Lama and Palena, patrolled against the enemy. It was a strenuous affair of mules, carrier pigeons and special Alpine equipment.

With the fall of Rome the whole front crumbled, and after a spell of rest the next role was a mounted one in the Fabriano Scheggia 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, when the Regiment was in 6th Armoured Division and fought in the foothills of the Prato Magna. Then followed a long spell in the Line with the



PALESTINE HEADQUARTERS of the 1st Household Cavalry Regiment during the spring and summer of 1940 was in this ancient town of Tulkarm. Taken in the October, the previously unpublished photograph shows a sentry on guard at the entrance to the fort, while others parade in front of one of the old stone buildings.



**CONFERRING IN THE WESTERN DESERT** in November 1942, during the rout of the Axis forces, Colonel (then Major) R. E. S. Gooch is seen in the centre. With him are the Adjutant, Captain I. A. Henderson (left), and Major W. H. Gerard Leigh.

Polcorps during the advance to and the battle of the Gothic Line which culminated in the capture of Fano and Pesaro. To commemorate these actions the Regiment was decorated with the Sirenya Warsawa, and all ranks now wear the red shield of the Siren 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 Anghiara and the other at Monte St. Angelo. Advances were made as far as Carpegua 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 Ostend and was soon in the Line again, on the Maas front under 1st Corps. Italian partisans had been exchanged for Dutch, 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 Munster Forest. Finally, they came under command of the Guards Armoured Division which was directed on Cuxhaven. Fighting alongside the sister regiment, the 2nd Household Cavalry Regiment, they captured Stade and after an exhilarating week crossed the Oste at Hechthausen. The historic signal was received in May and the heavy guns sounded the cease fire.

It is tempting to wax sentimental over this long odyssey. Let us simply be thankful that nearly three hundred men lived through

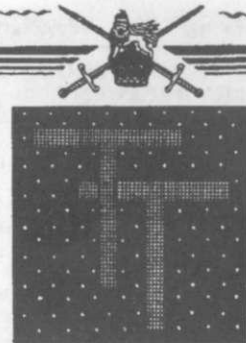
it all and that the Guard is mounted in Whitehall once again as it used to be to give pleasure to the people and do honour to their King.

#### SECOND HOUSEHOLD CAVALRY REGIMENT

by Major A. J. R. Collins

It might be thought that the fast moving pattern of modern war holds no place for the cavalry soldier; yet the role of the Armoured Car Regiment is very much that of the horsed 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, with the need for new units the Second Household Cavalry Regiment was formed. This Regiment was initially trained as a Motor Battalion, but in 1941, when the Guards Armoured Division was formed, the 2nd H.C.R. assumed its traditional role of cavalry or what now corresponds to cavalry, of armoured cars. There followed long months of training in this country, of gunnery, of driving and maintenance and of wireless, for everything had to be learned from scratch. Innumerable 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



Colours: Red T's on Dark Blue Ground

#### 50TH (NORTHUMBRIAN) DIVISION

An old Territorial formation steeped in First Great War tradition, the 50th, mainly composed of North-Country infantry regiments, took on a more national appearance as the toll of casualties mounted during the Second Great War. In May 1940 its greatness was apparent at Arras and Ypres, where by hard-won successes the envelopment of the B.E.F. was averted. The intervention of G.H.Q. prevented a "fight to the last man" stand, and the Division embarked from Dunkirk.

Re-formed in England, the 50th arrived in the Western Desert, via Cyprus, in time for Rommel's offensive in June 1942. Defensive actions were fought along the Gazala Line, at Mersa Matruh and at Alamein, until Montgomery's final offensive from the last named in October 1942. Not engaged in the early phases of that offensive, the Division later took part in the pursuit of the Afrika Korps, attacked the Mareth Line in March 1943, and spread-eagled the Wadi Akarit defence line. Its final success in the Tunisian campaign was at Enfidaville on April 20.

In Sicily the Division outfought enemy parachute troops at Primo Sola bridge on July 10. Catania was captured on August 5, Acireale on August 8, and Taormina on August 15, before the Division was withdrawn to England for the invasion in the West. Landing north of Bayeux on June 6, 1944, La Rosière was taken within a few hours and Bayeux was entered the following day. Costly engagements followed at Lingèvres, Tilly, Onchy, and Hottot in July. In the Bocage country, in August, the 50th captured Lictot, Amaye, Villers Bocage, Plessis-Grimoult and St. Pierre, cleared the Forest of Breteuil on August 23, and elements were over the Seine by August 27. Entering Belgium on September 4, the Division assisted in the liberation of Brussels (entered on September 3). In Holland the Division fought its last battle along the Eindhoven-Nijmegen road, September-October, and was withdrawn to England in December 1944.



**SYRIA-BOUND AFTER ALAMEIN**, in 1942, to take up Middle East garrison duties, squadrons of armoured cars created an impressive sight as they left the Egyptian Desert for the small town of Raqqa, on the Syrian border. When stationed in Syria, for fifteen months, the Regiment took advantage of the little-known deserts and the improved equipment coming to hand to train for its next period of active service, in Italy, where it campaigned for six months in 1944.



## First Household Cavalry in Cyprus and Persia



NEW EQUIPMENT INSTRUCTION was an important part of the training of the First Household Cavalry Regiment when stationed on the island of Cyprus in 1942. Troops learning to drive a Bren gun carrier (1) on the sun-baked plains. Occasional rest from these exertions was enjoyed on the beaches (2).



LINK UP OF 1ST HOUSEHOLD CAVALRY Regiment and of Russian forces in August 1941, at Teheran, capital of Persia, brought to a close the Allied campaign directed against a threatened Nazi coup d'etat in that country. An officer of "C" squadron of the Cavalry is seen (3, right) with a Russian officer and an interpreter, extreme left, after the occupation of the city. Following three weeks rest and exchange of hospitalities with their Russian Allies, 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 trophy, the German flag (4). Remaining in Jerusalem for the 1941-42 winter the Regiment was transferred to Cyprus in the spring of 1942, for garrison duties; it was here that the obsolete Hotchkiss machine-guns and old light trucks with which the Regiment had fought its recent campaigns began to give way to modern armoured vehicles and armament, and training for the Alamein Battle was begun.

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**STAGHOUND ARMoured** cars, replacing other types "mounted" by the Regiment when in North Africa, were taken to Italy, where one is seen (left) on a patrol, July 1944.

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 bridge-head and consequent lack of space for wide-ranging armoured cars, it was not till 38 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 Tinchebray 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 Beny Bocage, and many other exploits augured well for the future. This first experience was of vital importance to the Regiment, because after a week spent as infantry it made a quick move to XXX Corps who were by then blocking the south of the Falaise pocket and 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.

**I**N 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 via Beauvais, thence to Arras and Douai, and then on that most memorable 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 innumerable brushes with the enemy, fights to hold vital bridges and all the other varied incidents which unexpectedly 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 Dyle 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 reigned. 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 first physical contact between the ground forces of the 2nd Army and the beleaguered airborne troops.

Throughout the action and the early winter of 1944-45 less spectacular jobs were the lot of the 2nd H.C.R. A long period



**CHANGING OF THE GUARD** in Whitehall, on October 5, 1945, by the Household Cavalry revived one of London's most popular spectacles. See also illus. page 425, Vol. 9. Photo, Planet News

watching the line of the Meuse in the mud and damp of Holland, a sudden dash to another part of the Meuse, this time in Belgium between Liège and Namur, at the time of the Ardennes scare, and later very little action for the Regiment 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 gallop, this time on German soil.

In fact, XXX Corps was on the left of the British forces ranged against what remained of the German paratroops who were fight-

ing in a country as if 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 arrived from Italy—had reached the North Sea at Cuxhaven.

