NIGERIA’S NAMESAKE. H.M.S. NIGERIA recently paid a visit to Lagos, the capital of the West African Colony and Protectorate, where she was docked in January 1947. The naval official Endeavouring, receiving the blessing of the most important naval service at Christ Church Cathedral, at which the ship’s company paraded behind the Royal Marine band. Cordial relations established by this visit were enhanced by facilities granted to the naval establishment to inspect the waters. Photo, Published 1947.

Edited by Sir John Hammerton

NO. 568 WILL BE PUBLISHED FRIDAY, JANUARY 17
When Great Thunder of Battle Rolled Over Crete

IMPERIAL FORCES on the island of Crete, lacking air support, had to endure a three-day assault by Luftwaffe and artillery fire and landings by paratroopers. During the advance, Germans were assisted on land by sending down the British naval base at Suda Bay on May 20, 1941, when Heraklion (2) was captured by German paratroopers. In addition, German railroad units were mostly Italian and Greek troops captured her in the north. The only German aircraft to ever again used airborne troops in force. See facing page.

Photo: New Yorker N. J. Gid.
The loss of Crete, following on the failure of our intervention in Greece and Rommel’s counter-offensive in Libya, was a bitter blow. It is not surprising that at the time there was a tendency to believe that there had been lack of foresight in preparations for defence and of cooperation between the Services in meeting the attack.

Publication on July 3, 1946, of the dispatch written on September 5, 1941, by General Sir Archibald Wavell (as he then was) enables us now to judge more fairly. Primarily, it reveals the extent of our circumstances in the Middle East and the lack of resources to meet them. Incidentally, it confirms the accuracy of the vivid unofficial account of the fighting in Crete compiled by the archives of the 2nd New Zealand Expeditionary Force. These two records are summarized below.

Shortly after the Italian attack on Greece in October 1940, but before we intervened in that war, two battalions were sent to Crete to strengthen the defences of Suda Bay, which was a convenient refuelling point for the Navy. With the Greek Division then on the island, this gave adequate protection against any Italian attack. But the Greek Division was soon transferred to the mainland, together with all available labour and stores, and when the Greek 3rd Division was in position to assist in the formation of a new division in view of the German threat, a third battalion was sent to the island and orders were given to prepare a base for a division and to press on with the construction of airfields. When, however, we became deeply involved in operations in Greece, Iraq and Libya, it became impracticable to reinforce the garrison, and airfield construction was hampered by lack of materials and labour. But since Suda Bay was increasingly used by the Royal Navy, the Mobile Naval Base Defence, under the command of Major-General F. C. Weston, R.M., was sent to the island as a naval base defence.

Minus Equipment and Transport

That was the situation on the island when the German air force made its first appearance at the end of April 1941. Some of the troops evacuated to Egypt, but in order to have a stronger garrison at Crete and to keep Suda Bay as a refuelling point for the Navy, pending shipping being available for their transfer to Egypt, the whole force was landed by motor boats from the Transports. From that time on, all the ships were by a fresh division until one could be brought back from Suda Bay. It was therefore necessary to be prepared to meet the anticipated attack with the troops actually on the island, in spite of their having lost all their heavy equipment and transport, including every motor and vehicle. Every effort was made to replace deficiencies, but Egypt had no large reserves and much was sunk on route; guns sent forward were mostly captured Italian weapons, and only nine infantry tanks could be supplied.

Discharge of Cargo Difficult

The evacuation from Greece which began on the night of April 24-25 was practically completed by April 29, and on April 30 General Wavell appointed Major-General Bernard Freyberg, V.C., D.S.O. to take command in Crete. His troops were already distributed as follows:

At Heraklion, two British battalions (2nd Black Watch, 2nd Yorks and Lancers, later to be joined by the 2nd Leicesters from Egypt), three Greek battalions, a composite unit of 300 Australians and 250 Artillerymen armed as infantry. At Retimo, four Australian battalions, six Greek battalions. At Suda Bay and Canes, under command of General Weston, two infantry regiments, one light regiment, one spare battery and a regiment of R.H.A. armed as infantry, the M.N.R.D.O. and two Greek battalions. In the Matala sector, the 4th N.Z. Brigade and 1st Welsh Regiment (in the area west of Canes) the 5th N.Z. at the Malene Aerodrome (10 miles west of Canes); the 10th Infantry Brigade (consisting of the 20th N.Z. Battalion, a composite N.Z. battalion (formed from various personnel, and two Greek battalions), with one underbrigade Greek battalion was distributed in the Galatas area south-west of Canes.

Owing to the shortage of transport, Heraklion and Retimo were practically isolated and out of supporting distance from the Suda Bay garrison. The 4th N.Z. Brigade was in general reserve, not to be committed with out orders from Headquarters. The main airfield was at Malene, but there were also airstrips at Heraklion and Retimo.

The immediate business was to recognize these various units and construct defences. The former task included the withdrawal of men from units to man guns arriving from Egypt. For the latter little material was available, and there was an acute shortage of tools and native labour. From the first the Island was subjected to frequent bombing attacks, but in the earlier stages these were mainly directed against the ports. A number of ships were sunk and discharge of cargoes was very difficult, but A.A. defences and the few aircraft still based on the Island inflicted substantial losses on the
Great Stories of the War Retold

Seaborne Landing Attempts Crushed

At 6:10 a.m. on May 20 this began with a heavy attack directed on the perimeter of the Maleme airfield. Shortly before 8 a.m., intensive anti-aircraft and anti-tank gunnery was directed on a number of points around the field. At 9:30 a.m., the enemy launched another attack, which was repulsed. At 10 a.m., the enemy concentrated on the perimeter of the Maleme airfield, where heavy anti-aircraft and anti-tank fire was directed. The enemy was repulsed, and the perimeter held.

During the night a deliberate counter-attack was organized to destroy the Maleme airfield, but it failed. In spite of a particularly gallant display of the defenders, the enemy seized the airfield. The enemy then concentrated on the perimeter of the Maleme airfield, where heavy anti-aircraft and anti-tank fire was directed. The enemy was repulsed, and the perimeter held.

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Severe March for Exhausted Troops

During the 24th the enemy, now in greater strength, maintained heavy shelling and shelling behind the Lines and the whole of the coastline. The enemy then concentrated on the perimeter of the Maleme airfield, where heavy anti-aircraft and anti-tank fire was directed. The enemy was repulsed, and the perimeter held.

