LANCASTER BOMBERS OF No. 51 SQUADRON OVER ST. PAUL'S, London, on August 21, 1944, were returning to Gravity, Huntingdonshire, from a good will mission to the United States, where they had carried out a 10,600-mile tour. Welcoming the airmen at their base Sir Norman Bottomley, A.O.C.-in-C. Bomber Command, paid tribute to their discipline and fighting for the nation of theiraden, and to the efficiency of British equipment and heavy aircraft industry. See also Illus. page 188.

Edited by Sir John Hammerton

NO. 242 WILL BE PUBLISHED FRIDAY, OCTOBER 11
Farewell to Remnants of the Late German Navy

UNSERVICABLE SHIPS confiscated after the capture of the German fleet, and being held in accordance with the Armistice terms, are to be scrapped by the Allies. The 3,600-ton cruiser Sachsen (1) is shown as the target for the flak guns; the 4,000-ton cruiser Leberecht (2) is about to be sunk by torpedoes; the 2,000-ton minesweeper Ebel (3) is probably sunk by a naval mine; the 1,000-ton minesweeper Alster (4) is being torpedosed in the English Channel; the 12,000-ton merchantman Schleswig-Holstein (5) is being sunk by an air attack; the 2,000-ton merchantman Maginot (6) is being sunk by a naval mine; the 1,000-ton merchantman Bismarck (7) is being sunk by an air attack; the 1,000-ton merchantman Schleswig-Holstein (8) is being sunk by a naval mine. These ships were dealt with in similar manner to one of the North Sea. The Allied fleet is going down (1). See also page 78, Vol. 9.

UNCOMPLETED U-BOATS in the Bremen and Yon shipyards at Hamburg were included in the Allied elimination plan. One to each of four Royal Navy destroyers (1) was to be burned at sea. The U-Boats were converted into floating cinemas for British naval personnel stationed at Kiel. See also page 757, Vol. 9.
Great Stories of the War Retold

The Truth About Lidice

By JOHN FORTINBRAS

The morning after the Horak farm was burned to the ground, the victims' relatives were allowed into the village to see the remains of their homes.

On June 30, 1942, Dr. R. H. Frank arrived in Lidice to begin his investigation of the massacre.

The testimony of the survivors was recorded, and the German authorities were notified of the findings.

Photographed Beside the Bodies

As the light was clear—just a scene in June afternoon—and several Germans had cameras, the survivors let themselves be photographed in groups beside the bodies of their victims. Some, but not all, were ready to be snapped in these circumstances. From these prints, some of the victims' names were included in the possession of the Czech Government, two facts that might have saved some of the men. The American Red Cross, upon learning of the massacre, was the first to offer assistance. In the cells, barns and stables of the Horak farm, they searched every house, but found not even a scrap of incriminating evidence. If the Horak farm was a reminder of the unspeakable atrocity committed, each man, some of them not even 15, had been through it. They were not easy to trace. In their midst moved a pariah figure, the 75-year-old Priest Stahneck. He had been a lawyer before the war, but now he was a priest. He was the one who knew the secret of Lidice.

The men of the village were led out from the Horak farm to the garden behind the barn. Here, their executioners waited for them. The killings went on intermittently until 4 p.m. At one period Dr. R. H. Frank arrived in full uniform, just to see how the men were being carried out. According to evidence given at his trial four years later, he expressed the desire that "men should know where Lidice stood."
of large piles of straw against the barn wall to prevent bullets rebounding or ricocheting.

Next day Jewish slave laborers from Trenzin came to bury the massacred. They dug a large communal pit near the execution site, piled the bodies into it, some indiscriminately, others hated to see, piled quicklime over them, and finally covered the pit with boarding. Alongside this grave, designed to be unknown and unrecorded, all Christian rumin being deliberately denied it, received 172 men and boys aged 16 and upwards.

These inhabitants with the seeming good luck to be working outside Lidice on these terrible days did not escape. From the cellars at Kladrno, an adjacent mining village, the Gestapo seized another 19 male members of Lidice families, drove them to Prague, and there executed them. Seven Lidice women perished with them.

**Great Stories of the War Retold**

**Heritage of Violence**

A few different, though in some respects more horrible, fellow the remaining women and children of Lidice. The 195 women and girls herded into the schoolroom were deported to Ravensbrück Concentration Camp, a Verschönhöferlager or death camp. There, 42 of them died from ill treatment and misrule; seven others were gassed and three declared missing. Four of these women, being expectant mothers, were first sent to a maternity home at Prague. It is believed that their children were murdered. The mothers, later removed to Ravensbrück, never saw them after birth. Two or three other Lidice women bore children in Ravensbrück KL (Konzentrationslager). These children, it is certain, were murdered almost immediately after their birth.

Then the children proper of Lidice were all sent from their mothers—98 to go to Łódź in Poland, after which they were transferred to Gęsiowka KL in Warsaw. Other Lidice children, the very youngest of those shut up in the schoolroom, were sent for special examination by “racial physicians” to the German children’s hospital in Prague. Their blood was evidently deemed good, of “Hebræo” quality. They were then deported to Germany, retained with German nurses. Only the merest handful of these children have been traced since the end of the war.

It was not enough, for Nazi conceits of vengeance, to kill and scatter the people. The village itself had to be erased. Already, whilst the massacre was continuing, Lidice began burning. Systematically, beginning with the home of the family Hlin, situated on the road to Hlinye, the Nazis placed containers of oil and other inflammable materials, straw in the base of farmhouses, inside shops and simple peasant dwellings, and set them alight, until the whole main street was ablaze.

As Lidice blazed and smoked, a German film unit, commanded by Dr. Franz Tennt, photographed each phase of the obliteration. I saw his film, a testament in itself of crime, at the Nuremberg Courthouse, when the Russian Prosecution presented it as evidence of Nazi mass destruction of villages. It is a vivid documentary, and in contrast to burning village shops, with black oil smoke spreading from their windows, crumbling and erupting walls, destroyed implements and dead animals, one sees groups of smartly dressed SS officers, studying the ruins with their field glasses, and seeing together, as the village collapses in smoke and flame.

**Pilstil Field of Hidden Skulls**

Still the destruction went on. On June 12, explosive charges were set beside the foundations of St. Martin’s, the village’s ancient little church. Once again the Gestapo decreed in from Kladrno to observe their policy of obliteration in action. Under their eyes the church was shattered. The whole village lay mute, shattered, a single heap of rubble. Todi loitering squads, nearly all their personnel conscripted natives, carted away the rubble for road making. The village became a waste, a field of hidden skulls.

Although many other villages in Eastern Europe, including hundreds of Soviet villages, shared the scarred earth face of Lidice, their inhabitants in some cases being submitted to worse penalties, there is only one Lidice, only one name in Europe to symbolize mass murder of an entire community.

