GUARDING THE IMPERIAL PALACE, TOKYO, in Dec. 1944, this Royal Navy sentry, at his post on one of the bridges spanning the Palace moat, is from H.M.S. Commonwealth, said to be one of the fiercest shore bases of the R.N. It contains a force of 5000 men and is the headquarters of the 50th Canadian (terrestrial) Brigade. In the background is the ghost-bombed city of Hiroshima. Once Poland, it is now the main base of the Japanese marines. (Photo, No. 143630; published by the Australian War Records Section, with the permission of the British Official Photographer.)
British 1st Army’s Gruelling Task in Tunisia

TROOPS NEWLY ARRIVED AT BONE gazed at the wreckage of the port. (1) In December 1942. On a hillside outside Mateur a sniper (2) watched for that sign of movement which would herald an enemy marching. A 15-pounder gun (3) in action before the capture of Tunis on Nov. 30, 1942. See also facing page. PAGE 910  War Office Photography
Blade Force's Gallant Failure was Invaluable

By A. D. DIVINE, D.S.M.

Author of 'Road to Tunis.'

O

December 3, 1942, the spearhead of the British 1st Army—Blade Force, the 11th Brigade and a handful of American armour—was thrown back, fighting with superb gallantry, from the little town of Djedeida on the Medjedera river, 12 miles from the outskirts of Tunis. On May 11, 1943, Colonel-General J. van Arnen, General Officer Commanding-in-Chief Army Group Africa, surrendered in the area north and south of Djedeida with his staff and more than a quarter-million men. Between these two events there is a direct connection. The failure of Blade Force to reach the capital in the first rush of the race for Tunisia was one of the most valuable failures in the history of the British Army. It was, incidentally, one of the most gallant.

Why did we fail? To form a just estimate of the cause of the retreat from Djedeida and Taboucha it is necessary to examine the French North African campaign as a whole and Operation Torch in particular. Even in this war of enormous distances the lines of communication for Operation Torch were exceptional. The port of Algiers is 1,782 miles from the Clyde. It is almost precisely 4,000 miles from New York. Everything that the Army used—tanks, guns, food, men, petrol, ammunition—had to be carried by sea. In the circumstances of the submarine war at the time it was obvious that there was an absolute limit to the amount of shipping available for the operation.

General Anderson's Great Problem

The campaign began, therefore, with a fixed maximum of men. That maximum, because of the enormous distances involved in the area to be occupied, had to be split in three: 1. Casablanca was to be the base to capture the west coast and to cover the expedition against the possible intervention of Franco-Spain; the Oran force to capture and hold the centre; the Algiers force to occupy the most important part of North Africa and to form the springboard for the advance into Tunisia.

As a result of the Casablanca landings, a force of 3rd Army had been able to handle the French, to garrison the area of Casablanca, to block the area for the supply operations, and to establish control over the ports westward to Cape Blanc. Therefore it was possible to form the springboard for the advance into Tunisia. It must be remembered that we had assigned to this force a maximum of 600,000 men, an immense area of land, and an enemy armed with the best French and Italian forces.

It is clear that if we had been able to advance on a straight line from Casablanca into Tunisia we should have won the war in a very short time. If we had been able to reach the Mediterranean in the second week after the landings we should have got out of the war before it had begun. But at Casablanca we were too tired and too weak to push on with the campaign. Therefore we had to use the enemy's communication routes, and it was necessary to use the enemy's communications. This was the situation we faced in Operation Torch.

The problem was how to get through to Casablanca, how to push on to the Mediterranean, how to get across the desert to the enemy's lines, to the enemy's ports, to the enemy's centres of population, to the enemy's communications. That was the problem of General Anderson's army. It was a problem which the French and the British had to solve as a whole. The solution was to push on with the advance, to push on past the enemy's lines, to push on past the enemy's ports, to push on past the enemy's communication routes. That was the problem of General Anderson's army. It was a problem which the French and the British had to solve as a whole.

Nearest Supply Base 2,000 Miles

The French fought hard against us at different points in the first phase of Operation Torch. In Tunisia not only did they fail to offer the slightest opposition to Von Arnen's landing at El Alouina and at Bizerta, but from November 9, when that landing began, and up to the 19th, when General Barré, in command of the French Army of Tunisia, rejected Von Arnen's ultimatum, the considerable French forces that had withdrawn from the Tunisian littoral lay on the southern flank of General Anderson's advance as an obfuscating and sinister threat.