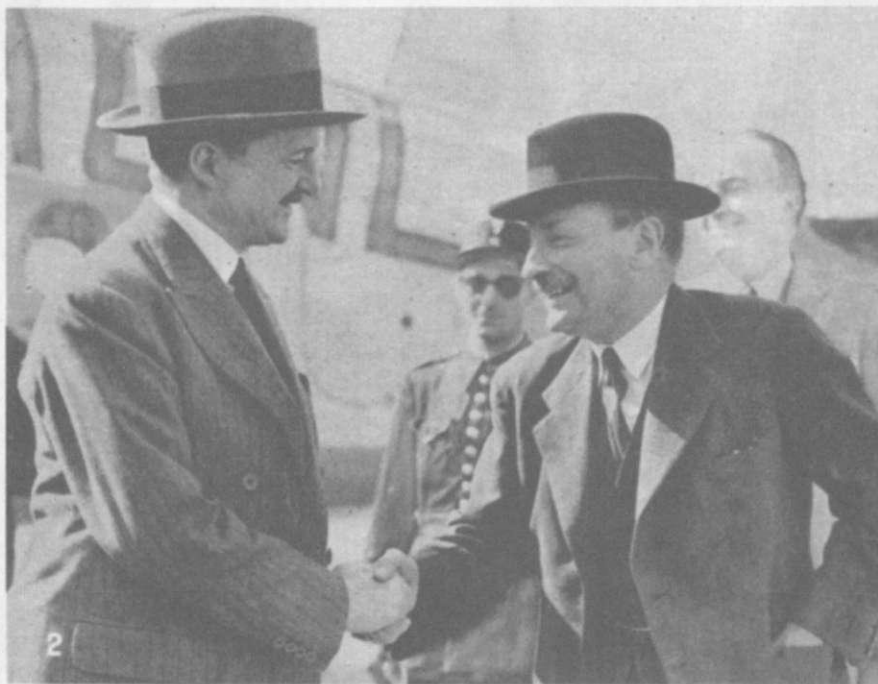
#### "Splice the Mainbrace" Ordered

Such are the bare bones of the story; the descriptions which follow are those of some of the more spectacular incidents among the everyday happenings to armoured car troops. One lucky troop officer, at the beginning of the campaign, having kept a vital bridge in enemy territory under observation for 48 hours, went out on patrol the following day; his car was blown up by a mine. Changing cars, he met a Tiger tank which was immobile through track trouble. The officer tried to stalk 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 wounded to England after 72 hours of war. A troop of armoured cars watching the Rhine engaged and beached a tug flying the swastika flag and towing two barges. On the result of the action being wirelessed 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 at 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 territory.

All true cavalry work carried out in the spirit and tradition of the Household Cavalry. Though the glamour and the sparkle of the Household Cavalryman of old has departed, his successors in The Life Guards and "Blues" have proved as brave and as resourceful in modern war as their forbears—whose duty it was to protect the person of the King in battle.

## Paris Peace Conference: Opening Scenes



otos, Associated Press,  
cystone, Topical Press

To lead the British delegation at the Peace Conference, the Rt. Hon. Clement R. Attlee (1) flew from Northolt Aerodrome, Middlesex, on July 28, 1946; 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"

WELCOMING 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 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 of whose corporate life were established last year at San Francisco . . . This same association . . . is now being called upon by the Council of Foreign Ministers to take part in the working-out of the peace settlement." He recalled to mind "the meetings of 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."

That this Conference would have to "accomplish the tasks of five peace conferences" was emphasized by Mr. Molotov when he addressed the assembly on behalf of the Soviet Union, at the plenary session on July 31. "It will have to express its opinion and offer recommendations on drafts of peace treaties for Italy, Rumania, 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 general, 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 (4) climbed the main staircase in the Palace—passing resplendent Cuirassiers of the Garde Republicaine stationed at every few paces—en route to the Salle des Séances, to urge upon the delegates "the simple object of saving from the heart of the common people in all lands the brooding fear of another war and of enabling them to live together as good citizens 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, Keystone, Associated Press







### ***Representing Seven of the Peace-Seeking Peoples***

*Photos, G.P.U., Planet News, Keystone*

1. U.S. delegates, Mr. Freeman Matthews, Lt.-Gen. W. Bedell Smith and Mr. Averell Harriman. 2. Ethiopian delegate Aklilu Abt Wolde (left) who remained unseated until placards which bore the name of Abyssinia were replaced by new, hastily printed labels. 3. Dr. H. V. Evatt, leader of the Australians. 4. Sir J. Bhor and Sir Khizar Hayat Khan Tiwana of India. 5. Mr. J. F. Byrnes, U.S. State Secretary. 6. Mr. Mackenzie King of Canada, and (behind) Mr. A. V. Alexander and Mr. Attlee. 7. Mr. Molotov and Mr. Vyshinsky of the U.S.S.R. See also pages 289 and 313.

## Our Empire's Proud Share in Victory

# SUDAN and OTHER AFRICAN TERRITORIES

By HARLEY V. USILL

**I**f the Anglo-Egyptian Sudan had gone, the supply lines to the Middle East up to the Red Sea and across Africa from Takoradi to Khartoum would have gone, too. Egypt itself would have become untenable. There could have been, in fact, no front in the Middle East. . . . They (the Sudanese) deserve in the Battle of Africa the same tribute as the Prime Minister paid to the fighter pilots of the Royal Air Force in the Battle of Britain; for rarely has so much been owed by so many to so few." This quotation comes from the official publication, *The Abyssinian Campaigns*.

The Sudan comprises a million square miles and contains about six million inhabitants, and has been under Anglo-Egyptian condominium since 1899. Geographically and culturally the country falls into two parts—the great North African-Arabian Desert, inhabited by Hamitic and Arabic-speaking Muslims; and to the south, the Sudan proper, inhabited by negroid peoples yet linked by tradition and the Nile to the riverain Arabs 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, had she but known it, were 7,000 British and Sudanese. The 1,200 miles of frontier bordering Italian territory was thinly covered by the Sudan Defence Force consisting of only about 4,500 men. Three British battalions, less than 2,500 men, were all the other troops available for the defence of Khartoum, Port Sudan and such other vital spots as the Atbara railway junction. The "supporting" air force consisted of seven antiquated machines.

### Supplement to British Battalions

A realization that *their* country was in danger, however, led a number of local sheikhs and chiefs to raise irregular forces from among the frontier inhabitants, and these were constantly in action against the enemy and proved an invaluable supplement to the British battalions and 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 Warplanes Fund and other Allied funds. The Rizeigat tribe, famous horsemen, presented the Army with the cream of their stock for remounts; and the Meidob, the most primitive of North African peoples, drove a flock of sheep for 450 miles across the desert as a gift to the Commissariat. And so we could go on giving details of gifts great and small, but enough has been said to indicate something of the nature of Sudan's contribution to victory, and to justify the unconstitutional inclusion of this territory in the present survey.

The High Commission Territories are "in" South Africa but do not form part

**C**ONSTITUTIONALLY, the Anglo-Egyptian Sudan and the three High Commission Territories of Basutoland, the Bechuanaland Protectorate and Swaziland have no place in a series of articles on the British Colonial Empire. Nevertheless, we feel justified in dealing with the considerable war effort of these territories in conjunction with those of our African colonies.

of the Union, being Protectorates governed directly from Britain. The agent for the discharge of these responsibilities is His Majesty's High Commissioner for Basutoland, Bechuanaland and Swaziland, who is also the High Commissioner for the United Kingdom in the Union of South Africa. The three territories are very diverse in character. Basutoland and Swaziland are smaller than Wales, whereas the Bechuanaland Protectorate is nearly two and a half times the size of the whole of Great Britain. Populations, however, bear no relation to the size of area, since Basutoland has a population of 600,000, Bechuanaland 280,000 and Swaziland 180,000.

**B**ASUTOLAND is primarily an agricultural country with 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 following categories, and to assess its 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 Basutoland practically all the available land was ploughed and sown. In Swaziland the cultivated acreage was increased by 25 per cent. during 1940-41, and in the Bechuanaland Protectorate the additional lands cultivated were known as

"war lands." In addition to producing Kaffir corn, mealies, maize and wheat, the Territories exported quantities of livestock, hides and skins, wool, mohair and dairy products.

During 1942 alone, 33,000 head of slaughter cattle were exported from the Bechuanaland Protectorate to Johannesburg and the Rhodesias, and nearly 1,000 tons of chilled beef to the United Kingdom. The importance of this, and all other production drives in East Africa, is best seen against the background of two important roles which the whole of East Africa, Southern Rhodesia and the Union of South Africa were called upon to play quite apart from direct military contributions. It was essential that the whole area should become self-sufficient in regard to its own food requirements at the same time as it was developed into a supply base.

### How Industrial Demands Were Met

Next in importance in the drive for supplies was the supply of manpower for the mines. A certain amount of labour is absorbed in Swaziland, where the most abundant mineral is asbestos, but the majority of the natives work in the gold and diamond mines on the Rand and in the coal mines of the Union. The great shortage of labour in the Union during the war added considerably to the value of the supply of labour from the three Territories. Industrial diamonds, for instance, were vital to the whole war effort, and a regular supply enabled South Africa to service its own production of machine tools.

In June 1941 units of the African Auxiliary Pioneer Corps were formed for service with the British forces. Since then over 32,000 have been recruited, roughly 20,000 from Basutoland, 8,000 from the Bechuanaland Protectorate and 4,000 from Swaziland. All these men were volunteers, and companies of the African Auxiliary Pioneer Corps formed from the High Commission Territories served throughout the Middle East campaign from Syria to Tunis. These troops took part in the advance from El Alamein to Tunisia, handling supplies at Tobruk and Tripoli. Basuto "diluted" units accompanied the 8th Army to Sicily and Italy, and in Sicily they were joined by units from Bechuanaland.