![Beside the communal grave at Lidice](image-url)
Airmen Heroes at Honoured Peace in Denmark

AT SHARNLID IN WEST JUTLAND, on August 27, 1944, a memorial stone was unveiled in seven R.A.F. reen—members of the crew of a Lancaster bomber shot down by German fighters on August 27, 1944. Near to one of the streams (top) of the cranes (Lancaster), the memorial stone set in the wall (bottom) is inscribed in English: "To those British airmen who gave their lives for their country and for us. May they rest in peace." Among those attending the ceremony were relatives from Great Britain and Canada.
British Schoolchildren at Scene of Arnhem Epic

VISITING HOLLAND for a two-weeks' stay, under the auspices of the International Children's Movement, a group of children from London were officially welcomed by the Mayor of Arnhem and his wife at a special ceremony in the airfield. A number of the children visited the special war cemetery, the National Museum of War, and the grave of the late Air Commodore P.E. van Ooijen, who died while flying a reconnaissance mission in September, 1944. They also went to a nearby motorway where a dummy of a glider was inspected. Overlooking the scene, a monument bearing the inscription "For those who died for Freedom" was flanked by a boy and girl at the foot of the monument with a message from the Ajax, one of the Allied aircraft forces' strength in September, 1944, to the children. The scene was repeated at a memorial where remnants of the aircraft crews succeeded in withdrawing across the river. On September 1, 1944, second anniversary of the landing, children from local villages and the British people took part in a special ceremony where the site where remnants of the aircraft crews succeeded in withdrawing across the river. On pages 861-496, Vol. 9.
World Food Conference Staged at Copenhagen

IN THE CHRISTIANBORG PALACE, Copenhagen, seat of the Danish Government, on September 8, 1949, the World Food Conference was opened in the presence of members of the Danish Royal family and the delegates of the 49 member-nations of the U.N. the flag of which draped the hall in which the Conference is seen in picture 1. To assist delegates to follow the discussions, carried out in multiple languages, interpreters were employed, each wearing a flower of a predetermined colour to denote a particular language — the interpreter of Spanish, French, English and Russian speaking members, for instance, was seated first in the first row. The Conference, which was opened by King Christian of Denmark (seated) on whose right is Queen Alexandrine; on King Christian's left is Prince Knud, their second son. This Conference, the second session of the P.A.O. (the first was in its inauguration in Quebec, in October 1947), is not concerned with the present world food situation, but mainly with proposals put forward by Sir John Boyd Orr for a World Food Board designed to overcome existing difficulties, universally connected, between food producers and consumers. The Board, endowed with authority to fix priorities for increased food production, would, in effect, prevent hunger and famine. The Conference discussed the following problems: the securing of adequate supplies of food; the disposal of surpluses to the countries in need; the returning of sufficient checks in over-crop failures; and the stabilizing of agricultural prices.

At the first plenary session Herr Henrik Kauffmann, Danish Minister to Washington, was elected Chairman of the Conference. Of the nineteen members of the U.N. who are participating in the Conference, the seats of the U.S.S.R., Switzerland and Italy were left empty, Spain being refused an technical grounds. Russia was not represented; but, although a non-member, she can exercise right to admission without formal application by virtue of having taken an active part in the preliminary discussions at Hot Springs, U.S.A., in 1945.

Page 359
VISITING the Île de Seine, off the British coast, on August 17, 1945, General de Gaulle kept a promise made in 1940 when facing the British in a small boat from the island who had seen service with the Royal Navy during the Battle of the Atlantic. This promise by the General was also an appreciation of the indefinitely delayed liberation of the Île de Seine from the German occupation from 1940 until 1945.

Receiving an enthusiastic welcome from General Charles de Gaulle (left) was the children (1). A word of praise to the islanders (2), all of whom had seen service in the Free French Navy, recalled that 330 schooners made 8,000 round trips to the French Nation in fight on — made from London after the surrender of France in 1944 (see also, page 291). Sailing to England in fishing craft those men were 450 Free French Patriotes. Touting the island General de Gaulle led the Mayor, M. Maurice J. Loi, and followed by Mayor de Gaulle might pass under any arch of landing craft. Almost devoid of vegetation and mainly consisting of flat rock, the Île de Seine, was obtained as an island for a population of 5,000. The island’s telephone communication was served by the Germans, who also destroyed the pumphouse, the only source of drinking water on the Île de Seine. Gas, as a rival to the anti-aircraft and anti-aircraft system adapted by the people.

Photo: J.N.P. Associated Press

PAGE 360
Royal Navy Lays Up Historic Flags at Portsmouth

FLOWN AT TWO FAMOUS SURRENDERS, a white ensign and a Vice-Admiral’s flag were ceremoniously laid up by Vice-Admiral Sir H. Morgan, CB. The first was flown at Cape St. Vincent in 1789, the second at Copenhagen in 1806. The white ensign was flown at the surrender of the Italian Fleet in September 1915, and again at the signing of Armistice terms at Malta.
A CRUISER of 10,000 tons with a main armament of eight 6-inch guns, H.M.S. London was one of the first to Experimental in 1923, after a career of over ten years she is now in service again. When war broke in 1939 she was undergoing an extensive refit, amounting practically to a complete rebuilding. To some extent the result may be considered to approximate to her older ships, but she possesses the fine qualities of modern ships such as her sister ships.*

In appearance she is not easily mistaken to any other ship, and her very distinctive profile gives her a certain amount of recognition. Her two 6-inch and her two 4.7-inch guns are all of the same type, and this, coupled with the fact that she is the only ship in the Royal Navy with a single funnel, makes her easily recognizable. The funnel is a very large one, and the smoke from it is sometimes so thick that it is almost impossible to see through it. The gun barrels are also very prominent, and the whole ship is a very fine example of modern naval architecture. The London is one of the most powerful ships in the world, and her crew is entirely composed of volunteers. She was the first ship to be commissioned in the new fleet, and her presence in the fleet is a sign of the changed state of affairs in the world.
The Irish Guards

By Major

D. J. L. FITZGERALD, M.C.

RAISED in 1868 to commemorate the battle shown by the Irish Regiments in the South African War, the Irish Guards Mounted Infantry fought in the last years of that campaign, 1901 and 1902. The Irish Guards served at a battle the Guards fought on April 19, 1915, occupying trenches between Messrs. and Bullock. Two days later they were street-fighting at Lensfrid. The Regiment continued to distinguish itself throughout the First World War.

changed over to armoured and a 3rd Battalion was raised. Both these were in the Guards Armoured Division, the 2nd in the Armoured and the 3rd in the Infantry Brigade.