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Trooping the Colour for First Time in Japan

BRITISH TRADITIONAL CEREMONY never before performed in Japan was given in the presence of the Emperor outside the Imperial Palace at Tokyo. Honoured by the frontier guards, the drums and the band played throughout the parade. In the march past the Colour was carried by 1st Bn. Queen’s Own Corps, D.C.O.R. (D.C.O.R. (R)), accompanied by part of the A.C.E.F. on April 15, 1946. Led by a drummer, the regimental bugle sound (E). See top next page 106. Photo: 861. TRR. I.P.
The Army Stages Its Own Battlefronts Show

On a bombed site in Oxford St., London, in December 1946, the Army exhibited realistic jungle and mountain warfare scenes and war relics the latter including the two swordsmen illustrated to defend the ancient Montferrat by Field-Marshal Count Tschirschky, Supreme Commander of the Japanese Expeditionary Forces. The Jungle Field Car used by Field-Marshal Goring was displayed on one long and allegedly five tons, with an eight-cylinder supercharged engine, armour plated and, as an additional protection against mines and grenades, with a specially fitted steel floor.

Authentic drawings of the Mission campaign and all 33 years of the Japanese picture and the first known Japanese, the colours from blood, chalk, crushed bones, snare and oil. A special exhibit was the General Montgomery's headquarters on Limesburg Heath on May 24, 1944, when he reviewed the British provided by a German officer and his Italian uniforms and equipment, called for attention. Arranged by Headquarters, London, the exhibition was in aid of The Army Benevolent Fund.

British Armoured Staff Car, one of two used, has German plating of 14mm. and is fitted with machine and an interior telephone. The glass in the window is 3/4 inches thick, yet affords perfect view.

Mountain Warfare under Arctic conditions demands specialized equipment and here Capt. "Frost," wearing a white camouflage suit, is operating a Vigron machine gun mounted on a special battle carriage. Mountain-car tram lines were stringed up to conserve body heat.

In the Jungle Replica a British patrol is seen waiting through the swamps, as frequently men, in the jungle. The suffering and heroism of the many who campaigned in Burma, were extremely exposed in the special section.
New Power for London’s War-Battered Dockland

At the Royal Albert Dock, North Woolwich, replacement of wartime losses of cargo-handling equipment forges ahead. This view on the north quay shows new crane in course of erection. From the laying of the first German stone in 1798 to the last LV Fred in 1946 the blocking of the Port of London was one of Germany’s primary achievements. Although the great fleet was subjected to heavy bombing, a large part of war traffic continued to use the docks. The Blackwall Tunnel, opened in 1901, linked the docks with the City of London. PAGE 583
How the Aluminium House is Erected in Minutes

One every 2 minutes is the estimated production rate of prefabricated aluminium houses at the factory at Sandwell, near Birmingham. One on February 10th. From factories scattered over England and Scotland house sections are transported on trailers to the prepared site, assembled and installed in an hour and a half sometimes in under an hour.

After washing and drying, they are covered in a galvanising bath. This treatment prevents rust, which is a further advantage. The house is erected on a concrete base. The base consists of an outer, gravel bed, an inner concrete bed, and a central 6-inch layer of plaster. The bricks are very well insulated.\n
Photo, Kinsey
Fresh Visions of Hope for Leaderless Germany

THE VISIT TO ENGLAND OF DR. KURT SCHUMACHER, chairman of the German Social Democratic Party, and the statement he made upon his return to his native land, are the subject of much interest here today. At the invitation of the British Labour Party, Dr. Schumacher arrived here with a number of his colleagues in November 1945 to speak for his countrymen, discussing the problems of the German people and the future of their country.

"We have made some frank criticisms in these talks, but nothing has been said which would justify the accusations expressed in some parts of the world. Naturally, we understand the historic reasons for these accusations, but we tell the world that we are ready to accept an invitation to stay on here for a while. I believe that if we are allowed to stay here, we could make a valuable contribution to the reconstruction of Europe."

The visit of Dr. Schumacher and his colleagues to this country has been an inspiration to the British people, and his speeches have been widely acclaimed. He has emphasized the importance of democratic institutions and the need for international cooperation. His words have been a source of hope for the German people, who are facing a difficult future.

MR. ERVIN, the British Foreign Minister, may have experimented in the United Nations Conference at Lake Success, New York (below), but he had the satisfaction of giving, on Dec. 3, 1945, the assurance for the economic recovery of the nations of the world, including Germany, to come into force on Jan. 1, 1946. France and the Soviet Union have the privilege to be received into the United Nations in the near future, and the world might wish to join. Dr. Schumacher expressed the opinion that it was the beginning of the end of economic troubles as far as Germany was concerned. Great Britain and the United States would make equal financial contribution to put the combined area on a self-supporting basis. The capital expenditure costs, which had already been brought down by a third, would continue to be reduced. The United States Government might wish to join. Dr. Schumacher expressed the opinion that it was the beginning of the end of economic troubles as far as Germany was concerned. Great Britain and the United States would make equal financial contribution to put the combined area on a self-supporting basis. The capital expenditure costs, which had already been brought down by a third, would continue to be reduced. The United States Government might wish to join.

Danger of Revival of National Socialist Party

Speaking in London on Dec. 3, Dr. Schumacher expressed his conclusion that the plan to rehabilitate the joint zones could be made to work, and that this policy of Germany could become self-supporting in three years. The economic recovery of Germany, under the supervision of the United Nations, would be an example to other nations. The danger of a revival of the National Socialist party would exist. [Page 685]
HIS MAJESTY'S SHIPS

H.M.S. Truant

In the evening of April 9, 1940, H.M.S. Truant, a submarine of 1,970 tons, completed her second patrol of the Norwegian coast. She was engaged in escorting the enemy invasion of Norway. Though hunted by destroyers for 44 hours, she escaped with slight damage from depth charges. On the 12th, while on passage to Gibraltar, she intercepted and captured the Norwegian freighter Torsund. In the evening of the 13th, while on passage to Scapa Flow, she encountered a German U-boat and damaged her with depth charges. The Truant was then able to sink the Torsund with 500 tons of coal, 200 tons of oil, and 20 tons of water, with the result that her bow became embedded in the coal.