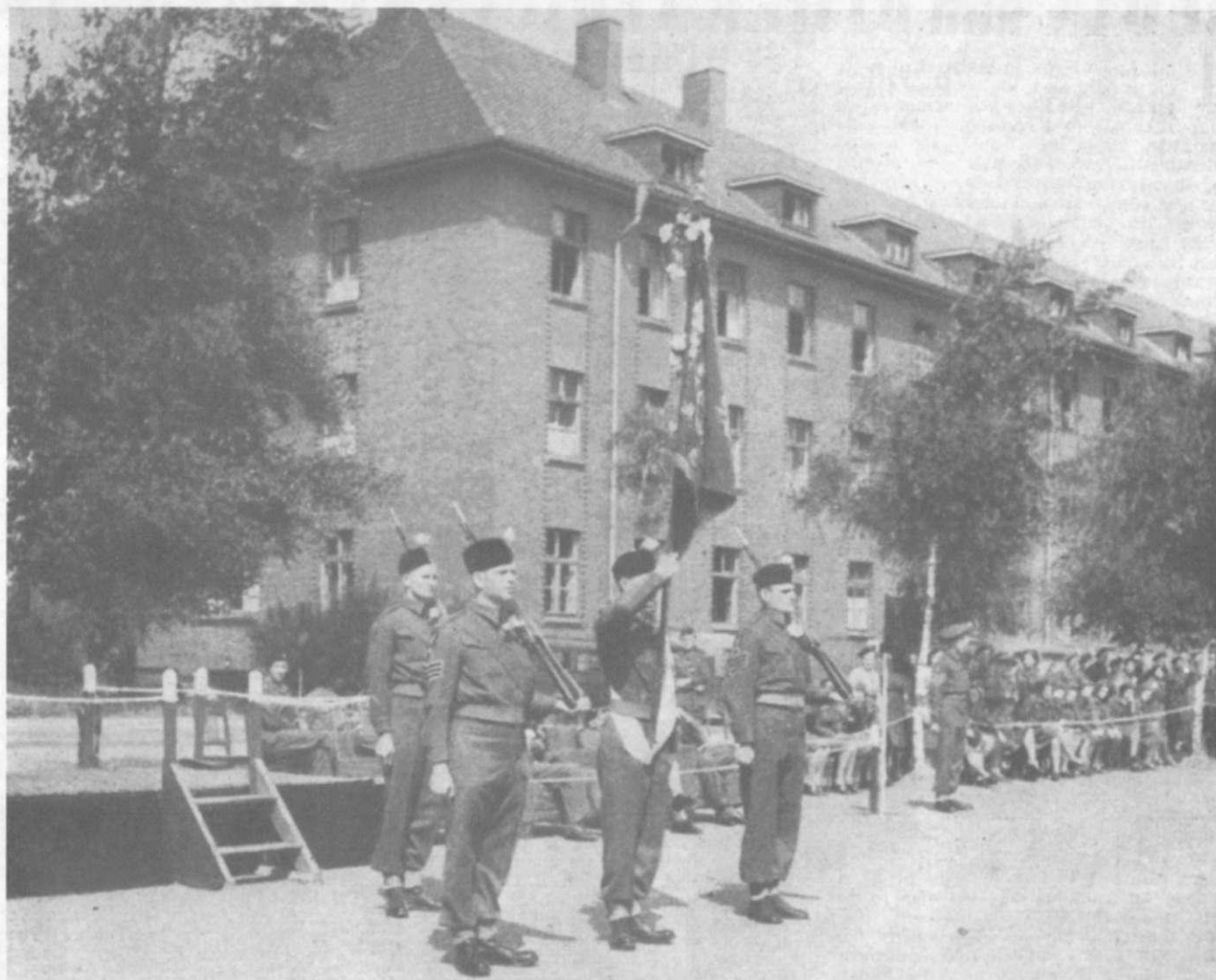
SWAZI TROOPS of the African Pioneer Corps, with men from Basutoland and Bechuanaland, served throughout the Middle East campaign from Syria to Tunis. Volunteers recruited with the co-operation of their paramount chief Sobhuza II, they helped particularly in maintaining supplies; those above are breaking-up salvaged enemy aircraft from North African battlefields, to provide material for other purposes.

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Photo, British Official



## K.O.Y.L.I. Celebrate Minden Victory in Minden



**I**N HONOUR of the men of the Regiment who fought, fell and vanquished the French Armies at the Battle of Minden 187 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 German city, on August 1, 1946. In accordance with tradition, the 1st Battalion, with white roses in their khaki berets, doubled on to parade on the sounding of the "Advance." The Regimental Colour Party (above), consisting of Lieut. Derbyshire, C.S.M. A. Patterson, C.Q.M.S. Lane and C.Q.M.S. Tatchell, then took post in the centre of the Battalion, General Sir Charles Deedes, Colonel of the Regiment, whose son had fought with it during the Second Great 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.

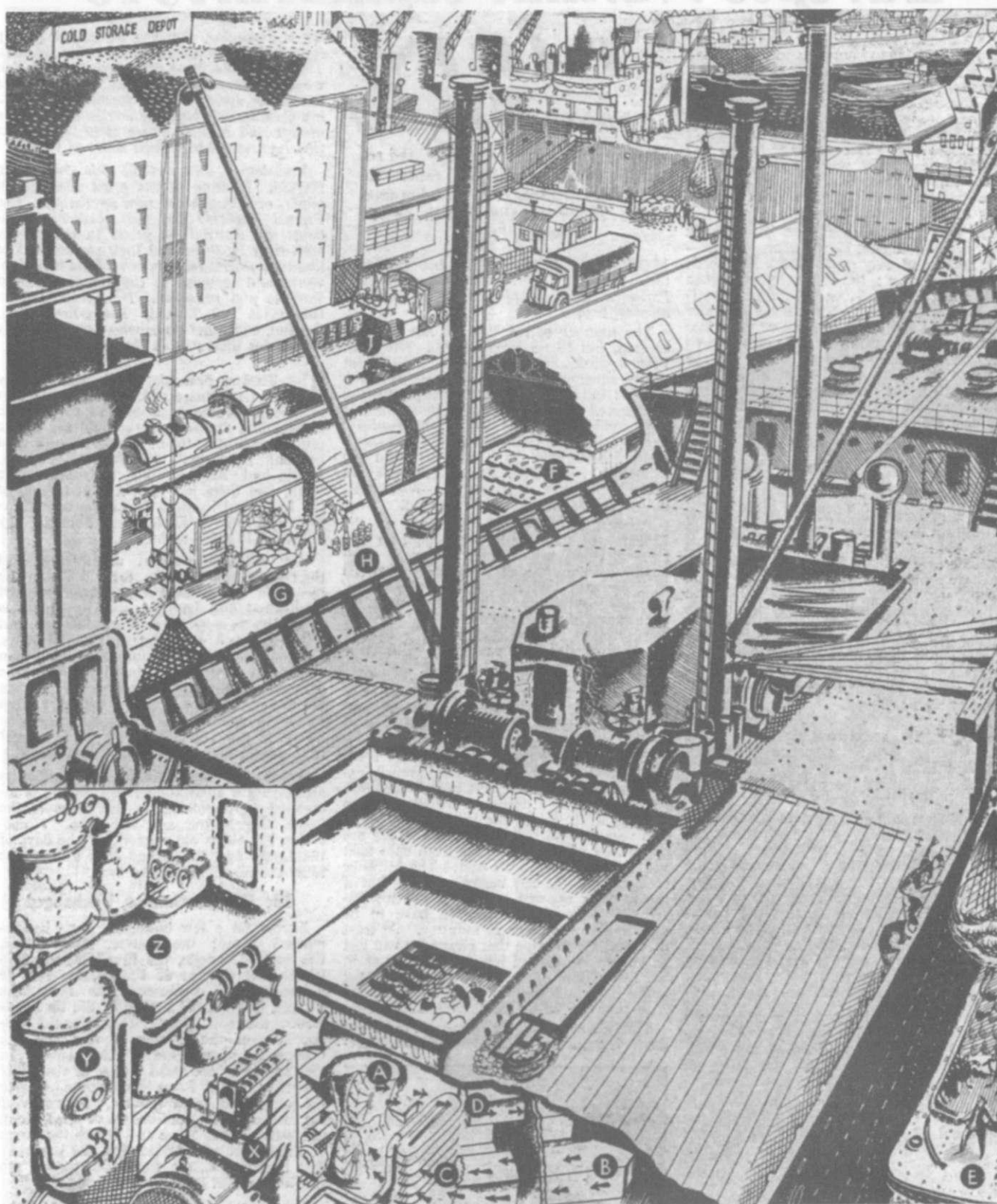
Addressing the Battalion, the General said: "The Queen, Colonel-in-Chief of your Regiment, has asked me to convey her best wishes to you," and referred to the proud traditions established by the 51st of Foot (as it was then known) at the Battle of Minden on August 1, 1759. Accompanying General Deedes at the saluting base was Major-General G. P. B. Roberts, C.B., D.S.O., M.C., commander of the famous 7th Armoured Division (Desert Rats), to which the 1st Battalion the King's Own Yorkshire Light Infantry now belongs. The Battalion, which moved to its present station by way of France, Norway, Scotland, Ireland, England, India, Iraq, Iran, the Suez Canal Zone, Syria, Sicily, Italy, Palestine, Belgium and Germany, is engaged upon very heavy guard duties in the Minden area.