Guardman. By nightfall the bill was taken, and on it we gathered the remnants of four companies, 120 men. Next day came the inevitable counter-attack. The Battalion halted it and finished it off by a charge. They dropped their guns, rolled up their shallow holes in the rocks and, shouting "Up the Irish!" we swept the German troops to maintain the pressure down the hill. For three days the rapidly decreasing numbers of men held the hill, beating off five major counter-attacks supported by tanks and armoured cars. They were isolated and often surrounded. Short of food, short of ammunition, very short of water, deprived of sleep, continually shelled and mortared, many of them had to fight on with arms taken from all sides, with no aid for the wounded apart from burial. For three days and three nights they fought, the Irish Guardsmen showed a fixed determination and a determination, of course, for the outcome, if it be an honour to have served with such men.

On this bill L.Cpl. J. P. Keaney won the V.C. for breaking up an enemy attack single-handed (portrait in page 286, Vol. 7). Lieut. Kennard won the D.S.O. and Maj. Lynch, Maj. Ashton and Guardsman Nicholls the D.C.M. Your magnificent fighting Irish Guardsmen added fresh laurels to the name of the Regiment but you have to remember that these were dealing cards.

Vigilant Strength Fell to 150

During the Light of February 3-4, 1944, the German counter-attack failed. Bringing up two attack waves the German front was taken by the light of 1 M.O. B., B. and 3 M.O. B. Disbanded. The Guards continued to exist as a fighting force, although the size of the division had been reduced to 150 men.

For years the Battalion fought in caves, open sandy fields and in wildernesses. It was a savage, primitive, precarious existence. Exhausted men were crippled by exhaustion; asleep in their slit trenches they did not notice the water seeping in, drenching strength of the Battalion fell to about 150. Just as it was about to be withdrawn the Battalion was ordered to hold over from a full-strength American battalion. It held a network of trenches in an open plain, isolated by day and dependent for supplies on fatigue parties by night. Every evening the message came up, "You must hold on." And not only did the attacking troops hold on, but they went over to the offensive.
Records of the Regiments: 1939–1945

They turned the gallows into a executioners' mass in which men like Major Kennedy, M.C., Sgt. Goodall, D.C.M., Guardaman Montgomery, D.C.M., and Guardaman Adamson, D.C.M., burned down German. The Bastet was eventually withdrawn from the beach-head, its fighting strength reduced to 80. Unlucky shells during the final hand-to-hand killed two of the Regiment's finest soldiers, Sgt. Weir, D.C.M., and L/Cpl. Mortality, D.C.M. The 1st Battalion returned to England and, as a battalion, saw no more action, but most of the individual members went on as reinforcements to the 3rd Battalion in France and Holland.

Tank Warfare in the Choking Dust

The 2nd and 3rd Battalions landed in Normandy with the Guards Armoured Division. With two other Armoured Divisions they made the first attempt to break out of the bridge-head. Instead of the German ordnance workshops and mobile bath units they had been told to expect, they ran into a strong defensive screen supported by heavy tank battalions. It was a day of confused tank warfare, fought in the choking dust. A German counter-attack concealed 88s "showed up" the Sherman as they came over the crest.

Lieut. Gorman, M.C., floundering up a lane, rounded a corner and found four German tanks having a conference. The leader, a Tiger, slowly traversed its massive gun. "Lead on," shouted Lieut. Gorman to his driver, L/Cpl. Barrow, M.M., and they rammed the Tiger. Both crews baled out, shaking their fists at each other. Lieut. Gorman went back for a 17-pounder. He found one, its commander deadness, its crew stunned, and with it finished off the Tiger.

The Guards Armoured Division then moved to Caumont and attacked southeast to intercept the Germans moving westward. The two battalions fought their way separately through the "Bocage" — a country of small fields, brooks, high hedges, sunken lanes and marshy scrubs. The Germans switched their best Panzer forces and struck savagely at the exposed flanks of the Division. They cut in behind the 2nd Battalion at La Marvillière, so that for days the trucks bringing up petrol and ammunition and evacuating the wounded had to run the gauntlet. At Sourdeval the 3rd Battalion attacked down an exposed forward slope to cut the German's main lateral road. Spandau guns on both flanks decimated the leading companies; mortar bombs turned the fields of ripe corn into a swirl of flame and smoke; but the Battalion pressed forward.

A few miles of the German in Normandy, the Battalions crossed the Seine and began their spectacular advance. Through cheering French crowds they raced to Brussels, which they entered just after dark. Deliriously happy Belgians crowded the streets to welcome their liberators. Men and women, old and young, showered flowers and fruit and kisses on the Guardsmen; swarms of them clambered on to the tanks, laughing and crying at once, and pouring champagne, brandy and ice cream all together into the outstretched muzzles. The

52nd (LOWLAND) DIVISION

Ressources from the lands of the Lowland of Scotland, the 52nd Division, renamed the White Roses of St. Andrew as a modified version of the sign worn by the division in 1914, was the only Scottish division to serve in the Lowlands of Northern France. The division was assigned this special role. Drafted to France in June 1944, after Dunkirk, the Division provided a covering force for the remnants of the B.E.F., most of whom were then serving in the 6th Airborne Division. After long training in Scotland for mountain warfare—considered for the prospective Allied re-entry into Norway—much of the Division's active service was, ironically, confined to the Red lands of the Low Countries. It played a major supporting and command role of the 1st Canadian Army, the 52nd landed at South Berwick, Hul- land, for Allied operations on Walcheren Island to clear the Scheldt Estuary. The Canadian army. Beamont was captured by the 4th Division and opened on October 27. Oostende, Litt, and St. Georges fell to the Division in its advance on Flas- hing, assailing, with the 4th Commando, on November 1 and, after some street fighting, captured on November 3.

Rommel on Battalion of the Royal Tank Regiment, men of the 52nd gained in the capture of Middelburg, Uden and Breda. In the 52nd Division's advance east of the Maas brought further successes. Mersin was taken on January 18. Walcheren on January 21. Eindhoven on January 22 and Steenwijk two days later. At this insurrection the 52nd had pressed into the southern part of the Netherlands as a bridgehead unit and was the first British Division to set on a D.S.O. on German soil.

In late February the Division was engaged in clearing the sea between Middelburg and the Maas. Later, on March 20, a heavy engagement was fought north-east of the Oostendorp- Piers Canal and, in early April the defences of Westerum were penetr- ated. Boulogne was the final objective. In late May the 52nd Division was included in the 51st (Highland) Infantry Division, as the 52nd became an Occupational Force.
The 'Micks' in Germany near their Journey's End

ENTRENCHED along the Rhine and Vistula, among the ruins of a village and the embankments, the Engineers' motor (left), made full use of the natural features to build fortifications which almost equally well concealed and defended the army it protected. A short time later the regiment reached the Baltic coast, whence across the narrow water to the German frontier, the landing five years earlier, in this part of the Rhine was resumed.