After the Truant proceeded to the Far East, shortly after the Battle of the Java Sea she was sent to the South Pacific, and in December 1943 she returned to Britain for refit. She is now seen in Holy Loch on the Clyde after her 33 years abroad. Recently she has been used for experimental work, and is expected to be scrapped in the near future. (See also illus. on page 55.)
Records of the Regiments: 1939–1945

5th Royal Inniskilling Dragoon Guards

After completing mobilisation the Regiment embarked for France and landed at St. Nazaire at the end of September 1939. A few days were spent unloading the vehicles and collecting stores, then the trek to Northern France began. The first stage was a train journey to Maimbe, near St. Poit, thence to the Lille area, in and around which the rest of the winter was spent training. Occasional increases in tension, which threatened the continuing of the "phony" war, caused a swift and usually nullified return to high activity along the Franco-Belgian frontier in the area of Roubaix.

May 10, 1940, found the Regiment in the outskirts of the town; an encounter in the streets with a corps of Lille, and various disquieting reports over the wireless, suggested interesting developments. Early in the morning news was received that the German army had invaded Belgium, and the British Government had pledged its support to the later. At 4 a.m. the move into Belgium commenced, the Regiment being part of the 3rd Infantry Division, commanded by the then Maj.-Gen. Montgomery. At dawn the following morning the 5th Royal Inniskilling Dragoon Guards were in the area of Louvain.

The first three weeks—up to the final evacuation from Dunkirk—was one long series of rearguard actions, the Regiment, as Divisional cavalry, always covering the retirement of the infantry. During this period it worked with nearly every division in the B.E.F., ending up with covering the retreat of the 4th Division into Dunkirk from Bergen Beach. On the night of June 3-4 squadrons embarked independently on destroyers from the mole at Dunkirk and returned to England. The Regiment re-formed and mobilised shortly after, first as an anti-invasion force in Britain, and later as an armoured regiment. From 1940 until the summer of 1944 it formed part of the armoured reserve kept by England against the possibility of a German invasion. It was on training constantly with various types of armoured vehicles in preparation for the invasion of Western Europe.

The Regiment went to Normandy in the middle of July 1944, and joined the 7th Armoured Division immediately after the second battle of Caen, replacing the 4th County of London Yeomanry who had suffered very heavy casualties in the fighting around Villers Bocage. Within two days of joining the division the Regiment went into action for the first time since Dunkirk. During all August it took part in continuous attempts all along the British line to engage the enemy armour and contain it while the Americans broke through on the right. The fighting, though without outstanding features, was continuous and hard, and the Regiment operated under both the Canadian 1st Army and British 2nd Army. By the end of the month the Cap de la Hague gap had been closed and the German armies in France were at the point of retreat.

Trumemped Reception in Belgium

Next, the Regiment took a leading part in the memorable five days' pursuit through France, the 7th Armoured Division—the left-hand armoured division of the British Army—being deployed on Ghent. The 230 miles from the River Seine to Ghent were covered in five exciting days, a mixture of sharp fighting, fast movement, rapid retreat and a grand triumphal procession through the heart of Northern France. The Belgian frontier was crossed on September 4, late at night, amid scenes of great rejoicing from the Belgians; and Ghent, the first objective, was reached the following day. Once in position there the results of the pursuit came quickly and within 24 hours the Regiment had captured 1,500 prisoners.

It had a particularly warm reception in Belgium, as it soon became known that King Leopold was its Colonel-in-Chief, and many were the toasts drunk to the "Regiment du Roi." After a short rest it

IN CAMP AT FOLKESTONE, KENT: Immediately prior to mobilization, in 1939. The 5th Royal Inniskilling Dragoon Guards were in France before the end of September. Armed with light tanks and Bren gun carriers at the outbreak of war, they experienced many changes of armament before being equipped with the latest Comet tanks in 1944. The Regiment joined the 7th Armoured Division in Normandy in July 1944, the offensive of Jan. 1945, which brought them to the River Seine, was the British winter offensive in which an armoured division had taken a major part.

Page 287
placed under the command of the 53rd (Welsh) Division. They initially lacked tanks, but were soon reinforced by the capture of Elsenborn Ridge. The breakthrough opened a route to Antwerp, which was captured on 11 November.

The Regiment then moved on, and was soon in action to the west of Eindhoven at the start of the combined air and land offensive against Arnhem. The Regiment had the task of clearing the main road between Eindhoven and Nijmegen after German counter-attacks had cut it. Here its first contact with elements of one of the American airborne divisions.

In the subsequent fighting, the Regiment was engaged in the pursuit of the beaten German armies. With the 7th Armoured Division, it crossed the Maas River and the Waal, capturing the bridges at Maastricht and Nijmegen. The Regiment then moved on to participate in the Battle of the Scheldt, where it was involved in the capture of Antwerp. The Regiment, now under the command of the 53rd (Welsh) Division, was engaged in the final stages of the battle for the Rhine, and was instrumental in the capture of the Rhine bridges.

The Regiment continued its advance, crossing the Rhine at Nijmegen on 4 April 1945. It then moved on to participate in the liberation of the Netherlands, capturing the bridges at Utrecht and Arnhem. The Regiment was involved in the capture of the Ruhr pocket, and was present at the surrender of the German forces in the area.

After the war, the Regiment was disbanded. Its history and achievements are a testament to the courage and determination of its soldiers.
RUINED AUNAY-SUR-ODON lay under a pall of dust (1) when the 5th Royal Inniskilling Dragoon Guards arrived at its outskirts on August 1944. Tank crews will not quickly forget the Stirling churning dust of the Normandy road - soldiers wearing their traditional black berets instead of helmets, flags flying, smoke, shelling. The 40 miles from Avranches to Rennes was a scene of desolation made more poignant by the widespread destruction of German towns. Many German divisions had withdrawn to Breton coast - at Brest, Illiers, St. Nazaire. This was a moment of triumph for the infantrymen who had fought their way through0

*Inniskilling Dragoon Guards: Normandy Memories*
While the Americans and the 1st Canadian Army set out to drive the Germans from the west bank of the Rhine the Regiment had a breathing space to clean up and prepare for the last offensive, which all were waiting for—the assault over the Rhine and the pursuit through Germany. After a period of cease firing the Regiment saw the airborne Divisions by over one sunny morning and it knew that the final round had started. The ground was well marked by the movements after the initial assault, in the early morning of March 27.

The 7th Armoured Division was the first armoured division to cross the river, and as leading regiment it was obvious that the 5th Royal Tank Regiment Dragon Guards were in for a busy time. With the exception of certain S.S. and parachute formations it was not expected that the bulk of the German Army would be capable of any organized resistance, and a quick break-out would entirely prevent the German High Command from any effective control of the battlefield. After passing quickly through the dropping zones of the Airborne Divisions—an area covered with bundled parachutes, gliders and all the wreckage of battle—the Regiment passed through the leading elements of the 6th Airborne Division and took the lead.