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Photos, British Official



## Britain's Food: Our Meat Ration from Overseas



ENSURING THE APPEARANCE OF THE FAMILY MEAT RATIONS in the butchers' shops ready for sale each week is a complicated task. Our artist Haworth was given facilities by the Ministry of Food to make this drawing, which shows some of the varied activities which go on behind the scenes when a refrigerated meat ship sails into port from Australia, New Zealand or elsewhere. The meat, which may be boneless beef, fore or hind quarters with bone, telescoped mutton carcasses, or individual joints packed in cardboard containers, all of which may add up to five or six thousand tons, is stowed away in the shelter deck, the 'tween decks and lower holds.

The temperature of these cargo spaces has been maintained at 14 to 16 degrees Fahr. during the voyage, by means of air-conditioning plant consisting of two fans driven by electric motor (A). The lower fan draws in air from the bottom of the hold (B). This is then passed through a series of chilled pipes (C), the upper fan forcing

it through a wooden trunk (D), which distributes the freshly chilled air around the top of the hold, whence it passes down through the cargo and is taken in again and reconditioned. The chilling of the pipes is shown inset; carbon dioxide is compressed at (X), condensed at (Y), passing through the evaporators (Z). Each hold has its own set of fans and pipes, and by means of a central control panel the temperatures of the many cargo spaces are regulated.

To facilitate dispatch, unloading of the meat is carried out by barges (E) for delivery to riverside cold storage depots, via transit sheds (F) to refrigerated railway trucks (G) for transport to inland cold storage depots. During the railway journey temperature is adjusted by means of a chemical compound called cardice, which is seen being stowed at (H). The remainder of the ship's cargo is put into cold storage depot at the dockside, there to await motor transport (J) by road to retailers in surrounding areas. PAGE 309



# Europe's Wartime Capitals in 1946

## PARIS

By  
**GEORGES GOMBAULT**

a French journalist who, opposed to the Pétain armistice, came to London in June 1940 and became the editor of the French newspaper, France.

**C**ONDITIONS of existence in Paris are beginning to improve and intellectual, artistic, and social life resumed with intensity, but there are still great difficulties. The housing crisis is extremely serious. It is almost impossible to find an unfurnished flat, and it is hardly less difficult to discover a furnished one. This shortage is due less to destruction, which was not very extensive in the capital, than to inadequate building since 1930 and to the large number of refugees from up and down the country.

The number of persons who have a right to priority—refugees, big families, officials—is 135,000, and only some 30,000 have been assigned quarters; the rest have been taken in by friends or are living in furnished apartments or in hotels. "When a jug of water is full to the top," the director of the Office du Logement (Housing Department) 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, but have reappeared and are now being sold without restriction. Many Parisians have families or friends in the country and receive parcels 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 resumed. The sugar ration is not large, and in most of the cafés, restaurants and hotels saccharin is given. Thus the food situation has not returned to normal. But housewives are no longer obsessed by the difficulty of finding the indispensable minimum on which their family can live.

Clothing is still subjected to the severest restrictions. Neither suits nor boots nor underclothing can be bought freely. There are hats to be had, but the fashion of going bareheaded is steadily spreading. However, manufacture has been resumed, and every month sees a growing quantity of ready-made clothes, shirts or footwear purchasable, of course, for coupons. The seamstresses and milliners of the Rue de la Paix are busy on exports; Paris fashions have kept their prestige and recovered all their vogue.

**M**EN who hanker after elegance continue to go to their tailor and shirtmaker and shoemaker, but only a tiny minority can afford this luxury. Most Parisians are using up their pre-war stock of clothes and are renewing it only where absolutely necessary. Owing to the great shortage of stocks the big stores are no longer as frequented as in the past; nevertheless, a comparison between this summer of 1946 and the morrow of liberation shows a certain progress in the field of shopping.

In transport the improvement is more decided. In September 1944 the only means of communication was the Underground (Métro), which ran only five days a week and only up to eleven o'clock at night; many stations were closed. Now the Métro is running every day up to 1 a.m., and almost all the stations are open. Motor buses have been brought back into service, and about 1,500 are now on the road; compared with 3,500 before the war. Taxis have made their appearance; there are 6,000 at present and there will soon be 8,000, compared with

14,000 before the war. After being reduced for so long to the Métro, the cycle, or walking, Parisians greatly appreciate the progress already made.

The number of private cars has also increased, but to no great extent. The great French works are making cars, though not on the same scale as they are manufacturing lorries; but the greater part of the production is reserved for export. A proportion has been assigned for use within the country, but to buy a car it is necessary to possess a certificate supplied by a Ministry, and the categories entitled to such certificates are narrowly limited and defined—physicians, industrialists, journalists, and so on.

According to recent statements of the Ministry of the Interior, 400,000 cars (including taxis) are in use, compared with 60,000 at the time of liberation; 500,000 cars are still laid up. In this field, too, progress is slow, due to the limited quantities of tires and of motor spirit available. Motor spirit has to be imported, and the French are compelled to go cautiously with their foreign exchange.

**F**UEL of all kinds presents one of the chief problems. The recovery of industry, and therefore of trade, depends on coal, and in spite of the effort made by the French miners, whose production now exceeds that of 1938, there is still a shortage. The French extraction of coal has always been inadequate for the country's needs. Parisians had no heating at all during the winter of 1944-45, and very little in that of 1945-46. They are wondering if they will suffer from cold next winter as much as in the past. The Minister of Public Works has recently stated that if the imports 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 two past winters; the reservoirs of the hydro-electric stations, which were empty, have been refilled by the abundant rain.

Thus life in Paris is far from easy, but every day it is becoming a little less difficult. Liv-

ing is expensive, entailing especial hardship for all those with fixed incomes or salaries. The high prices have produced demands for wage increases. But social agitation has not so far assumed grave forms; the working class is following the advice of its trade unions and is well aware that the parties that represent it have their share of power.

Intellectual and artistic life has been revived. In spite of the great shortage of paper, new books are now appearing. The French Academy and the Académie Goncourt are distributing prizes in conformity with their tradition and their statutes. The literary public is reading novels and historical works and accounts of the life of deported workers and prisoners. It is interested in the verse of Eluard, Pierre-Emmanuel, Aragon, and other poets who became widely known for their part in the Resistance.

**T**HE Théâtre Français, which has recently been reorganized and to which the Odéon is now subordinated, continues to produce outstanding dramatic works, and the public remains faithful to it. Great actors and original producers like Jouvet, Copeau, Dullin and Baty continue their pioneering work, and there has been a rush to one of the boulevard theatres to see the new interpretation of L'Ecole 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 ignoramus. The public is as hungry as ever for new productions, but it has enjoyed a revival of Chaplin films. Cinemas are nowadays more frequented than cafés, for restrictions interfere with the amenities of the latter. Real coffee and tea are rare; there is no sugar; and very often by the middle of the day there is neither wine nor beer nor cider left, and the customer must resign himself to simple fruit juices.

Among the young, football and athletics are having a great vogue. Swimming is increasing in popularity in the baths in the Seine, the Marne and the Oise. Horse-racing has all its old attraction: the days of the Drags and the Grand Prix attract the same crowds as before the War.

### The Old Fascination Unchanged

Except for a few buildings, Paris has remained intact: the Louvre, Notre-Dame, the Sainte-Chapelle, the Invalides, the Sorbonne, the Collège de France, the Arc de Triomphe, the Concorde, the Place des Vosges, and the old houses of the Ile Saint-Louis, are still there; the splendid perspectives of the Champs-Élysées and the Champ de Mars remain. The tourist can still mount to the third storey of the Eiffel Tower, climb the Butte Montmartre or make the journey to Montparnasse. He can visit the museums and the libraries or stroll along the banks of the Seine and search the boxes of the secondhand booksellers for bargains. The background, the wonderful setting, the fascination of it all, have not changed.