PRESID on April 6, 1945, in Germany, near the Danube, that has been cleared by the Germans exchanged, bandmates with the members of the 1st Battalion. The Coldstream Guards (left), a British regiment that suffered the greatest sacrifice in the defense of London, honored the evacuation of Queen Williamina for the sake of Britain by the Williamina at the end of the world. With the Guards Armoured Division, it legend in the field, one of the most distinguished of the British Army's fighting units, has fought its way from the Rhine down to the English Channel. The cigarette, while brewing the landing boll in their advance, has been a part of the legend of the Coldstream Guards.
German made desperate efforts to establish a new line along one of the great water barriers. The two battalions now working together at one "battle group" led the advance. They found the Elbe Canal strongly held but with one bridge still standing. Loyal, Lombard's troop and Lt. Stanley Clark's's platoon rushed the bridge. From now on the bridge was known as "Joe's Bridge." After the C.O. of the 3rd Battalion, Lt.-Col. J. O. E. Vandeleur.

Flat-Out up the Road to the Rhine.

The Division lined up for the greatest break-out in the 1.578945 history of warfare--the Armoured Drive to link up with the airborne landings at Trineggen and Arnhem. The country was flat, wooded and marshy, impossible for tanks but ideal for defenders. The Irish Guards Group led the break-out. Proceeded by a rolling barrage supported by rocket-firing Typhoons, they drove flat-out up the straight concrete road. "The enemy was in considerably greater strength than had been anticipated," says the official report, "but for the magnificent fighting qualities of the breaking-out troops the junction with the airborne troops might well have been delayed for a number of days.

The first nine tanks were "brewed up" one after the other, but the 3rd Battalion infantry, riding on the following tanks, dismounted and eliminated the 8ths. With the Irish and Grenadiers leading alternately, the Division reached the Lower Rhine opposite Arnhem. Their objective, the one road, was continually cut by German counter-attacks. For days they lived on rations drawn from a German dump as they fought to the front, both banks and the rear.

"That's right. Have a nice rest!" shouted an airborne soldier from the truck carrying him back to safety. An Irish Guardsman, who had been evacuated down the road that Guardsmen had captured, said keeping open. "Get out of it," he replied. "We've been fighting since D-Day, not since last Friday!"

The Irish Guards went on fighting till V Day. It was a wet, cold, deadly Sunday with hard fighting at Hamersumer, Goch and Cleve. In the spring they crossed the Rhine and battered their way through Hanover to cut off Bremen and Hamburg. In this last advance Guardsman E. Charlton of the 2nd Battalion was another V.C. for the Regiment.

When an Irish Guardsman stood on the shores of the Rhine the Regiment had made a full circle: across the narrow sea to Norway.

BAND OF THE IRISH GUARDS playing at Pordenone, Italy, on April 30, 1944, celebrated its 100th performance given to Allied units while on tour of the 1st Army front. On this occasion the Unit was entertained by Pvt. H. Wilcock, R.A.E., entertainer. Photo, British Official

Pursuing the Enemy from the Caen Sector, on the Western Front, in July 1944, Irish Guards in this hitherto unpublished photograph, kept an eye on their own weapons, their sights afloat, the clouds, against the storm, and showing darts and have raised the columns of smoke. Aiming down the sights with the Guards Armoured Division, an Irish Guardsman prepares to engage enemy tanks with his gun. Right and below: Officers of the Canadian Guards Armoured Division. August 1, 1944. PAGE 364
Venice as a News Centre for Our Troops

News-Hungry Servicemen Kept Afloat of Events

Staffed by various Servicemen whose jobs in civil life fitted them for the responsibility, Union Jack became the official First Army newspaper in March 1943. The Editor (1), at work in his office in Venice, where the paper is now produced for distribution to all the remaining troops in Italy, North Africa and Austria, is assisted by the Sports Editor (2) and Chief Sub-Editor (3). The Army signalman (4) displays one day's batch of news "tapes" in the radio room.
Here the Latest News Becomes the Printed Word—

Where the Germans once produced their service newspaper Nordfron, by the banks of the Grand Canal, Union Jack's office hums with activity. The Chief Sub-Editor (left) watches work on a set-up page, to form part of the printing-cylinder seen at (3), whilst a soldier-type operator taps away in the bottom left corner. Machine-setting type (2) is another soldier. The printing-cylinder (3) is given finishing touches by an Italian under the supervision of a soldier-machine minder.

—On Paper Barge-Borne Down the Grand Canal

The rotary press, capable of turning out 25,000 copies an hour, is diminishing. The minder checks Union Jacks as they come off the machine (4), his Italian assistant removing them for bundling and packing. Loaded with newspaper for the next edition a barge is poised down the Grand Canal (5) to the off-loading point, where Italian are waiting to roll the huge rolls (6) into the warehouse in the building which Union Jack shared with the Venetian newspaper Il Gazettino.
Over an Italy-Wide Network 'U. S.' Starts Out

Bundles of Union Jocks are pushed out to a barge (1). The circulation officer (2) casts an approving eye over the editorial and production department's efforts. In charge of distribution, a soldier (3) accompanies a consignment up the Grand Canal; the young Italian will sell copies, at four lire each, in Venice. Obviously it's a good tidings today (4). Eighth Army News, which the boys have received with their Union Jocks, ceased publication in June 1940 after a run of nearly five years.
The Field-Marshal writes his report as a subordinate commander in an Allied army. In consequence, he studiously refrains from any expression of personal views that might bring him into conflict with those already expressed by his Supreme Commander (see page 211). Primarily, therefore, he addresses himself to a factual and accurate account of events. During the period June 6 to September 1, 1944, while he was overall land force commander, his account deals with United States operations as a whole. After Sept. 1, he limits himself almost wholly to the doings of 21 Army Group. Certain passages stand out as absorbing interest. For instance, if further proof were needed of the complete success with which Field-Marshal Montgomery discharged his responsibilities as overall land-force commander in the beach-head, we should find that proof here:

"Once ashore and firmly established, my plan was to threaten to break out on the eastern flank — Normandy. Through this threat, I would denude the enemy of reserves that could be employed against the eastern sector, and therefore reduce the number of reserves there. The 3rd Canadian Corps, the 3rd British Corps, and 1st Airborne Division on the eastern flank, my plan was to make a break-out on the western flank, using for this the task the American armies under Gen. Bradley, and pivoting on Caen; this attack was to be deliriously southwards to the Loire and then proceed eastwards in a wide sweep up to the Seine about Paris.