An average of 12 miles a day was kept up for four days and nights of continuous fighting. Chief causes of delay were blown bridges and various isolated self-propelled guns and A.A. batteries that the Germans had not been able to withdraw. After an initial advance eastwards of some 25 miles the Regiment was directed north-east to reach the Dortmund-Ems canal in the area of the Rhine. The latter was reached on the fourth day after crossing the Rhine, after many German self-propelled guns and more than 300 prisoners had been taken. This was the first phase of the final offensive and the Regiment had been fighting its way forward a distance of 90 miles continuously for four days and nights.

The general pattern of the Allied drive was now becoming clear. To the south of the British 2nd Army the Americans, after a tremendous encircling movement in the Ruhr basin, were advancing rapidly against diminishing opposition, while on the Regiment's northern flank the Canadians and XXX Corps were fighting a hard but successful battle against a German parachute army which was supported by the 5th Royal Tank Regiment Dragon Guards, in the middle, so far had been lucky, and though it would be incorrect to say that no opposition had been encountered, it had never been determined. The beginning of April, however, brought the Regiment two days of very heavy fighting to secure a road leading through the plains to the north of the Dortmund-Ems canal. Fanatical resistance was met from the cedars and N.C.O.s of the Hanover infantry school, and in a furious two days' battle the ridge was secured.

Once this nest of opposition had been crushed, resistance became less determined, and the Regiment drove north-eastwards towards the River Weser. With the leading elements of the Division on the Weser, the Regiment was directed north towards Bremen in order to cut the escape routes of the German parachute army retiring before the Canadians. This was achieved in two days, in spite of an unexpected night attack on Regimental Headquarters—on the last night before the Regiment was relieved of its position. It then went on again, eastwards, over the river Weser and after the German Naval Headquarters at Buxtehude, on the Elbe, was captured, complete with its admiral and 400 German Wrens, who were far from pleased at finding that they were no longer considered to fit for the Master Race. After much party and discussion Hamburg surrendered and, with that surrender, to all intents and purposes the war in the British sector was over. Hamburg presented a spectacle that will be remembered for a long time by all who drove in that first day. The B.B.C.'s familiar announce-

The following day the Regiment marched to the Kiel Canal, where the news of the end of the war was heard on the wireless. It was lovely to finish up in a district of pleasant farmland completely unseved by war, where, apart from one short interlude, it has since remained. In the sixty years of war the Regiment earned five D.S.O.s, 11 M.C.s, seven D.C.M.s, 12 M.M.s, and two Croix-de-Guerra; and at the end of the hostilities it had supplied from its pre-war officers one Corps Commander, three Brigadiers, and passive leaders of the 9th Panzer Regiment. Equipment varied from Bren Gun carriers and Light Tanks in 1939, through Stuarts, Centaurians, Crusaders, Sherman, Centaurians and Centurions in 1945.

(To Ebb and flow acknowledges assistance with photographs by the Ministry of Information)
Our Last Display of Wartime Art

It is interesting to note that the Germans were very proud of this super-searchlight which threw its beam for a distance of 24 miles—from the French coast to the South Foreland. By its means they hoped to deter Allied shipping from passing through the Straits at night. But when they came to use it they discovered that its designers had neglected to take into account the earth's curvature and so, however low they depressed the beam, it struck the cliffs well above the height of any ships which slipped by in the dense shadow beneath.

From time to time, since they were first publicly exhibited at the National Gallery, London, and elsewhere, we have reproduced representative works of Britain's War Artists. Examples will be found on p. 33-34 of our June 1918 issue. From p. 278-279, Vol. 9. Here we present a final selection from them displayed at the recently reopened Imperial War Museum. Among them are two paintings which, though executed during the war, were not exhibited in London. They are by Charles Pears (above) and Cline O'Donnell (see p. 355).

Naval and Marine P.O.W. on the March

In John Worthy's painting (right), the column of P.O.W. marching ahead of the Allied advance in Germany between Bremen and Liebeck, is anxiously watching aircraft overhead to see if they are friend or foe: eventually the P.O.W. produced a home-made Union Jack which they displayed prominently so that the Allied airman might not bomb them. The artist, taken prisoner when his ship was torpedoed, is on the extreme left.
B.E.F.: ARMY. THE BATTLE OF THE SITTANG BEND.
MEN OF BURMA'S OWN (R.A.R.) MAKE AN ARMED PATROL

Cpls. Leslie Cole

W.O.C. POST, COPYTHORNE, MANTE.
CHIEF OBSERVER, D. H. B. HARFIELD;
LEADING OBSERVER, J. O. ISAACS

William Dring
General Giffard’s Claim to Fame

By Sir JAMES GRIGG

The Secret Service of State for War 1940-45 reveals in this article, originally from The Sunday Times, the unpublicized achievements of General Sir George Giffard, who held high command in the Second World War.

The blood and to acquire a suitable jungle fighting technique meant new and concentrated training. After that it was necessary that the new equipment and the new technique should be successfully applied in battle before they were brought back to the classroom and the office.

The group was commissioned in 1943, it spent more than half the time between then and 1945 with native troops in Africa. As the cut-back of war was the Military Secretary in the War Office, and to my knowledge an extremely good Military Secretary. A few months later he was sent to Palestine in G.O.C. and then, on the collapse of France, he was moved to West Africa. He knew more about Africa than any living soldier, and West Africa was now a vital staging area for our convoys round the Cape, and a source of indispensable raw materials.

The Territorial Army Group

The Territorial Army Group was in Delhi, while the 18th Army went to Calcutta. It was 1,000 miles from Kandy to Delhi, nearly 1,000 from Kandy to Calcutta, and another 1,000 again by narrow-gauge railway or newly made mountain roads to the Assam-Burma border, where the troops were in contact with the Japanese.

The operations projected for the cold winter of 1944 consisted partly of a renewed southward thrust in Burma, partly over the mountain into and down the valley of the Chindwin, and partly an airborne operation by Wingate’s Long-Range Penetration troops behind the main Japanese positions. Complementary operations were to be undertaken under the American General Wiliam as well as by the Allies of the Pacific.