But deeper observation reveals that Paris has been profoundly affected by the oppression she underwent through four years. She has not forgotten her moral sufferings or her privations. How could she forget them when so many of her own have not returned and so many essential things are still missing? But Paris, still quivering at the reconquest of her freedom, does not despair: she is putting forth her energies to become once more what she always was in the eyes of the world. No one has any doubt that Paris will recover completely.



THE ARC DE TRIOMPHE now features a cab-rank for horse-drawn carriages (right), one result of shortage of modern transport in Paris. PAGE 310 Photo, Keystone

## Slow Progress of Paris to Peacetime Plenty



**BOULEVARD DES ITALIENS** on a fine Sunday afternoon is thick with promenaders (1) all outwardly well-dressed in spite of the severest restrictions to which the sale of clothing in France is still subjected.



**QUEUE FOR MEN ONLY** is attended by seekers after cotton shirts and underclothing (2), now less scarce than formerly and purchasable—when one is lucky—in exchange for the inevitable coupons.



**PREPARING FOR LUNCH** by the side of the Seine this wanderer (3) has his own method of dealing with the food situation. The derisively named Marché aux Puces (Flea Market) offers bargains in secondhand clothing and other goods (4). Boarding a bus on the Place de l'Opéra (5) in the absence of a regulated queue entails the skilful use of elbows and pushfulness. Only about 1,500 motor-buses are now on the Paris roads as compared with 3,500 before the War. See facing page.





# The Roll of Honour

1939-1946

**Sgt. R. ADDIS**  
Royal Air Force.  
Mediterranean. 7.5.44.  
Age 20. (Cinderford)

*So great has been the response of readers to our invitation to submit portraits for our Roll of Honour that no more can now be accepted. But we have every hope of being able to publish all those so far received.*

**Flt./Sgt. H. ADDIS**  
Royal Air Force.  
In action: 3.12.43.  
Age 21. (Cinderford)



**Stkr. F. C. ANSELL**  
H.M.S. Penzance.  
Action: Atlantic. 24.8.40.  
Age 23. (Erith)



**Cpl. J. AMOS**  
Argyll & Sutherlands.  
Action: Italy. 21.4.45.  
Age 23. (Stoke-on-Trent)



**Pte. J. BAKER**  
Q.O. Cameron Highl'd's.  
North Africa. March, '43.  
Age 33. (Birmingham)



**Dvr. S. BEIGHTON**  
Royal Army Service Corps.  
Action: at sea. 2.3.44.  
Age 32. (Sheffield)



**Pte. F. BILLINGHURST**  
6th Airborne Division.  
Action: Belgium. 24.3.45.  
Age 29. (Greenwich)



**L. Cpl. K. BRAMLEY**  
130 Field Amb. R.A.M.C.  
Action: Norm'dy. 5.7.44.  
Age 24. (Halifax)



**Pte. W. BROWN**  
R.A.M.C./48 R.M. Com'do  
Westkapelle. 1.11.44.  
Age 26. (Aberdeen)



**Pte. L. CARPENTER**  
Dorsetshire Regt.  
Arramanches. 6.6.44.  
Age 20. (Birmingham)



**Pte. J. CHISHAM**  
Royal Sussex Regiment.  
Action: France. 12.5.40.  
Age 21. (Portsmouth)



**Sgt. T. A. CLARKE**  
K.O. Scottish Borderers.  
Action: Burma. 23.2.45.  
Age 31. (Bathgate)



**Cook E. COLLINS**  
H.M.S. Glorious.  
Off Norway. 9.6.40.  
Age 26. (Oldham)



**Cpl. C. CUNNINGTON**  
Royal Engineers.  
Died of wounds. 3.12.44.  
Age 26. (Lewes)



**Cpl. A. DAVIES**  
3rd Monmouthshire Regt.  
In action: Caen. 28.6.44.  
Age 24. (Ebbw Vale)



**Pte. W. I. DENNIS**  
1st Bn. Loyal Regt.  
Mediterranean. 3.6.44.  
Age 20. (Hadleigh)



**Pte. L. A. DOBSON**  
Sherwood Foresters.  
Action: Anzio. 30.1.44.  
Age 32. (Lincoln)



**L. Cpl. G. DOWNING**  
8th Bn. Parachute Regt.  
W. Europe. 28.3.45.  
Age 20. (Rushall)



**Flt./Sgt. A. E. EDWARDS**  
Bomber Comd. R.A.F.V.R.  
Action: Greece. 30.11.43.  
Age 21. (Finchley)



**Cpl. E. E. EDWARDS**  
1st South Staffs Regt.  
Action: Burma. 11.6.44.  
Age 23. (Madeley)



**Sgt. A. G. G. FILLEUL**  
Royal Air Force.  
Action: Hamburg, Aug. '43.  
Age 22. (Gosport)



**Pte. F. FENNELL**  
Sherwood Foresters.  
Action: Inchville. 8.6.40.  
Age 20. (Chesterfield)



**Flt. Sgt. FISHBOURNE**  
R.A.F.V.R., A.F.U.  
Market Deeping. 15.4.45.  
Age 24. (Eyemouth)



**Flt. Sgt. R. FRANKLIN**  
15 Bomber Sqn. R.A.F.  
Action: Ruhr. 18.8.44.  
Age 21. (Gt. Yarmouth)



**Pte. C. B. GOOCH**  
Oxford & Bucks L.I.  
Normandy. 8.8.44.  
Age 27. (Oxford)



**Gnr. H. GRIFFITHS**  
14th Bn. 5 S.L., R.A.  
D. of wds. P.O.W. 18.6.43.  
Age 32. (Liverpool)



**Pte. A. T. HARRIS**  
Royal West Kent Regt.  
Action: Burma. 8.1.44.  
Age 30. (London)



**Gnr. A. M. HARVELL**  
85th A.T. Regt. R.A.  
Jap. P.O.W. 21.9.44.  
Age 37. (Parkstone)



**L.A.C. E. G. HILLS**  
Royal Air Force.  
Jap. P.O.W. 20.11.44.  
Age 24. (Kingsbury)



**Cpl. F. HOLDSWORTH**  
West Yorkshire Regiment.  
Burma. 16.9.44.  
Age 25. (Bradford)



**Mne F. W. HUBBARD**  
11th Bn. Royal Marines.  
Action: Tobruk. 13.9.42.  
Age 20. (Romford)



**Cpl. S. G. LEE**  
1st Cambridgeshire Regt.  
D. ex-P.O.W. 15.3.45.  
Age 32. (London)



**Flt. Sgt. A. W. G. MEECH**  
Bomber Command R.A.F.  
Wuppertal. 29.5.43.  
Age 22. (London)



**Pte. J. F. MILLINGTON**  
Northamptonshire Regt.  
D. w'nds: Burma. 17.4.45.  
Age 20. (Birmingham)



**Tpr. L. PAYNE**  
Royal Tank Regiment.  
Action: Italy. 6.9.44.  
Age 22. (Effingham)



**Sgt. H. G. ROYSTON**  
Bomber Command R.A.F.  
In action: 10.2.44.  
Age 20. (London)



**Fus. J. B. VEITCH**  
Royal Fusiliers.  
In action: 15.12.43.  
Age 27. (Newcastle Tyne)



**Sgt. W. WINDEBANK**  
1/6 Queen's Royal Regt.  
Action: France. 29.8.44.  
Age 32. (Ramsay)

# THE HUMAN STORY OF 1939-1946 *I Was There!*

## 21 Nations Meet to Make Peace

At four o'clock on the afternoon of July 29, 1946, the Peace Conference opened its formal proceedings in the Luxembourg Palace, Paris. Hundreds of unarmed police kept the way clear for the arrival of the delegates, and at the palace portals cavalymen in magnificent uniforms and with drawn swords provided the sole military touch. The proceedings are described by A. J. Cummings of The News Chronicle. See illus. pages 289 and 303-306.

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 places reserved for them in the well of the Chamber, facing a tribune from which many years ago Briand delivered one of the most eloquent of all his speeches.

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 flashing lights brightened the general air of gloom. It was 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. Vishinsky came next; and the British Prime Minister, looking a trifle bewildered as he gazed 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 sorted itself out and the

horde of photographers, spasmodically and reluctantly, ceased from shooting.

M. Bidault read his speech of welcome in clear but unemotional tones, pitching his voice low. It was a brief utterance, rigor-

ously 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 defection 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



LEADER OF THE BRITISH DELEGATION at the Paris Peace Conference, Mr. Attlee chatted with Mr. A. V. Alexander, First Lord of the Admiralty (above, left) and Australia's Dr. Evatt (right). An honoured guest was Mr. Trygve Lie, General Secretary of the United Nations (top, right), in conversation with Mr. Averell Harriman, an American delegate.