Operations Developed as Planned

"This general plan was given out by me to the general officers of the field armies in London on April 7, 1944. The operations developed as planned; I had given D+90 as a target date, and on D+90, which was the 10th of June, the Allied Armies were in the Seine Valley. The battle was over.

"In my mind, the necessity to maintain our hold on Caen was the greatest problem that confronted me as I reviewed the interim estimates of progress could not, I felt, have any degree of reality. The predictions were particularly complicated by two major divergent requirements. On the one hand the general strategic plan was to make the break-out on the western flank, pivoting the front on to the Caen area, where the bulk of the enemy was engaged, on the other hand, the Air Force insisted on the immediate advance as quickly as possible. The problem was then one of my operations to exert my supreme endeavour to meet the requirements of the Air Force in planning these operations, the overriding requirement was to gain territory in the west. In planning to break out from the bridge-head on the Seine, we did not think of the retention of the main enemy strength on the eastern flank. The exact to which this was achieved is well illustrated in the following table, which shows the estimated enemy strength opposing us in the eastern and western areas of our front during June and July.

<table>
<thead>
<tr>
<th>Date</th>
<th>Infantry</th>
<th>Tanks</th>
<th>Artillery</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 15</td>
<td>40,000</td>
<td>120</td>
<td>1,500</td>
</tr>
<tr>
<td>June 25</td>
<td>40,000</td>
<td>120</td>
<td>1,500</td>
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<tr>
<td>July 10</td>
<td>40,000</td>
<td>120</td>
<td>1,500</td>
</tr>
<tr>
<td>July 15</td>
<td>40,000</td>
<td>120</td>
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<tr>
<td>July 25</td>
<td>40,000</td>
<td>120</td>
<td>1,500</td>
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</tbody>
</table>

Again, we have a complete answer to the criticism that, during Rundstedt's Ardennes offensive, the Air Force failed to have the expected effect. But in fact, the plan was to use the air arm as an adjunct of the land forces, and, as such, it was highly successful.

Field-Marshal Montgomery. Montgomery's official account of the operations on North-West Europe from the surrender of Germany was published Sept. 9, 1946, as a supplement to the Daily Telegraph. (From which this continuation is given, reprints of which are available in the Report.)

The British and Poles were in the Seine Valley. The battle was over.

"This meant eating into the reserves built up in the Rear Maintenance Area, and it became a matter of urgency to get lanes further forward and shorten the lines of communication."

"We had to engage in operations that could or might perhaps be employed against the enemy. These made operations practicable over the battlefield, and between Maze and Rheind." There were also armoured infantry carriers, "Kangaroos," which enabled infantry to be transported across bullet-swept zones to bring fresh to the vital parts of the battle-field. Of more normal combat tanks Field-Marshall Montgomery has this to say:

"The capital tank must be a weapon of universal application, suitable not only for working with the infantry in the attack and in the day-night battle, but also capable of operating in the spearheads of the armoured divisions in pursuit. I am convinced, as a result of experience from Alamein to the Bulge, that it is fundamentally unsound to aim at producing one type of tank for operation with the armoured division as a whole. We require one tank which will do the work of all tanks.

Great Burden Borne by Infantry

That Field-Marshal Montgomery has here expressed a view that is not beyond criticism is another point. But there will be few users ready to agree that this ideal was attained by our "capital" tanks. Sherman and Cromwell, was realized. Of the general, Field Marshal Montgomery has this to say:

"I doubt if the artillery has ever been so effective as it is today. It has been found that a large number of guns produces a greater effect on the enemy than a smaller number of larger shells. The effect of the infantry, the Field-Marshal tells us:

"That the infantryman may be trained to do this, that he may be trained to use his hand and tight, a point which must never be forgotten in these days of air force operation. It has again been the infantry that is the best trained in this regard and the most able to do the job."

The doctors, we learn, were ready to lay 13 on 1 against the death of any man who had got into their hands, no matter what his injury might be. Only one man died out of every three wounded in the stomach, as opposed to two out of three in 1914-18. Field-Marshal Montgomery concludes with this remark on morale:

"Without high morale no success can be achieved... And the surest way to obtain it [moral] is by success in battle. In other words, morale spells success; success spells morale."

Let us thank Providence, then, for a Montgomery who knew how well to achieve morale and how to win success. But let us also pay a tribute to those whose high morale stood in the way of success had yet slain on the Allied banners.

Birmingham. Over 287,000 men and 37,000 vehicles were pre-loaded into ships and landing craft prior to the assault landings on the 6th, 30 days 1,000,000 British and American troops were put ashore.

"This meant eating into the reserves built up in the Rear Maintenance Area, and it became a matter of urgency to get lanes further forward and shorten the lines of communication."
Luxembourg

By HENRY BAEBLEIN

Those who in the First Great War fought in the Allied (mostly the French and the Belgian) armies. Nothing remains of this monument but a pile of stones, and there they will stay for an example of German "Kultur."

The cheerfulness that one sees on the faces of the Luxembourgers dodges the reality that they are altogether happy. Of a total population of 500,000, one man in every ten was deported to labour in the mines or on the farms of Siegen, some to serve in the German army; and if anyone deserved from the Wehrmacht his entire family would be deported. Many a man was concealed by the foreigners at great risk to themselves, many slept for months in the forests or the vineyards of the Moselle. The windows of a corner house in the city are covered with photographs, each attached to a form with the name and address of a young man whose fate is not known, unlike that of the steel-workers of the north. Luxembourg is the seventh most important steel-producing country in the world, for on the day following the announcement these men went on strike, and many were shot.

The Society which endeavours to trace the young men who have disappeared is called Von Jung, which in the Luxembourg dialect means "Our Young Man."

Before this, however, the two official languages were French and German; now they are French and the dialect, which is the same as that spoken in Lorraine and the southeast of Belgium. One newspaper is printed exclusively in French, the other is a mixture of the two languages. They print the speeches in the Chamber as they are delivered, a deputy perhaps putting a question in the district and the Minister answering in French, at vice versa. (The tendency nowadays is to spell the name of the country Luxembourg, the Farm without the "o" or a German flavour.)

Before the war the 500,000 Luxembourgers had, so they say, their hearts turned to France and their reason and instinct to Belgium, because of the economic union. The war made them lose that conviction of their own individuality.

This is personified by them in the dynasty. No house, no cafe is without a portrait of the Grand Dukes, of Prince Felix, of Countess, and of the Hoven-Apenn. All the political parties, including the Communists, are equally attached to the royal family. The story is told of a German who derisively pointed out to a German on the Occupation, to a portrait of the Grand Duke on the wall of a certain cafe. "That woman has fled to England," he said. "She is here in our town."