These are the essentials of the race to Tunis: it sprang from an improvised base 2,000 miles from the nearest source of supply; it had to be carried out by a handful of men from an invasion force already split in three; it had to be driven almost 600 miles over lanceless land communications. And it had to challenge not only the threat of the German counter-invasion but, for ten dangerous days, the potential threat of the French themselves with all the possibilities of sabotage thrown in. The wonder is not that our splendid experiment was thrown back in what seemed an incredible fashion, but that it ever succeeded in piercing so deep.

Againsst these things must be balanced the considerations that lay in Von Arnen's hands. Germany had expected an attack on Northern Africa—not, it is true, at the precise points at which we landed, but near the less in that quarter of the globe. She had in Italy a variety of forces. Most important of these was the extraordinary and powerful section of the Luftwaffe that operated from the Italian airfields of Sicily and Sardinia. In addition to these there were ancillary ground forces. These lines of communication were being staged for the reinforcement of Rommel, and there was an adequate and
Great Stories of the War Retold

By November 22, Blaise Force (17/21 Lancashire Regiment Group) was concentrated at Sbeitla. Further south, American parachute troops of the 503rd U.S. Infantry Division dropped at Youghou-R Как. One medium American tank battalion, one light battalion and a handful of tank destroyers completed the force. General Anderson's plan comprised a two-pronged attack—one along the northern road to Mateur and Bizerte, and one on the southern through Medjez-el-Bab to Tunis. Two brigades of infantry, a handful of tanks and armoured cars, a few paratroopers and virtually no air support—all dancing at the end of 500 miles of atrocious mountain road—came within 12 miles of winning Tunis in their first onset.

What men could do, these men did. The Lancashire Fusiliers pinned in the bed of the Medjerda River under withering mortar fire, the East Surrey attempting to capture the Djebel Mouribou by moonlight, the Hampshires cut to pieces outside Tebourba, the 36th Brigade storming Djebel Ahed and the heights of Atlas, again and again, made for themselves an imperishable history. And their failure earned a tremendous reward.

It repaid a reward in other directions, beside the fantastic booty of the Tunis plain. In the tangled, difficult moths that followed the American Army was "flanked. It learned the weaknesses of its material and of its training, and it learned the weaknesses of its psychological approach to war. The new American Army that was trained by the veterans of Tunisia was a fighting machine utterly different in spirit, in strength, in fitness for war, from the troops which landed in Africa on November 8, 1942.

And there was still another price, for in North Africa from the command of divided command, from the difficulties of liaison with the French. When once they grasped their allies in their lots with ours, from the inevitable frictions, the acridity and hubris of co-operation with the American Army, was forged the super-combined weapon that two years later smashed the Western Wall.
Empire Outposts Now Provisioned From the Air

In 790 flying hours half-a-dozen Dakotas accomplished in December a task that previously had occupied 3,000 oxen over a period of six months. Maintenance of the Himalayan outposts has always been a matter of considerable difficulty, being as they do, in districts covered with impenetrable forests and mountains. Attempts were made in the past to provision the outposts by dropping supplies from aircraft over the Ruma Hills in Assam, and the Lalb Valley, north of Skardu. The operation involved the dropping of more than 700 tons of supplies, sufficient for six months, in narrow valleys that in by mountain streams, there being no room for error of navigation or mechanical breakdown.

UP THE SIANG VALLEY, in the Himalayas, flies a Dakota loaded with supplies, prepared for dropping on an isolated British post. Inside, men of the crew are preparing to eject the cargo over the dropping zone in each where a special licence by the government is required. Supplies dropped included tea, tobacco, tea, matches, rice, blankets, paints, oils, cigarettes, matches and general medical necessities.

AT MOHANBABI, near Bhutan, on the Assam-Arunachal border, the aircraft is over the airstrip. The position has an alti-attitude surface of 10,000 feet, and the operation of revictualing the dancing must not be delayed by bad weather. The Dakotas have been supplied for the air strike by the last Mohan-which was engaged in 1914. (Photo, Radom Ojyra)
We Sweep Treacherous Corfu Channel Waters

TWO BRITISH DESTROYERS, H.M.S. Shamrock and Vengeance, were damaged by minelaying off Corfu Island on Dec. 1, 1944, in the course of a sweep of the Southern Channel off the Greek island of Corfu and the Albanian coast. Thirty-eight mines were captured and 14 mines were blown up. A British destroyer was also damaged by a mine. The mines were laid at night by a U-boat and the British destroyers were attacked at dawn. The damaged British destroyer was later repaired.