At Kandy, particularly from the American aspect, there would be a good deal of carrier action both in the limited scope and the slow progress and almost total lack of success, and all kinds of suggestions for more spectacular action were forthcoming. Giffard had to count these, first, because they were not administratively practicable in that country and over those distances, and second, because he felt it would be wrong to play too large until it had been demonstrated in actual battle that the 14th Army could play the Japanese at their own game and beat them. Once this had been done, the British, Indian and African, could have unbounded confidence.

Anyhow, Giffard’s caution turned out to be right. The Japanese were masters in infiltration, and the country was ideally suited for such tactics. In the southern part of the thousand-mile front they got behind the British positions and isolated the 7th Indian Division. This division immediately organized itself for all-round defence and resolutely held to its ground. When it was possible the troops were vitally supplied from the air, and when it was not they went on short rations. In the end it was the enemy who caved in, leaving the bulk of the original penetrating force dead either in battle or starvation.

Japanese Morale in Burma

So far so good, but an even greater task was at hand. The Japanese determined to strike in considerable strength through the mountains of Kohima and Imphal to the Assam borders. They broke through far enough to invest both bases. Both had to be supplied by air. Kohima was the key to Imphal, and if Imphal fell our communications with the whole of the long Burma front would be cut, while the Japanese would be free to make forays into Bengal. And invaluable was the air transport for resupply or moving troops in emergency, it was out of the question to make the necessary normal means of supply.

There was, however, a new plan, and what had happened with the 7th Division at the Naga Hills had come on the minds of the higher authorities.

Giffard had vindicated himself, and the plan was now clear to speed up operations, in the secure knowledge that the troops were prepared they could make an impression. The campaign was continued throughout the summer, and it ended only with the capture of Mandalay and Rangoon. But Giffard was there to see the crowning of the work.

At the crisis when Kohima and Imphal were in danger, Mountbatten told him that he no longer had confidence in him. Giffard accepted the judgement without comment or comment, and left as soon as his replacement arrived several months later. But he did not leave until it was established beyond doubt that his work had been impeccably vindicated. The work, in fact, after all, was not unimportant.

Giffard was, and is, an unspectacular man, but he and Slim did far more for the armies in the Far East what Alexander and Montgomery had done in the Desert. The dog had a tin can tied on to its tail. He looked in unlike a magnet as it is possible to imagine. The tin can was removed, and the mast stood forth in its full and unshakeable magnificence.
In 1947 the Russian people will celebrate the 800th anniversary of the founding of Moscow. From a mere collection of mud huts on the banks of the river Moscow in the 12th century it has become a great city and capital of the vast territory of the Soviets, numbering 300 million people. Today Moscow is one of the largest and most beautiful modern cities in the world, with a population of over 6 million. It is also the administrative center of the country, with a major influence on politics and culture.

The population of the city is estimated to be between four million and five million persons, an increase of over 2 million since the end of World War II. The city has grown rapidly, with new neighborhoods and buildings being added each year. Moscow is a bustling metropolis with a vibrant cultural scene, including numerous museums, theaters, and concert halls.

Moscow is a city of great beauty, with many picturesque landmarks. Among the most famous are the Kremlin, the Red Square, and the Church of the Savior on Blood. These sites are all located within the city center and are easily accessible by public transportation.

One of the most famous landmarks in the city is the Kremlin, which is the heart of Moscow. It is a massive fortress that dates back to the 12th century and is home to the Russian president's office. The walls of the Kremlin are 600 feet high and 13 feet thick, with a circumference of 5 miles. Inside the walls are many palaces and churches, as well as the Russian president's office.

The Red Square is another famous landmark in Moscow, and is the site of many important events and ceremonies. It is located in the center of the city and is surrounded by many important buildings, including the State Historical Museum and the Church of the Savior on Blood.

The Church of the Savior on Blood is a stunning example of Russian architecture and is a must-visit for any visitor to Moscow. It was built as a memorial to Tsar Alexander II, who was assassinated in 1881.

Moscow is also home to many other important landmarks, including the Moscow State University, the Pushkin Museum of Fine Arts, and the Bolshoi Theatre. These sites are all located within the city center and are easily accessible by public transportation.

The city is also known for its many parks and gardens, including the Gorky Park and the Sparrow Hills. These areas are popular with locals and tourists alike, offering a peaceful escape from the bustling city center.

In conclusion, Moscow is a city of great beauty and cultural significance. It is a city that is constantly evolving, with new buildings and neighborhoods being added each year. It is a place that is worth visiting for anyone who is interested in history, culture, and architecture.
The Swiftly Changing Face of Post-War Moscow

TO EXPAND AND BEAUTIFY THE CAPITAL is one project on which Russia is concentrating. Above: 30 years ago Moscow Street. (1) Moscow's big new building, after reconstruction, and further architectural changes are planned; on the right is the Moskva Hotel, Moscow's largest. Above: 30 years ago, the Moscow Stock Exchange. Today the Exchange has been restored to its old function. Above: 30 years ago the Bolshoi Theatre; now of opera and ballet and also facing page.
Our Roving Camera Sees War Reparations Arrive

ST. GEORGE'S MEMORIAL CHAPEL, at Buxus Hill, near, was buried out in the early hours of Dec. 1, 1946, only the commemorative tablet remaining intact. The Operations Headquarters at the aerodrome will now become the memorial chapel and will incorporate all the features of the original setting. See also, page 44/27.

QUEEN ELIZABETH IN LONDON emerged from her waiting retirement in December 1946, when workmen removed the last of the bricks from its structure over the port of St. Duncan's Wharf, West, Fleet Street, to mend the damage done by a bomb in 1940.

LE RESEAU SYLVESTRE, FARMER DU CAPITAINE MICHEL A SES MORTS W.O.

REPARATIONS FOR BRITAIN FROM GERMANY were loaded at Tilbury Docks, Essex, in December 1946, consisting of secret drawings prepared during the war, showing the engineering and submarine naval secret for use in the construction of heavy-capacity vessels. The collection included drawings of every class of warship that escaped damage from the K.A.P.'s attacks during the war.

AT LILLE, FRANCE, a memorial was unveiled on Dec. 1, 1946, to Capt. Michael Truant, who at Calais, near the end of the hostilities, was the leader of the group, which was known as W.O. (War Office).