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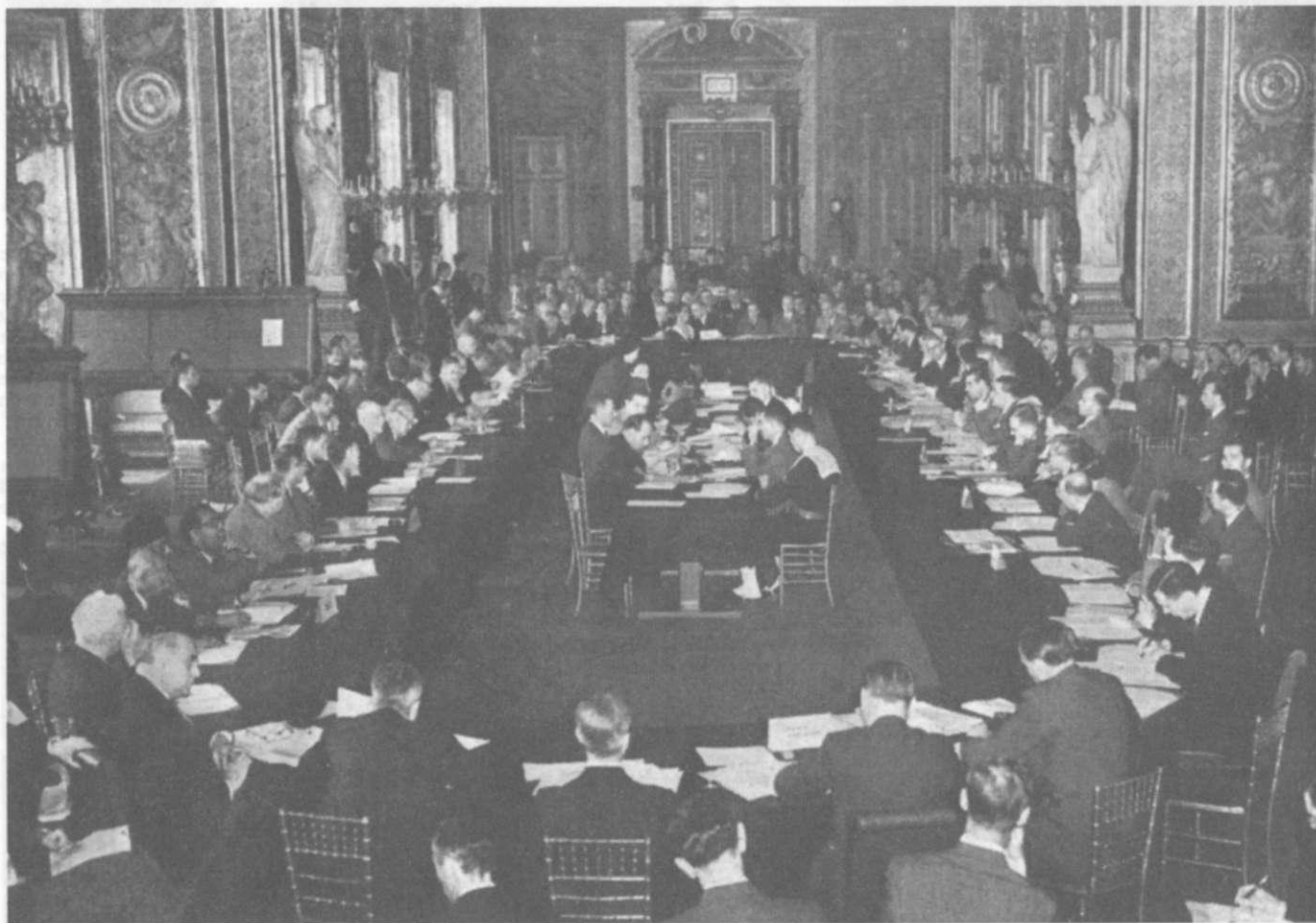
possible to find solutions "which, if not perfect, will be at least reasonable and not contrary to justice or to honour."

For the rest M. Bidault was unanimously elected temporary chairman of the Conference; Mr. Lie, 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, pugnacious leader of the Australian delegation, charged the academic atmosphere with a streak of lightning. Stepping briskly on to the tribune, he protested, as a champion of the little 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 session, 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 rose to gainsay this axiomatic declaration and his proposal was accepted.

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





THE COMMITTEE OF PROCEDURE AT THE PARIS PEACE CONFERENCE held its first meeting at the Luxembourg Palace on July 30, 1946. The controversy on whether to adopt the two-thirds majority rule proposed by the Council of Foreign Ministers or the simple majority rule favoured by many of the smaller states was settled here by a British amendment on August 7, whereby all recommendations, whether passed by a simple or a two-thirds majority, would be forwarded to the Foreign Ministers Council. See story in page 313. Photo, G.P.U.

## I Crash-landed on Burma's Broadway

Air liaison 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 clearing of Broadway and helped to prepare an airstrip for the landing of the main body.

I WAS seated with a small party of British and Gurkha troops beneath the wing of a glider at Lalaghat, in Assam, on the evening of March 5, 1944. Throughout the day the giant airfield had been a scene of feverish activity. Scores of huge American and R.A.F. transport aircraft had been arriving and were lined up on either side of the airstrip, and troops had been loading mules and equipment into the gliders now dispersed in pairs at the head of the grass runway. All around us sat similar groups of men laughing and joking, smoking and grumbling. They were chiefly men of the 1st Battalion of the King's (Liverpool) Regiment, forming the spearhead of General Orde Wingate's Chindits.

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 in Dakotas.

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 proposed landing area 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 Hukawng valley towards Mogaung and Myitkyina, about 150 miles north of Broadway.

Each Dakota was to tow two gliders, and as the sun went down the first aircraft taxied up to where the gliders were standing. The nylon tow-ropes of the first two were hitched to the aircraft, which roared and lumbered off down the runway. The tow-ropes leapt off the ground like giant snakes until they were taut, drawing the gliders forward until they were airborne. The operation had begun. The first gliders contained the Battalion Commander, Lieut.-Col. W. P. Scott, M.C., and Col. Alison, U.S.A.A.F., and a few of his staff who were to build the airstrip. Soon after them went the Brigade

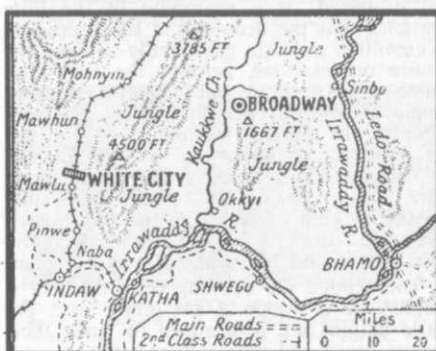
Commander himself, Brigadier ("Mad Mike") Calvert, D.S.O.

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



Squadron-Leader  
LEONARD HART

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 set course eastwards towards the Chin 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 the men sat quietly opposite one another in the darkness, chewing gum to prevent air sickness—though one or two were sick. I climbed forward at the invitation of the pilot, an American sergeant. He was having a bit of difficulty with the controls, for the other glider attached to our aircraft was swaying across our path, and 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-rope, 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