"What nonsense you talk," scoffed the Nazi. "Do you think she is the Luxembourg woman? A million to one, perhaps, but the Grand Duke you have lost," said the Luxembourg woman. "She is here in our town."

When she and her family returned with the victorious Allies she visited every town and village of the Grand Duchy. Everywhere she was welcomed with the widest enthusiasm. The B.B.C. had given her the opportunity to inaugurate the program in the Luxembourg national dialect. A whole evening was devoted to her from one of the five minutes which were seen with her in exile, the Germans would cut off the electric current so that only people with battery sets could listen. To counter this, the B.B.C. would change the time of the broadcast.

Luxury of Two Eggs for Breakfast

Two virtuosi in British battle-dress were to be seen in front of the Grand Ducal Palace, a not very beautiful building in 16th-century Spanish style, with many balconies and oval windows. It stands right on the street, and on one of its walls is an ordinary name-plate which tells you that this is the Street of the Vegetable Market. Could there be more democratic? As a rule the Grand Duchess is driven around the country by one of her daughters in a simple two-seater, with no other car in attendance. Such is the democracy of Luxembourg that when it was arranged that every man should be allotted to himself a quota of tobacco, the exception was made where a foreigner was concerned. If, as is probable, there is one exception, they are in all likelihood to obtain their cigarettes as they may wish.
Luxemburg Recovering from Long Nazi Occupation

OLD AND NEW TOWNS

Built on the site of two villages, Luxemburg lies at the foot of the Eifel hills and the Grand Duchy and home of the Grand Duke. Luxemburg is divided into an old town and a new town, heading to the Grand Duke Palace. In the old town, the town hall is situated in the middle of the town, while the new town is a more modern area. In the old town, the cathedral is situated at the center of the town. The cathedral was built during the reign of the Grand Duke and is a symbol of the religious and cultural heritage of the town. The cathedral is a popular tourist destination and is a testament to the rich history of the town.

Photos by courtesy of the Luxemburg Government
Housing the Homeless: New Types for the U.K.

ADOPTING THE "MONOLITHIC CONCRETE SYSTEM" on the London County Council Minerva estate, Bethnal Green, will mean completion of 333 flats in eight two-storey blocks by April 1957, eight months earlier than the original estimates of 1956. A recent contract in发布了 Monolithic Concrete Limited, London, provided that the entire estate will be erected in 18 months. The blocks are to be constructed of Monolithic Concrete Limited, London, provided that the entire estate will be erected in 18 months. The blocks are to be constructed of one-piece concrete panels, except for the outer walls of the blocks. These are prefabricated in the factory and transported in four sections to an estate at Cheltenham, Gloucestershire, where a kitchen section (3) is being assembled. One of these houses was assembled in half an hour. PAGE 374

Photo, Topical Press, Inc
Britain’s Food: Securing Our Vital Milk Supply

The Flow of Milk from Cow to Consumer

1. The cow produce milk, which is collected and weighed. The milk is then pumped to the pasteurization machine (P). The temperature of milk is kept at 72°C for 15 seconds to destroy any harmful organisms.

2. The milk is then cooled to 10°C for storage. If the farmer is one of the 20,000 producer-members of the National Milk Marketing Board (N), he will deliver it to one of the consuming dairy factories. Alternatively, it is taken by refrigerated tankers, which come to the dairy plant (D) to collect it for delivery to the consumer. If accepted by the National Milk Marketing Board, the milk is blacked (B), mixed, and weighed (W).

3. The milk is then packaged in plastic bags, which are sealed by machinery (M). The milk is then pasteurized, which destroys any harmful organisms.

4. The milk is then cooled to 10°C for storage. If not required immediately, it is stored in a refrigerated cell (R). The filling machines (F) then fill the bottles (B) with milk, which is then washed and dried by the washing machine (W), which cleans them thoroughly.

5. The bottles are then dispensed into the consumer milk cartons (C), which are then packed and delivered to the consumer (D). Milk cheese is sterilized by inversion over jets of steam (S).
We Travelled to Malta by Submarine

On Wednesday, June 4, 1941, I was at a Transit Camp at Alamein, Egypt, when on the morning of the 4th word came to us that the Malta convoy would be arriving in the nearby harbour of Alexandria. As soon as possible I went to the headquarters of the head of the naval forces and asked if I could see him. He agreed, and I was soon on my way to the headquarters of the Allied Expeditionary Force in Alexandria. The head of the naval forces, Admiral Sir Andrew Cunningham, was in charge of the Malta operation. I explained to him that I wanted to go to Malta by submarine, and he agreed to the plan.

The submarine used was the H.M.S. Boreas, which had been built in Scotland and was now operating in the Mediterranean. The Boreas was a large, fast submarine, with a displacement of 1,200 tons and a complement of 55. Its main armament consisted of two 5-inch guns and four 21-inch torpedoes. The Boreas was commanded by Captain W. T. S. Arlott, who had been in command of the submarine during the successful attack on the Malta convoys in 1940.

The Boreas was to leave Alexandria at 11:00 p.m. on Tuesday, June 3, and arrive at Malta at 9:00 a.m. on Wednesday, June 4. The operation was to be carried out in secrecy, and all personnel were to be kept on the Boreas for the duration of the mission.

I was given a small group of men to accompany me on the mission, and we set sail from Alexandria at 11:00 p.m. The submarine was well camouflaged, and we were able to elude the Italian and German naval forces that were patrolling the area.

As we approached the entrance to the harbor, we were able to see the lights of the ships in the harbor. The Boreas was able to slip into the harbor without being detected, and we were able to make our way to the Malta convoy without being intercepted.

We arrived at Malta at 9:00 a.m. on Wednesday, June 4, and were greeted by the British forces that were in control of the island. We were then able to disembark from the Boreas and make our way to the general headquarters of the Allied Expeditionary Force in Malta.

The operation was a success, and we were able to deliver supplies to the Malta convoy without being detected. The Boreas was able to return to Alexandria without any problems, and we were able to make our way back to England without being detected.
When night fell we surfaced again, and then the steadiness and quiet were broken by slight rolling and the noise of the engines. Everything seemed to come to life as we took surface, and when the conning tower hatch opened we all felt a pang in our ears—which we were told—always happens on surfacing.

Now was the time to explore our good ship Roqual. Everything was compact and looked to me just a mass of levers, and clock and meter dials. Walking along the narrow passage-way I passed the storeroom, the P.O. quarters, where we ate, and the Commander’s quarters. In the passage I had to squeeze past the cook who was busy preparing a meal. To me he was a miracle man after what I saw of his little galley and the lovely meals he served. Further along, in a little corner, sat a petty officer whom I found was named Dolfing. We became good friends and I sat and talked with him about the submarine, how she submerged, and how she lurked.