H.M.S. TRUANT, one of the most famous submarines of the Royal Navy, breaks water from a tug on Dec. 1, 1946, while being towed to South Wales for breaking up, and grounded on the rocks of the Cheesbrough Peninsula on Dec. 10, 1946, when she was found by the H.A.P. and a Wang Empire. See also page 13.
We Covered the Landings in Sicily

The invasion and capture of Sicily in August 1943 was acclaimed as the greatest watershed amphibious attack narrated up to that date by any nation. The part of R.M.S. Mauritian in the initial and final assaults is detailed by Capt. W. C. E. Corbit, then serving in that cruiser.

We left Malta at 8.30 a.m. on July 9, 1943, in company with the cruisers Orion, Uganda, and Ambuscade. Thirty minutes after sailing a broadcast speech by Captain W. E. Davis informed the ship's company of the impending operation and asked all hands to stand by for immediate action stations. Enormous convoys of tank and troop landing craft were steaming north-east in a smooth sea; we could just see the battle fleet, consisting of battlegroups and aircraft carriers.

At noon we took over a convoy of 20 tank transports and about 50 landing craft carrying two full divisions and equipment. Shortly afterwards we passed 60 large ships carrying two more full divisions and tanks. The whole convoy, now spread out over more than 1,000 miles of sea, made a very impressive sight.

Towards evening the weather began to get rough. Fierce gales and downpour created ideal conditions for tank landing craft moving heavy going of 34 knots, but as Sicily came in sight, with Mount Etna prominent against the setting sun, we expected a check-up on our guns and communications.

At 18.45 p.m. our glider towing planes passed overhead with the Airborne divisions—to drop behind the enemy lines, destroy communications and prevent the destruction of bridges which would be useful to us. They were soon directed, and an enormous amount of machine gun and mortar fire came pouring down on us. We were now within 30 miles of our objective, the town of Syracuse, which our bombers were pounding to uncover glider landings and another gun-ship as the convoys approached.

All ships stopped two miles off Avalon Beach. Heavy bombers were falling over the landing zone, while groups of houses appeared to be going up, and many oil fires were burning in the harbour area. The sky was a mass of colourless tracer, as the Italians frantically tried to keep our aircraft out of the sky. No one appeared to be looking the way yet—it seemed incredible that we should have some 4,000 ships only 500 yards off an enemy coast still undiscovered.

At 1.40 a.m. on July 10 the troops entered the beach, and soon the sea was black with hundreds making for the shore. They landed undetected. All enemy positions had apparently been put out of action by our Commandos, and our men moving off inland met only slight opposition. The Americans, however, seemed to be meeting with stiff resistance in their sector, to the south, for we could hear a very heavy naval bombardment going on in that direction.

Two signals from shore at 4.55 indicated that our 1st and 2nd Brigade landings had been successful. As it began to get light we could see more and more survivors from the airborne divisions whose gliders had fallen short into the sea. Destroyers and small craft now steamed in to bombard enemy guns which had begun shelling our landing craft taking in stores. These guns were firing from concealed positions above Syracuse, and many shells were falling among our beach areas. We opened fire with our 6-in. guns, and soon all our warships were bombing. Shells could be seen burning all along the road crowded with the retreating garrison from Syracuse, where, by 8 a.m., all organized resistance appeared to have ceased.

Hospital Ship Bombard and Sunk

Later that morning we had our first sight of enemy aircraft, when Skuas came into action. All ships opened up with full A.A. fire, and the bombs fell wide. Tip and run raids by single F.W. 190s and 26 HSs continued during the afternoon, and we had some near misses. In the evening we were subjected to continuous dive-bombing by groups of Italian bombers. Shells fell close, and near misses with 500-pounders a half a splinter hit us, and two ratings and one officer were slightly wounded.

We saw German dive-bombers attack the hospital ship Tanania, which was unwounded, on board, although she was fully in-up with red crosses and the usual neutral markings. A direct hit was scored on the operation rooms and wards, and as the Tanania sank fast by the stern, her lights dimming, we could hear the cries of the drowning nurses and cot cases. She went down inside a quarter-hour. The air attacks on our shipping were incessant all night, and the ships A.A. guns were in action from 10 p.m. till 4.30 a.m.

By the early morning of July 11 all Syracuse and its surroundings were in Allied hands, and enemy airfields were being reconnoitered for Allied use. In the afternoon, lying off the naval base of Augusta, we began a 3-in. gun bombardment of German shore batteries. Allied dive-bombers joined in, and large oil fires were started. That night, more airborne troops passed over to drop behind the German lines in gliders. In the morning the monitor Enebus began a 15-in. gun bombardment of German shore positions in the van of advancing 8th Army units. The enemy retaliated with dive-bomber attacks, but caused no damage, and Enebus continued to bombard at a range of 15 miles. An Italian submarine, after being depth-charged, surfaced and surrendered, and was towed away by a tugboat to Syracuse.

At 7 in the evening a large transport of storm troops arrived, and destroyers closed range, bombardment guns battery round the dock areas of Port Augusta in preparation for a landing. Beach parties were away an hour later, and were soon fighting in the streets. The town was captured intact that night, with the underground base, naval barracks and other strongholds captured.

The next morning, assisted by Enebus and the cruiser Uganda, we began to bombard Leptis, to disperse Germans who were dug in on the hills. Few very heavy shells which struck the Mau-itius were unwounded. All the railway guns some 12 miles away. A signal
There was a tremendous explosion and shells and burning debris were thrown all over the harbor, the smoke rising to two miles. The few survivors picked up from the wreck were carted for in our sick-bay. That morning we and the Dutch sloops fires proceeded out of Augusts towards Catania to assist our forward troops. Meanwhile, Flying Fortresss were bombing the German positions from four miles up. As we were being heavily shelled by German shore batteries and tanks (it counted up to 40 near mines), we closed range to one mile and opened up full b-8. 6-4, fire at the enemy guns first, and the German ceased firing. At the afternoon we bombarded selected targets as requested by the Army on shore, and then closed range to 300 yards and opened fire and returned to Augusta to anchor up.

That night there were heavy air attacks on the anchorage by bombers using groups of fighters. Two direct hits were scored on an ammunition ship, which blew up, leaving no trace. The other did not explode, and not until the All Clear came at 4 a.m. did the guns cease firing. The losses of heavy tank had reached our troops. The Canadians closing in on the north-west were threatening to outflank the Germans in the Catania salient. More than half Sicily was now in Allied hands, the prisoners totaling 45,000, but cruck units of the Hermann-Goring division were holding good positions all round the lower slopes of Mount Etna and appeared well supplied.