The British government issued a statement on Dec. 1, 1944, stating that the sweep of the Southern Channel was part of an effort to clear the area of mines and to prevent further damage to British shipping. The statement noted that the mines had been laid by a German U-boat and that the British destroyers were able to clear the area of mines by night and day. The statement also noted that the British government was coordinating efforts with the United States and other Allied countries to clear the area of mines and to prevent further damage to British shipping.

The British government issued another statement on Dec. 3, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.

The British government issued a third statement on Dec. 5, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.

The British government issued a fourth statement on Dec. 7, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.

The British government issued a fifth statement on Dec. 9, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.

The British government issued a sixth statement on Dec. 11, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.

The British government issued a seventh statement on Dec. 13, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.

The British government issued an eighth statement on Dec. 15, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.

The British government issued a ninth statement on Dec. 17, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.

The British government issued a tenth statement on Dec. 19, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.

The British government issued an eleventh statement on Dec. 21, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.

The British government issued a twelfth statement on Dec. 23, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.

The British government issued a thirteenth statement on Dec. 25, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.

The British government issued a fourteenth statement on Dec. 27, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.

The British government issued a fifteenth statement on Dec. 29, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.

The British government issued a sixteenth statement on Dec. 31, 1944, stating that the sweep of the Southern Channel had cleared the area of mines and that the British destroyers had been damaged by minelaying. The statement noted that the British government was continuing efforts to clear the area of mines and to prevent further damage to British shipping.
Shore Base of the Royal Navy in Occupied Japan

H.M.S. COMMONWEALTH at Kurra, on the island of Honshu, is the British naval base that handles the supplies for the 16,000 men of the British Commonwealth Occupation Forces in Japan. There was a ceremonial parade (2) in December 1946 when the unit was visited by Vice Admiral Sir Denis Purdy, C.G.B., K.C.B., K.C.M.G., Commander-in-Chief of the British Pacific Fleet. He inspected a guard of honour (1) and chatted with patients in the sick bay (3), which is in a specially constructed Nurses' hut. See also illus. page 409.
Delhi Meeting Momentous for India's Leaders

When the first meeting of India's new assembly was held at Delhi on December 9, 1946, it was symbolic of changed times that gilt frames on the panelled walls which till recently held portraits of previous Viceroys were empty. Throughout 1946 Indians had gradually been assuming responsibility for the running of their own country. A shadow was cast over the opening session by the absence of the Congress leaders, protesting the Constituent Assembly. Differences between the Congress Party and the League concern the interpretation to be placed upon certain provisions in the Cabinet minister's statement of May 23, 1946—provisions relating to the proposed 'grouping' of provinces under the new constitution. An attempt to reach an understanding on these points was made, but it was impossible wholly to reconcile the divergent views.
U.N. First General Assembly Concludes its Work

THE UNITED NATIONS First General Assembly opened its second meetings on Oct. 24, 1946, at Flushing Meadow, New York. After adjourned in London early in the year it should have been convened in early autumn in New York. The end of the Paris Peace Conference caused further postponement. The session opened somewhat under a cloud but closed on a hopeful note, largely due to the able and conciliatory attitude of Mr. Moreau, leader of the French delegation. The opening ceremonies were held in the Assembly Hall at Flushing Meadow; for the committee, in which the delegates spent most working hours, sat at Lake Success, on Long Island, for their sessions in New York City. It was estimated that 350 meetings would be necessary to dispatch the 153 items on the agenda. The last act of the Assembly was to reject a proposal to hold the 1947 session in Europe. It was agreed to meet again in New York on Sept. 16, 1947.

FIVE FOREIGN MINISTERS hold discussions at the Waldorf-Astoria Hotel, New York, during November and December 1946 in an endeavor to reach agreement on the peace treaties with Italy, Rumania, Bulgaria, Hungary, and Poland. Mr. Bevin is seated on the far side of the table, facing from left to right: Mr. Moreau, Mr. Burn, Mr. Bevin, Mr. Delbrück, Mr. Stettinius. Mr. Moreau's right hand, Mr. Burn's hand on his camera, Mr. Molotov's coat, by one of his colleagues. The majority decided on Dec. 17 that the treaties with the former Axis states should be signed in Paris on Feb. 15, 1947. At one of the debates Mr. Bevin asked Mr. Molotov for specific reasons why the United States was not taking the same part. The French delegation agreed to the appointment of a commission of inquiry into the Italian condition and their future; but no solution was reached over the financial arrangements for the Free Territory at Trieste after the Allied Military Government had been replaced by a Governor.
HIS MAJESTY'S SHIPS