A rape passing Johnny at his job I came to the control-room, which is what they call the part of the submarine directly below the conning tower. Here there was a little more room than elsewhere in the ship, but even so the available space was well packed. In one corner sat a sailor, in front of him a big clock, and in his hands what I called the steering wheel. At quarter intervals, this chap said through a microphone: “Five minutes, Sir!” which I gathered had some bearing on the time. In front of the clock was a big glass bell, and to his right in a little recess, an officer was sitting a chart by means of which we followed our progress towards Malta.

Eventually I came to the engine-rooms. Walking along the narrow railed gangway, over slides and levers, past men at work, the big pistons turning, the noise was deafening. Through another narrow passage, past more cabins, I reached the crew’s quarters. Throughout my tour of the ship I found everything spotlessly clean, and nearly every officer appeared to carry an oily rag ready to wipe away any dirt that he saw.

That was my first look over the Roqual before setting down for an eight-day passage. On this trip there were packed on the upper casing, where the mines are usually stored, gallon of aviation spirit, and I noticed that we were also carrying mail for the troops at Malta. The petrol, of course, was for the Hurricanes operating from Malta. We certainly seemed well and truly stocked.

In the torpedo-room, which for the journey remained our billets, I noticed above my head the crest and motto of the Roqual. “Ne Venire, Ne Timere,” meaning “Neither Riddle, nor Timidity”—a most appropriate motto for such a grand ship. Hanging proudly near the motto were several objects shaped like horseshoes on which were stamped names. It appeared these were a kind of safely device which, should a torpedo be fired in front of the submarine, it would be tripped with the names of sleepy submarine jack tugs to the Roqual. The idea was similar to that of the chunk every sailor had learned much, and on the day before we left I tried to secure one for a souvenir, but to these torpedos men they were worth their weight in gold. They would have given me a torpedo gladly, but not one of them would release one except on the Roqual's own.
of destiny, ancient cope and a tin helmet. As attention was focused on this fantastic and amusing sight, the absence of the orange globe on a Belisha beacon opposite the station went unnoticed. Church parade over, the unit settled down to the celebrations.

A few days afterwards, the equipment and transport left Margate and the unit entrained for the North and thence to a destination (then) unknown. It is not necessary here to go into the details or the rigours of troop transportation and troopships; they are only too well known to all who campaigned abroad. Let it suffice to say that it was with great relief we crept at dusk, about a fortnight later, into our most forward held port of Bone in Algeria, North Africa. We disembarked, and marched what seemed an interminable distance to the transit camp. Here we awaited news regarding the arrival of our equipment and for further orders. Eventually we learned that the greater part of our equipment had been sunk, and we were to await replacements.

Unsolved Mystery of the Borrower

Of our original transport all that survived were four S.L. jeeps, the jeeps and motor cycle. With these the unit was to move to the neighbouring port of Philippeville, and I went off in advance with the C.O. to the little Italian-ruled fishing village of Stora to see if I could successfully employ my one or two words of schoolday French to assist in requisitioning billets for our Battery H.Q.

We were received with great ceremony by the Mayor of the village, and the C.O. quickly decided on his layout for the H.Q. offices, store, etc. There was no garage space available, and our workshops were to be set up in the centre of the village square. Moving in started next day, and whilst I was struggling with the intricacies of requisition forms and the Mayor, one of the latter enquired of me to ask the significance of the "I'll vote plain" of the Regimental standard.

Fuzzled, I followed him on to the beacon... and was amazed to see the familiar insignia of a Belisha beacon being placed at the entrance to the workshops. Here, then, was another piece of "equipment" that had survived! The beacon remained outside the workshops, daily surprising newcomers as the Battery

DEPLOYED BY THE MAYOR OF MARGATE, Alderman F.J.G. Crossfield, the beacon that went to battle has been recovered and placed in prominent position in the local library. The silver plate bears the inscription: "A gift of all England. Menace of 367 Searchlight Battery, X.X. from 1943 to 1945. Borrowed from Margate."

PAGE 379  Fain, 2/4

I Was There!
MEMBERS OF THE BATTERY AND THEIR BEACON MADECO, photographed in Italy shortly before the beacon was dispatched to England. Second extreme right is the author who with the E.O. of the battery, Major W. W. Thor, ensured that their beacon be returned to its native town, Margate, where it was taken mysteriously overseas in 1943.

The advance party set off for the island of Ootik Vix, the H.O. at that time of Tino. The island turned out to be a rockbound, waterless, barren stronghold with only one road, and the Recon groups had hard put to it to find accommodation and sites. But these difficulties were quickly overcome, and all was in readiness for the main part of the battery which joined us a few days later.

The island was just off the mainland of Yugoslavia, then in enemy hands, and the Germans' frequent aerial visits necessitated careful camouflaging of our equipment. You can imagine my amusement when, on entering B.H.Q. one day, I observed a personal camouflage net—which had obviously been considered part of the emergency stores—being draped with great care over our beacon, the ceremony being closely watched by a large crowd of heavily armed Partisans, who were obviously puzzled as to the function of this particular piece of our equipment. At this stage nobody's knowledge of the complicated Yugoslav language was adequate to furnish the lengthy explanation of the significance which the beacon held for us.

It soon became a familiar sight to the Commandos and Royal Marines and other units on the island; and I am told that it was once snatched in the nick of time from being returned to use as a good-luck mascot on one of the many raids these troops carried out from Ootik Vix. Fortunately it was saved, the would-be borrowers taking a gap in its piece. After a few months' sojourn on Vix and other islands, Tino entered Yugoslavia and, at the head of his Partisan armies, continued the campaign, so our work was over and we returned once more to Huri, there to rejoin, ordering events to proceed to the 8th Army front line.

The beacon's first resting-place in the forward areas was forward Fort—then the most forward held town, where it was greatly appreciated by our troops and the Canadians and Kiwis, but it quite mystified the Poles. When Fania fell, in December 1944, our Battery went in support of the Second Polish Corps, and during that ghastly winter in the hills outside Faenza our beacon had many narrow escapes but, fortunately, survived the most intensive "stongkings."

One of the Toasts of V Night

In April 1945 the 6th Army, held up during the winter at the river Adige, launched its final offensive and our beacon started its hectic journey with the spearhead of the assault. It was successful—uncompromisingly, but welcoming Italian's if it made triumphant entry into Cero Bolognese—into Imola—into Caste San Pietro—finally into Bologna. Here the beacon was given to me and a few days afterwards came the long-awaited news: The Italian campaign was over—the Germans had surrendered unconditionally, and that night our beacon, lit by the roar glare of bonfires and flares, was one of the items of that never-to-be-forgotten V Night.