The morning of July 22, accompanied by destroyers, we left to attempt to spot concealed German guns which were shelling the harbour area. Heavy shells from these hidden guns fell round on us but caused no damage. Large ammunition dumps were blowing up, where the Germans were apparently destroying all their heavy equipment. Unsuccessful in spotting and destroying the concealed guns, which were reported to be in railway yards, we returned to Augusta.

On July 22 23 and the Newfound-land again left Sicily for Malta, for rest, repairs and ammunition, and while there we heard the dramatic news of the rebellion of Mussolini on July 25. Returning to Augusta, we found the 80th Army slowly advancing against stiff opposition from German troops who were still being driven from every stronghold by our forward units. The Allies assisted by bombing and shelling, and an enemy dug in on the lower slopes of Mount Etna. August 5 found the 5th Army in a strong position in the Catania area, with tanks in the harbor, the sea being used for defense.

M.P. WARBYPE Ten miles from Augusta, September 28, 1943.

Junction of the German supply lines from the south, was entered and occupied by the 51st (Highland) Division later in the day.

On the morning of August 7, proceeding north past Catania, we saw German tanks jammed on the roads outside Rapallo; we opened a full fire, bombers, and guns blew up. Four ships from long-range planes, guns just missed our area. At noon a signal from our troops attacking Riposio said that their advance was held up by German mortar fire. The Mountaineers accordingly bombarded the German mortar batteries from closer range and destroyed them.

The enemy were still holding out on the lower slopes of Mount Etna on August 8, but observation was diffused owing to the aim of shells and bombs. That night and the following night ships in Augusta harbor were again the target of air raids by Ju 88s using chandlery fires, and all the A.A. guns were
I had no idea when I went to the Middle East last month as a member of the Royal Signals, and on which the future of the Middle East depends. As it was, I was able to take a few weeks' course in wireless telegraphy. But I found a lot more to learn for specialized desert work, including transmission and reception of signals on a radio set, designed for use in arid country, and which we had to use to be able to reach the desert. The signal was a weird atmospheric condition. Signally, it was considered, was the most important function of the desert patrol, for without regular contact the enterprise would fail in its main object—which was reconnaissance. Secondary objects of the newly formed force were hit-and-run raids on the Germans and italians, the harrying of rail and road communications, capture of prisoners for interrogation, and conveyance of valuable supplies to areas for behind the enemy lines.

It was a "Quartermaster's Hell."
The patrols consisted of Guards, New Zealanders, Rhodesians, Indians, and the Yomunay. I was attached to the N-Zudders throughout the campaign. Our means of transport were Chevrolets and jeeps mounted with machine-guns and Bolon, and equipped with sand-castors ten inches wide. Among our gear were anti-infantry and Log Tubs, and the equipment with which we moved was nearly as large as the Indian's. nationals, red-sands, and no-frills. This meant that we had to make sure that we were prepared for all eventualities.

The patrol was in continuous action. On August 10 we proceeded north with a destroyer screen to ship up the Germans retreating towards Messina. Observing columns of motor transport moving along the road north of Kepose we opened fire. Later we closed in on bombarded coast lines and houses where the Germans were using concealed mortars. About this time we also observed a German infantry column, also that Rome had been declared an open city. On this day the Germans were retreating in disorder towards Messina, abandoning large stores of equipment. Remnants of their forces were still trying to escape across the Brenas. R.A.F. aircraft flying through intense A.A. fire were strafing and bombing barges and many hundreds of Germans were drowned. Our men made successful Comando raids on Reggio Calabria in the toe of Italy—our next objective. By August 16 Allied troops were entering the outskirts of Messina and stragglers were being rounded up and sent off. So the first stage of the most brilliant and successful 38-days campaign.

Our Badge Was The Venemous Scorpion."
Among remarkable enterprises of the war were the formation and exploits of the Scorpions, consisting of only 500 men of which 100 are hand-picked officers and men, who are volunteers and some of them well-known Australian and R.D.G. men. I had the distinct honor of being presented with a badge of the 8th Army successes. Mr. Arthur Biddle, the late Assistant Secretary of the War Office, personally presented the badge to me. The badge was a scorpion, of which there are many varieties to be found in the North African desert. The scorpion, as a symbol, was selected for the badge because it is a very dangerous animal, and many of the troops who served in the desert were bitten by scorpions.

In summer we had to combat heat up to 120 degrees in the shade, and in winter a temperature that fell below freezing point at night. Our trucks regularly crossed the unknown zones of the desert known as the Sand Seas—one area as large as Wales—where the sand was hundreds of feet deep and lay in waves beautiful to see in the dawn and early evening. But this part of the desert was almost as harschless as the sand-masses. Truck driving was a specialized art when the sun was high and the ground surface hot enough to cause skin scorchings. A sudden descent from a low dune, and which might become stuck in soft sand to the axles. Then we timed, sweated and cursed, and we timed for the regulation devices for "unskimming." Occasionally, in particular bad going, we could look back a couple of miles at high-speed and see the tracks of other beat us and how we had been completely fastened before setting out in the morning.

Our desert units were during the course of the North African campaign in England in the 7th and 8th of the British and American troops. Colonel (afterwards General) Liddell, in command of the Free French Forces from the Chad Province, seized Kufra in the south from the Italians we used to the oasis. At different times we were based on other oases—Fayum, Jalal, Zella, and Siwa where the best dates in Africa are grown. It was necessary for the North African desert to be untried for country for knowledge vital to future large-scale military operations. Perhaps the most important duty of all was the maintenance of the Red Watch, which was continued day and night for many months on end. The object was to obtain a census of all the enemy tanks, guns, supply lorries and troops passing to or from the enemy front.

A patrol would undertake this exacting duty for two or three weeks, then be relieved by another patrol. Trucks were parked, and two men would go forward under cover of darkness and be among low scrub from which they could observe the traffic across Via Balbia. There they remained during all day until the dawn, hardly daring to move, except to jot down in a notebook an account of every single thing that passed by. Well, I recall the occasion when on this Red Watch we were encamped near the Arc di Trionfale—familiar to our Army as the Martin Arches—engraved with the portrait and inscription in Latin of Benito Mussolini. Our lorries were parked and camouflaged as a guard, and two fellows crawled up as near to the road as was consistent with security. While some others played cards, I squatted beside my truck with headphones adjusted, transmitting information to Group Headquarters periodically and logging the frequency and location of enemy signals coming over the ether.