H.M.A.S. Sydney

A CRUISER of 6,300 tons, launched in 1936, the Sydney bore one of the most famous names in the Royal Australian Navy. Her predecessor of the same name, this a cruiser, was responsible for sinking the notorious German commerce raider Emdes in the Indian Ocean in the First World War, and she was also the first to sink the first German submarine in the First World War. She took part in various sweeps carried out by Admiral Sir Andrew Cunningham in the hope of bringing the Italian Navy to action, and was only disengaged herself in the second month of the war. Later, in the fighting between four British destroyers and two Italian cruisers, both ships met with disaster. One of these, the Barham, was destroyed by Italian shells. The Sydney was hit twice by Italian shells, and the destroyers managed to continue her destruction with complete precision. The Sydney continued in action of the second enemy cruiser, which was also hit a number of times but succeeded in making through superior speed.

On November 10, 1940, she took part in the battle for the Channel, he Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters. On November 10, 1940, she took part in the battle for the Channel, she Sydney returned to her home waters.
Records of the Regiments: 1939–1945

When the call came in 1939, North-countrymen flocked to the Green Howards to serve in battalions which were the descendants of Loyalist infantry of many years ago. The two regular battalions (the 1st and 2nd) took part in the Territorial battalions—the 4th, 5th, 6th and 7th—and these were ready to withstand the first shock of war. The 1st Battalion played a notable part in the difficult campaign in Norway, then moved in turn to Scotland, Wales, Ireland, England, Italy, Persia, Syria, Palestine and North Africa, where it took part with the 6th and 7th Battalions in the landing on the east coast of Sicily, and fought doggedly northward in the van of the 8th Army. It won great distinction at the Anzio bridgehead, south of Rome, and ended the war in Europe on the Baltic coast of Germany.

There are certain experiences which stand out from the rest in the minds of those who fought with the 1st—the journey in motor transport across the Sinai Desert; prolonged and bloody fighting in the Plain of Caen, Sicily, in which Captain Hedley Verity was among those killed; the fast pursuit of the enemy up the west coast of Italy; winter patrols on the Sasso; councils at the rate of 70 or 80 a week in the key “fortress” in the Anzio bridgehead; and the battle of Buccheri Station in Germany, on May 1, 1945—the 1st Battalion's last battle. But these were not its only battles. Another, which changed its name was the 12th—it became a Recce Regiment. The 11th Battalion remained in this country throughout the war.

The story is too long to be told in all its rich detail of endurance and suffering, of setback and triumph. But there are some snapshots from the albums of memory which throw the record into relief here and there. Let them serve, therefore, as a bird's-eye view of the war as seen by some of the Green Howards battalions, and as an indication of the contributions made not by individual persons or battalions but by the Regiment as a whole.

Joe 1942—a month which the 8th Army of these days will never forget—in passing in a procession of fierce and snowbound days. A tide of German armour and scoured infantry swept against the Imperial positions in the Gazala Line. Like the tide, it came on and then receded, then advanced again. Two battalions of Green Howards and a third battalion from Yorkshire, standing...
ON THE BARE HILLS OF CYPRUS. Green Howards swept and swept in September 1940 during landing in the Mediterranean, dropping troops, and then evicted enemy and advanced inland. 40th Army advances, and then by a slow, methodical approach, the enemy is finally defeated. The green Howards cannot withdraw in the usual order of battle.

Army withdraws, but the green Howards cannot withdraw, and the enemy is ready at their backs. Therefore, at night they break out westward, straight through the enemy's front, and drive in a great southward sweep through his rear area. Then eastward round his southern flank, and again drive westward, and the enemy is startled and shaken as he

TRANSPORT, OVERMNAI, was an organic element, though a small one, in the battle against the enemy's back. It is like a small, slender, and yet very effective weapon, as the enemy's main attack, and they are running away, and shells in all directions. The enemy's back, the green Howards, in their battle, turn, then drive east, and then to relieve the retiring 8th Army.

COLOUR. Red Eagle on White.

4TH (INDIAN) DIVISION

The division, whose personnel was about two-thirds Indian or Sinhalese and consisted of British, was formed in India in 1939 and was a part of the original division under General Sir John Plowman. When the offensive was launched against the Italians in November 1940 the 4th were with the British 8th Army in Africa, and then transferred to Egypt in August 1941, and was engaged in the fighting in Cyrenaica. In March 1942 it was split up into three groups, and went on to join the 5th Indian Division on the island of Cyprus.