However, our rest was not of long duration. We were ordered to join XIII Corps and the Kiwis in the Trenni area where differences were being smoothed out, and our beacon, in its usual place on the repair truck, safely shepherd the Battery convoy through Ferrara, over the Po—Meters—the outskirts of Trieste—to end up at Monfalcone.

After Field-Marshal Alexander's conference with the Yugoslavs the trouble was smoothed out. The workshops found most palatial billets, and our beacon was given an elegant black-and-white post and established in pride of place on the main Monfalcone Tram station (seeillus. in page 379). The battle over, the unit untied down to police duties, sentrylight tattos, L.I.A.P., etc.

Demobilization gradually reduced the unit and we started training fitters, in whom our equipment was eventually to be handed over. Finally, only three officers and a few senior N.C.O.s remained to wind up the unit's disembarkation, but the C.O. (Major W. W. Thor, R.A.) and I decided that our beacon could not be handed over with the

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I Was Rounded-Up by Gestapo Gannen

The day after I learned that she had received a message from the Gestapo (August 19, 1943), I was awakened by an officer from the Gestapo who told me that I was to be taken to a school for training agents. That became my war name and my contact name. That was the name they sent to the French underground movement. I had to get used to it. They used to wake me in the middle of the night at the training school outside London and take me to a classroom. There would be M.I.5, agents and officers dressed as German army officers and Gestapo men. They would interrogate me, using the name Gannen. The name Gannen was the name the Germans would use if they captured me.

I was told that I had done the job, I had a misunderstanding about the night work that was going on. Perhaps it was a mistake. Perhaps I had told the person who I thought was my friend before. I asked questions about the war and to some extent what they had done. They were the people at the school. I was also told to keep a lookout for German agents who were supposed to be searching for spies. I was told to watch them.

The German Colonel Was a Fool

I told myself that my family were three children living in enemy hands and that I was academics in the war. During my training I was told to keep a lookout for German agents who were supposed to be searching for spies. I was told to watch them. I was told to watch them. I was told to watch them.

Another time I was taking a suitcase containing a radio transmitting set from the Gestapo to the radio works at Swindon. The radio works had to operate the station and ask as many questions as they could about the work that was going on. Sometimes I was allowed to visit places that had been shut down by the Gestapo. I was as a result of my work for the Gestapo. I was as a result of my work for the Gestapo. I was as a result of my work for the Gestapo.

And I was told that perhaps we might need the sum of money in the wallet and keep quiet about it. That was what happened. By putting on and off, I was told to manage to make him escape. And I was told that perhaps we might need the sum of money in the wallet and keep quiet about it. That was what happened. By putting on and off, I was told to manage to make him escape.

How They Surrendered in S.E. Asia

Ships, the Petrel, lying in Hong Kong, was seen by the Japanese in June. It was in fact the last ship of the Japanese fleet. The Japanese occupied the Great Nicobar Island, slipping out at intervals on some ships and some submarines to relieve another destroyer escorting the battleship which had to stay at sea.

At night in the bay of San Franca and Manilla, the yellow smoke was not allowed as a precaution against the local inhabitants, who were said to be enthusiastic for poison gas.
I Was There!

H.M.S. PETARD, the destroyer on which Cedric S. D. Harper served and from which he witnessed the events, was on the Nicobar islands when the unconditional surrender of Japan was announced.

H.M.S. PETARD was part of the British Fleet in the Nicobari area. Two hundred miles from that quiet bay lies the base of the Japanese "kamikaze" suicide aircraft and speedboats guarding the entrance to the Malacca Straits.

Rendezvous With Minesweepers

The "alderers passed" signal was given, and the crew relaxed. It was only a Japanese reconnaissance plane which raced homewards when Fleet Air Arm aircraft took off from the carrier force patrolling nearby. So the days passed, and it was a relief when eventually we left our hospitable bay and headed for the Malacca Straits at the head of a small detached force. Within an hour of entering the Straits we sank a drifting mine with rifle fire as it was carried by the heavy swell across our bows.

For another two days we lay among splendid island scenery, near Penang, before moving to a rendezvous with the minesweeping force which was to clear a channel through the minefields to Singapore. The sweep began at 09.00 on September 2, 1945. The sweepers were fanned out ahead of us and we proceeded slowly through a marked channel with the cruiser Chrysops, the destroyers of the C-in-C. East Indies. Everything was in readiness for a possible hit by a mine. Scuttling hatches and some of the water-tight doors were closed, boats were swung outboard on the davits, the whole of the ship's company (with the exception of engine room and wireless staff) wore life jackets.

It was a wet day, and the crackling rifle fire directed at drifting mines bobbing in the sea added to the monotony. Then, in the middle of the afternoon, a cloud of smoke was spotted far ahead. This smoke presently threw the form of a strange-looking vessel of war. Excitement gripped our ship when, under orders from the Chrysops, she left the sweep channel and raced to overhaul the enemy. As we approached we saw a large...
I Was There!

white enamel above a small rising sun emblem. The enamel was the Japanese destroyer Kamikaze, and more distinctive looking man-o’-war we had never seen.

Its decks seemed deserted, save for an officer in a spotless white making his way for on to the bridge and carrying a leather dispatch-box. The Japanese destroyer had to keep moving, or to turn the head of its guns on the British ships that were approaching closely behind her. All the working men on the bridge were quickly silenced by the captain on the bridge. A lighted oil lamp on the quarter-deck on the Petard saw the grin of sheer happiness on Jimmy’s face and Jimmy surveyed the surrendered enemy ship.

On the 3rd of September the Japanese fleet was in the open sea, and as it sailed away to the southwest, the British took it as a signal to begin their attack. The British ships opened fire on the Petard, inflicting serious damage. However, the Japanese continued their advance, and the situation was becoming critical.

On September 9th, the British fleet launched a surprise attack, sinking several Japanese ships. The Japanese fleet fled, and the British were able to regroup and continue their attack. The battle was a decisive victory for the British, and they were able to claim the upper hand in the conflict.

In the end, the battle was a costly one for both sides, but the British were able to emerge victorious, consolidating their position as a major naval power in the region. The battle marked a turning point in the war, and set the stage for further military campaigns in the region.
German Prisoners Assist Our Harvest Home

AT THEIR OWN REQUEST, former high-ranking German officers at Rhos Farm Camp, Bridgend, Glamorganshire, assisted loyal farmers with the 1944 wheat harvest. Providing this welcome assistance to our shortage of field labour and relieving their own boredom engendered by idleness were, left to right, General Eisenbrey, Admiral Braudieu and General von Bollmeren. Under the terms of the Geneva Convention officer P.O.W.'s cannot be compelled to do work other than daily routine tasks in accordance with the maintenance of their camp quarters.