Our Men Prepared to Shoot It Out."
We looked a rough lot. Some of the fellows were bearded, and stripped to the waist. Most of us were wore the Arab headdress and Indian ghillie suits. Our kit was a standard issue. Around us was a tattered coat, and flaps tied around our heads during the long, hot day in the late spring of 1942, when the heat of the African air was fought and won. Traffic along the road was not numerous. Frequently, in the evening a lone motor-car of a touring party would come along, and to our dismay, had only a few yards from where our two watchers were lying. An Italian officer stood upright and surveyed the ground through field-glasses. Our men prepared to shoot it out, almost as though they were a road patrol along the coastal road came a great convoy of cars from the Italian garrison we used to the oasis. They were from the Italian officer, unaware of our
I Was There!

D-Day had been a success. The invasion force had crossed the Channel and landed in Normandy. The British and Canadian forces had pushed inland, while the American forces had landed at Omaha Beach. The enemy resistance was fierce, but the Allies had gained a foothold on French soil.

I was part of the medical team that arrived on the beach to provide first aid to the wounded. It was a harrowing experience, but we did our best to save as many lives as possible.

The next day, we moved inland to support the advance of the Second Infantry Division. The fighting was intense, but we were determined to push forward and liberate France.

I remember one particular moment when we were ambushed by a group of Germans. We were forced to retreat, but we managed to escape with the help of some of the local civilians.

We continued to push forward, and eventually the war came to an end. It was a difficult time, but I am grateful to have been a part of it. I will always remember the sacrifice of those who gave their lives for freedom.
Watchers and Watched in the Western Desert

ALONG A DESERT ROAD

North Africa enemy transport routes (1) were of the class interval whose individual efforts were not so much to the volume and variety of vehicles as to the necessity portrayed, including field glasses, telescopes, and photographs of enemy transport and armoured vehicles for the purpose of watching-watchers-protectants in the art of camouflage and observation. The enemy was given with prompt data as to movements, numbers and types. The road from Tripoli to Cyrenaica was the main German supply route by which tanks and troops were supplied to the front and the S.S.O.S. were kept in under the observation. Enemy supply depots were located from an area as much as 30 miles behind the enemy's lines. The S.S.O.S. (2) depended for its continued existence on maintaining vigilance and making watch on the skies as well as the ground. See story in facing page.
The questioning started on a polite note, with a promise of immediate release if guilt were admitted or the information (such as a list of friends) asked for were given. If that failed to work, the biplane would come down and the victim would be blown to bits. The Gestapo make-up was still bone and the victim would be battered black and blue. Several saw after their release (which was only temporary), and I still shudder when I think of what might have happened if the Gestapo had arrived in England.

Often I heard the things growling in anticipation of "getting at" the "Englsche Schweinchen," and my blood boileled. If the victims gave no information (and many did not however terrible their ordeal) they were transported to a hell-camp at Breendonck, near Antwerp—drugged feet surrounded by water, where atrocities were worse than those at Belson or Dachau in Germany. Bodies were still being found at Breendonck in January 1944 of persons convicted by the Gestapo and never again heard of alive. Those prisoners under interrogation were hung by an arm for hours. There also was an electric stove in which beaked hands were thrust until, in unbearable agony, the helpless victims gave themselves away (and others away).

Our Secret Camp in the Ardennes

It sometimes happened that the Gestapo failed to find a victim or to find members of the family, or inmates of the house, would then be hanged and kept in prison for weeks. When we learned that the Gestapo had visited a certain house and found their intended victim not at home we immediately contacted him and smuggled him away to a partisan camp at Bievres, in the heart of the thickly wooded Ardennes.

More than 40,000 "wanted" men were in hiding, some of them for years. They slept on tarpsauls stolen from the railways, under tarpsauls reeled to guard against detection by German aircraft. They could not, with safety, have fires in huts, and their hardships could not be measured. To prevent treachery, no one was allowed to be left alone with a suspect. We provided them with food obtained with our own coupons, or stolen ones (thousands of them were "lifted" every month for a partisan end) or those which we printed ourselves.

The Germans searched there were men hiding in the Ardennes, but they did not dare to commit war crimes on us—organised or not—by their new method of extermination, which was followed almost immediately by another. The ship shook from stem to stern.

I leaped out of my bunk and flicked the electric light switch, with no result. A shadow fell upon the open port, and I was met by a cloud of thinning steam and showers. A registered swiftly, "We've been torpedeed in the English Channel in a heavy sea!" There sounded the clattering feet of running men, and grunting in the darkness I managed to pull on some clothing. A fellow officer appeared, bare with sleep and worrying about the gyro compass because the "jock" was off. "I've been bumped!" I lied and he hurried dashed to his room for his gear with never another thought for the compass! In a few fumbling movements I was up on the bridge, to check up the situation.

I saw a succession of spattering rockets and whizzing flares lighting into the night from 1942 onwards to avoid deperation, but some were denounced by Belgian traitors. They then followed arrest and a beating-up, and the unlucky prisoners concerned were thrown into the "underground." One trick the civilian deserters' denials were heard by many. Do you wonder we were careful of every word we said, lest we learned to spot out the Gestapo and their hideouts and hate their very shadows during those nervous years?

We Were Crippled 800 Miles From Land

In convoy one splendid day early in the war we reached G. T. Warden, 11,000-ton tanker, into leg total. There came the unexpected "hit from the air," and his engineering became an interest of writing steam. This recollection is by T.C. Skews, one of the ship's officers.

I wash over, retired to my cabin for a read and smoke before turning in for the night. The weather had been calm and sunny, and I was in peaceful mood. An observation post was seeking to detect shipping, which was followed almost immediately by another. The ship shook from stem to stern.

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I Was There!

by Charles L. Brown

The bomb was dropped on the netted vessel, which was hit. It was

a great shock to all hands after such a lapse of time. The

sailors and officers were hit by the explosion. One of the sailors

was killed outright. The other sailors were unable to get to the

safety of the ship. They were thrown overboard and killed.

The ship was hit by the explosion. It was hit by a German
torpedo, which was hit by a German mine. The ship was then

sinking. The sailors and officers were rescued by a German
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MAHATMA KAROL RAM, who won his V.C. as a 21-year-old sepoys with the 5th Punjub Regt. (8th Indian Div.) in Italy in 1944, came to England recently under a short-stay scheme for senior officers of the Indian Army in the Home Command and Middle East to see something of the country. A striking souvenir piece was to visit Buckingham Palace (which he did), and he would return with proud memories of his glimpse of the royal residence in London. See also page 276, Vol. 8.