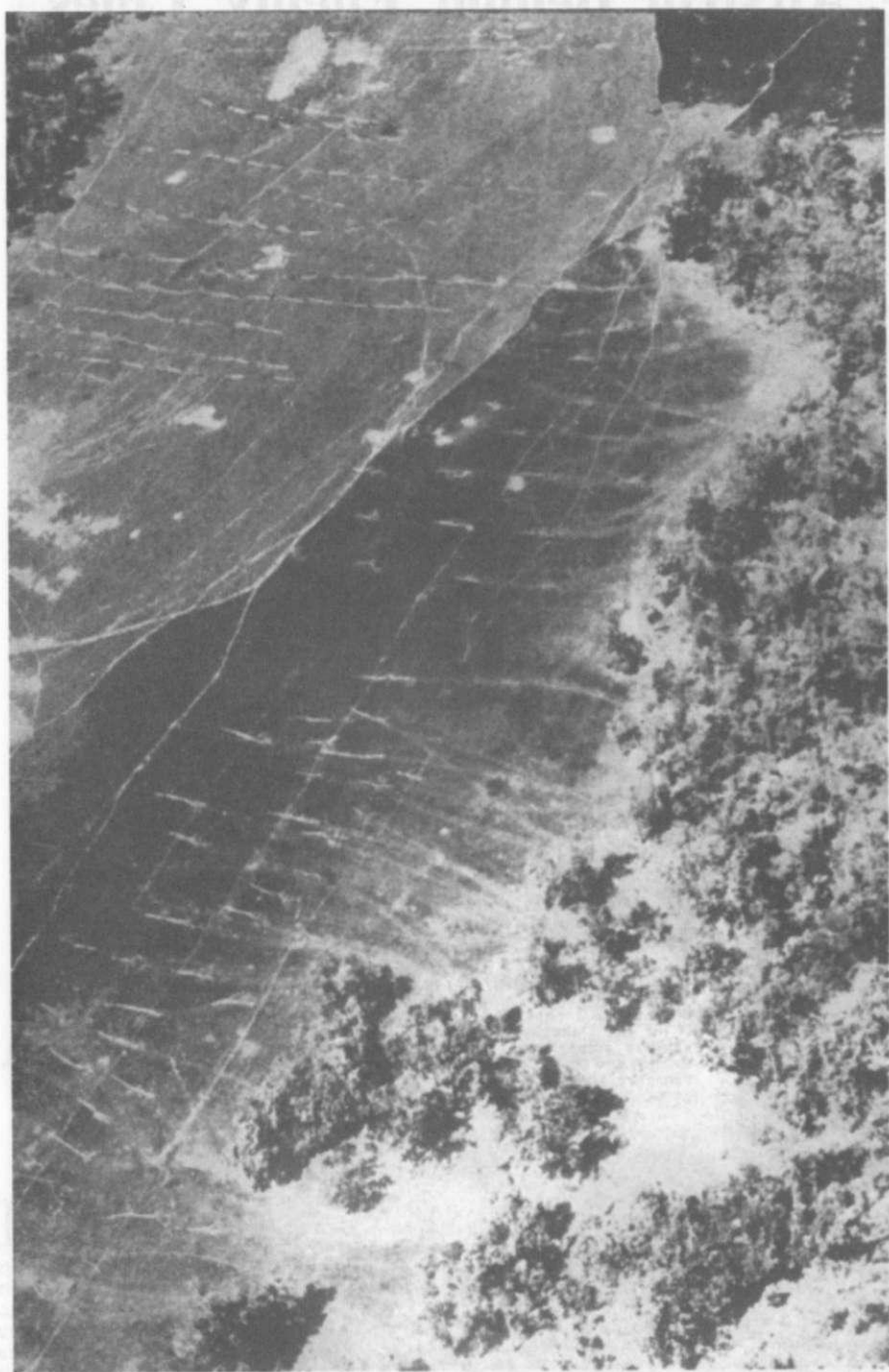


BY AIR TO BROADWAY, in the heart of Japanese-held Burma, went Wingate's Chindits in the Anglo-American operation of March 5, 1944. Glider-borne troops who were the first to land cleared the jungle airstrip (1) for the Dakota troop-carriers. British and U.S. troops (2) fought off Japanese snipers and held the hastily prepared runway. British, West Africans and Gurkhas, included among the airborne Chindits, waiting to enter transport aircraft (3) at their base in Assam. See accompanying story. PAGE 315

*Photos, New York Times Photos, U.S. and British Official*







BURMA'S "PICCADILLY" LANDING GROUND, one of the two airstrips intended for landing Chindits behind the enemy lines in March 1944, as it appeared from a R.A.F. reconnaissance plane—strewn with trees felled by the Japanese to render it inoperative. But operations went forward, from the other strip, called "Broadway." Photo, Planet News

it swung towards us, and our pilot said a rude word and hauled the stick back as the cause of our trouble disappeared from sight beneath us and I breathed freely again. That was the last we saw of it, and I heard some days later that its pilot had cut off and landed in a field.

AFTER about an hour we crossed the Chindwin River, altered course and were sailing smoothly on at 12,000 feet, and I began to wonder how the first arrivals were faring at Broadway. As we neared our destination I kept a good lookout, but failed to locate anything that looked like our landing area. Suddenly we turned, and ahead of us I could see the tail lights of circling aircraft. We went down and joined them, and could distinguish the rough form of a flare path set out. There were no signs of fires or anything resembling enemy action,

and an Aldis lamp was flashing its green signal from the ground.

The pilot gave orders to prepare to land, and we came round in a perfect circle, but just as we were about to touch down the pilot observed that the airspeed indicator was reading 120 m.p.h., so he decided to go round again. The tow-ship screamed blue flames as it climbed round once more, but we were still going too fast and the pilot did not cut off. The third time we had no choice, because the pilot of the aircraft cut us off himself by using his emergency release.

We swept down towards the ground at a horrifying speed. In the clear moonlight I could see faces peering at us, and right in front of us was another glider—it would be a miracle if we could avoid it. I said a short prayer as the pilot tried to keep us airborne,

and as we seemed to come down right on the other glider he made a superhuman effort and wrenched the stick back with all the force he could command to clear the obstacle. He all but 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 breathless, but when we disentangled 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. Gangs of men were working to get the crashed gliders out of the way and other gliders were coming in fast, spilling men, mules and equipment out in tumbled 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 wait, or go back; but the trouble was that the aircraft had insufficient petrol to tow the gliders back to India, so they had to cast off. I saw two gliders come down in the tree-tops. Another, carrying a bulldozer, crashed into a tree and the bulldozer flew right over the head of the pilot, who was unhurt. "I guess that's just the way I planned it!" he remarked nonchalantly.

We were in wireless touch, and it had been arranged that if things were going badly we would wireless "Soya 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 "Soya 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 Dakota 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 employed to assist the engineers, and we toiled all day with spades and entrenching tools, pausing for only a few minutes to drink a hurried 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 unmolested; 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 Dakotas, and during the day a squadron of American light aircraft flew in from India, under Captain Rebori, and evacuated all our casualties.

Soon after dusk the first aircraft landed, piloted by Brigadier Old, U.S.A.A.F., and was received with rousing cheers. Then, hour after hour, they came in a steady stream until nearly 100 sorties were recorded the first night. During the next few nights many thousands of men, mules and equipment were flown in without mishap—to attack the Japanese lines of communication in their most vital spots and thus clear the way for the recapture of Burma.

## ~~~~~ I Was There! ~~~~~

### **Rebirth of Walcheren as an Island**

Strangest of all battlefields of the war is this island off the coast of Holland. Though parts of the village of Westkapelle lie buried for ever under the sand, the land is being restored to its people by the use of portions of Mulberry Harbour, as explained by The Evening Standard reporter Richard McMillan, lately returned from a visit. See also pages 250-253.

**I**t 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 Scheldt from Breskens 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 Dykegirt, the Dutch island which defends the mouth of the River Scheldt. I was going back to see an historical and engineering novelty—the rebirth of Walcheren as an island, thanks to the concrete towers towed over from the now abandoned Mulberry Port at Arromanches. (See pages 144-145, Vol. 9).

**T**HE occasion should have been a glad one, but as I drove across the desolation of the reborn island there was nothing to see but sadness. This is the strangest of all the battlefields of the war. It is a Never-Never Land. Over miles and miles there is hardly a tree to be seen. And what are supposed to be farmlands and pastures look what they really are—weedy soil snatched from under the sea.

Some villages were under water for as long as a year. You pass through a village without knowing it. You come to an array of tombs. "What's that?" 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 ocean-going 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 dykes at Westkapelle, where the biggest breach was made.

#### **Barges Converted Into Snug Homes**

You see many of these stranded boats and barges. They look unused and derelict 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, daintily arranged with lace curtains for the windows and with wooden steps leading up to the door neatly 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 us," the people of Westkapelle told me. Two of the concrete caissons refloated from Normandy and towed to Walcheren were placed in the big gap and then blown up to fill in the hole. Other blocks were afterwards sunk to form a breakwater to give double protection to the repaired breach.

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



**TO SEAL THE BREACHES AND DRAIN THE WATER** from flooded Walcheren Island, Dutch workmen have been toiling day and night. One of the concrete caissons of Mulberry Harbour (used for the landings on the Normandy beach-head) is being positioned in the fourth and final gap in the sea-wall.

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Photo, Associated Press



Motto: "Deeds Not Words."

#### **NO. 20 SQUADRON**

**S**EPTEMBER 1915 saw the formation, at Netheravon, Wilts, of No. 20 Squadron. It played a distinguished part in operations on the Western Front during the First Great War, and in May 1919 proceeded to India. Equipped with Hurricane IIDs (armed with 40-mm. cannons) in 1943, No. 20 extended its role of tactical reconnaissance to close support of XV Corps in Burma.

In April 1944 the squadron sent a detachment to Imphal to provide the besieged garrison commander with a tank-busting weapon and some excellent results were obtained against the armour which the Japanese had brought to the perimeter of the Imphal Plain. In December the squadron went to Sapam for 14th Army support, and during the advance over the Chin Hills to the Chindwin Valley it provided indispensable aid to the ground forces.

**B**UT it was later, when the 14th Army debouched upon the plains of Central Burma, that 20 Squadron really came into its own, supporting the 19th Division's crossing of the Irrawaddy north of Mandalay, near Singu, and the 20th Division's bridge-head west of Mandalay, near Myinmu. In March the squadron was re-equipped with Hurricane IV R.P.s, which did good work against Fort Dufferin at Mandalay.

When the 14th Army leapt forward in the race for Rangoon against the approaching monsoon No. 20 went with them, first to Thedaw then to Toungoo, creating havoc amongst enemy rivercraft, dumps and transport. After the fall of Rangoon, No. 20 moved to Southern India. Required as part of the Occupational Forces for Siam, Spitfire VIIIs were allocated to the squadron, with which aircraft they moved into Bangkok during October 1945. The following month they re-equipped with Spitfires Mark XIV.

rebuilding the demolished dykes over the remains of the first two Mulberry caissons. This work is now finished and the land inside the restored dyke has been almost completely drained of the water that covered it.

"We shall never be able to restore the village of Westkapelle," 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 sea 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 dykes close to the concrete caissons from Arromanches," said the villagers. "It will bear the words 'Destroyed by British bombing. Restored thanks to the British port of 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 reoccupy the pillboxes which remained above sea level. The defenders were in poor shape to meet the invasion when it came. Seven of them were posted to keep watch in the lighthouse at Westkapelle. 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 ever-vigilant 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 Walcheren, "but that is forgotten now, for it was realized that it was part of the price to be paid for liberation by Holland."

pose 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 these attacks, told me that he had seen the silhouettes of two dogs thrown into relief by the crimson arcs of tracer bullets. I thought no more about his casual remark until later on in the campaign.

Obedying orders from "higher up," our Battalion evacuated the area during the morning and marched off towards Brussels. The beautiful city was bathed in evening sunshine as we passed through its wide, tree-lined streets. Fountains played, shops displayed their wares, and it seemed that we had left Hell 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, painfully 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 Helchin, about 15 kilometres south of Brussels. During the march a dog appeared, and tagged on to our rear section. Again, no one was suspicious. Indeed, the animal, which somehow seemed lonely and in need of company, was welcomed as a diversion as we slogged along. We breasted a rise, our marching feet sending clouds of dust into the air. The sun had risen, 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 column, and we took cover on the farther side of the

### The Hounds of Okegem Betrayed Us

Clever 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. Shuttlewood, then serving with the 7th Guards Brigade (portrait in page 760, Vol. 9).

**B**IG, wolfish creatures they were, with shaggy manes and, as we soon discovered, magnificently trained. To us they seemed tame, lovable 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-go, on the morning of May 15, 1940, when a dog bounded over a hedge, paused for a few moments to snuffle at my boots, then leapt towards the outhouse which we used as an improvised cook-house.

The cook on duty, a lanky guardsman, proffered it a bone, which the dog sniffed

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 roaming 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 wood behind the chateau, and our R.S.M. was his victim—with 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 sup-



LIVING UP TO THEIR MOTTO 'I STRUGGLE AND EMERGE,' the people of Walcheren, Holland, are erasing the signs of war with vigorous action. In the village of Oudendijk, which with the rest of the island was partly destroyed as the result of the smashing of the dykes by the Allies to drive the Germans out of the flooded land, workmen utilize old bricks and new for rebuilding now the flood-waters have receded. See story "Rebirth of Walcheren as an Island."



"SHOOT THEM ON SIGHT" was General Montgomery's order when, in 1940, German-trained Alsatian dogs were found to be "spying" on our troop movements. Tasks of other specially-trained dogs included work with German stretcher-bearers (left).  
Photos, New York Times Photos, Keystone

We were all awake and alert; the dog—again with us—was asleep in a barn. Early the following morning it was discovered that he had loped off, and he was not seen throughout that comparatively quiet morning.

At noon, B.H.Q. received a message, via Brigade H.Q., from Gen. Montgomery, G.O.C. the 3rd Division, of which our Battalion was a part. I 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 "thrown in the towel," and, according to Lord Haw-Haw, "the 7th Guards Brigade, cream of the British Expeditionary Force, had been totally annihilated." We grimaced at the former item and grinned at the latter. We were the 7th Guards Brigade—and by no means "totally annihilated." Once more we moved, vacating Helchin the same night after burying the dead dogs.

hill, with a winding track leading down to a small village. I saw trees torn up by their roots. Roofs of cottages sagged. The spire of an old church buckled as shells scored direct hits. The shelling became fiendishly accurate, and we lost several men in a few hectic minutes. I subconsciously noted that a dog was standing on the top of the hill, calmly ignoring the whine of shells soaring a few feet above him.

#### Vital Message from Brigade H.Q.

The firing stopped. We formed up, in single file, and marched off down the earthen track. As we neared the village the Hun battery opened up again. We dropped flat on our stomachs, and fortunately no one was hit. Again we advanced, a dog trailing behind. I saw that the church had been hit yet again; the top half of the steeple had completely collapsed.

When at last we reached Helchin, as yet unravaged by war, we discovered it to be a fair-sized town; an agricultural one, judging by the fields of unripe wheat which ringed it, and livestock was plentiful. Here our B.H.Q. was in a large, rambling farmhouse. All civilians were ordered to leave the town by 4 p.m. The Intelligence Officer found it a difficult task to persuade some of the stolid peasantry that a mass evacuation was essential to their safety, and that the Germans, with their fast, mobile units, were not so very far in rear of us. It seemed, however, that our fears on the people's behalf were groundless; for no attack was launched that night.

#### NEW FACTS AND FIGURES

THE British Mission which recently investigated the effects of the atomic bombs on Hiroshima and Nagasaki (see illus. page 274) has 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 to a distance of one mile; uninhabitable without extensive repair to a distance of 1½ miles; uninhabitable without first-aid repairs to a distance of 2-2½ miles. From the casualty figures in Japan, in the largest British cities with a density of population of roughly 45 per acre the number of people expected to be killed by one atomic bomb is estimated to be nearly 50,000. Risk of death is approximately 70 per cent at half-a-mile from the centre of damage and 20 per cent at one mile.

THUS in 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 demolished or damaged beyond repair; approximately 35,000 would need major repairs; 50,000-100,000 would be uninhabitable until first-aid repairs had been carried out. A total of roughly 400,000 people, therefore, might be rendered temporarily homeless, of whom about one-half could return to their houses after lesser repairs. Of the remaining 200,000, about 50,000 would be dead or would die within eight weeks, and a comparable number would require extended hospital treatment, leaving about 100,000 non-casualties to be rehoused. These figures make a reasonable allowance for better housing, fire and rescue services than existed in Japan.

ALTHOUGH Japanese shelters were much below British standards, all survived except the very poorest earth-covered shelters within a few hundred yards of the centre of damage in Nagasaki. The standard British shelters (Anderson, Morrison and reinforced surface) would therefore have remained safe from collapse, even at the centre of damage. Deep shelters such as the London Underground would have given complete protection.

AT Wesel, in the British Zone of Germany, municipal art treasures worth millions of marks have been discovered in a grave in the cemetery. Gravediggers in November 1944 watched the mysterious interment of an "unknown soldier" which was attended by two prominent Nazis and some town officials. When their long-dormant suspicions were recently revealed to the authorities, the grave was opened and the coffin was found to contain valuable trinkets, jewels, money, and two vases, one-time gift of Antwerp to the town of Wesel.

THE Inquiries and Casualty Department of the Colonial Office, which has now closed down, was created in December 1941 to deal with inquiries about persons believed to be in Hongkong and Malaya at the time of the Japanese invasion. Altogether, inquiries concerning 20,000 persons were dealt with: some were subsequently found not to have been in the danger areas, or to have got away to safety before the Japanese arrived. More than 10,000 were interned or made prisoners of war, and 2,000 were reported to have died. Since the Japanese surrender some 6,000 have been repatriated. Some 5,000 persons are still reported missing.



## Home from the Far East is H.M.S. Anson



ARRIVED AT PORTSMOUTH DOCKYARD on July 29, 1946, the £10,000,000 battleship Anson (the seventh of that name) was due for paying off and then becoming a training ship at Portland. Flying the flag of Vice-Admiral Edelsten, she was commanded by Captain F. S. Bell, who was captain of H.M.S. Exeter in the action with the German heavy cruiser Admiral Graf Spee in December 1939. Anson was "adopted" by the City of London in 1942. See also pages 366-367, Vol. 6. Photo, G.P.U.

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