The Division was with the 8th Army in Africa, and was annihilated the Mareth Line and was a great victory in El Alamein. In April 1942 the 4th Indian Division was to take part in the final battle for Tunis and the capture of Gen. Vittorio. In the following December it joined the army, and in February and March 1944 took part in the North African campaign. In the final battles of the region of Lake Trasimene and broke the Gothic Line in August. The Division then went to Greece, where the Germans were withdrawing, and remained there until the cessation of hostilities in 1945, being readmitted for India in February 1946, and then, in May, to take part in the final battle for Tunis and the capture of Gen. Vittorio. It was now a part of the 8th Army Command, and not only in the forces of the empire but in the world. It was now V.C., and two George Croses.

March 1943, and the title of battle has turned at Alamein, where the Green Howards inflicted severe punishment on the crack Italian Panzer Division, Folgore. The 8th and 7th Battalions have avenged the loss of their regiment at Gazala by the capture of thousands of Italian and the general commanding the British Infantry Division.

Now the 8th Army rumbles over the Libyan-Tunisian frontier and squeezes up to the Mareth Line. The main defensive of this
Green Howards Will Not Be Forgotten in Italy

NEAR LANCIANO, in January 1944, the 1st Battalion The Green Howards marched through snow on their way to take part in the final offensive against German forces. The battalion was subjected to frequent air attacks by German aircraft, in the following February the battalion took part in the fighting between Montefiore and Santa Maria; one section in a reserve position anti-aircraft gun was engaged in a fight on a captured aeroplane (1).

The battalion was given the distinction of being the first to take the town of Lanciano in Italy. It was a bitter struggle, during which the battalion was subjected to heavy shelling and air attacks. The town was finally captured after a fierce battle, and the battalion was rewarded with the distinguished mention in the despatches. The battalion continued its advance, taking part in the fighting in the coastal areas and finally reaching the coast of Italy.

Photos, British Official
formidable Axis position are screened by} corporals; the Green Howards are charged with the task of obliterating them as a preliminary to the main assault. It is dark when the Flaks go forth. They are the special light flak target formed under the eyes of the Afrika Korps. The \authorname{Seargin, C.O. of the 7th Battalion. They are tough and expert fighters who precede the battalion to the objective. They lift a path through the minefields and pass silently on. Then there is a brief, hard fight with men of the Young Scot's Division—and when the 7th Battalion arrives the Flaks are in complete control of the situation.

Later the main attack goes in. The Green Howards storm a flanking strong-point, and fight hand to hand through a tortured night with German infantry. Seargin leads the attacks and tells many who understand the quality of his achievements: 'They worked flat out, and they showed that they were for one of the three V.C.s gained by the Regiment during the war. He was killed later at the Battle of the Wadi Akarit, before he knew of the award (portrait in page 39, Vol. 7). The Green Howards move on, towards Tunis, then through Sicily.

H Hour, D-Day, 1944—The Green Howards return to France. The two of these battalions have made the journey via Cyprus, Palestine, Perito, the Western Desert, Tunis, and Sicily. It is cloudy, with a choppy sea. The 6th and 7th Battalions approach the beach in a very different way. They were in Occupied Europe, with the 7th at the beaches. Once ashore, the 6th Battalion was at the front and as fast as any other leading unit. This day, Company Sergeant-Major E. H. Hollow wins the Regiment's second V.C. of the war—the first V.C. in the Army to be awarded for the fighting in Normandy (portrait in page 376, Vol. 4).

The battalions with the 50th Division had a full share of the heavy fighting in Normandy in the last summer, and were among the first infantry to cross the frontier into Belgium and Holland. They finished their fighting in the Second Great War near Arnhem, at which point the 50th Division, by the time one of the Army's veteran formations, was brought back to England for the D-Day training of new infantry cadres. The Green Howards found themselves in the pleasant country near the Vale of Pickering, in their own county once more, and shortly after VE Day they marched, with other members of the 50th Division, to their own service of remembrance and thanksgiving in the ancient cathedral at York.

The link between the Home Guard Battalions of the North Riding and the rest of the Regiment was a very close one and remained so even after disbandment. Middlesbrough, Scarborough and Bridlington conferred upon the Regiment the honour of marching through their streets with bayonets fixed, colours flying and bands playing. As a result of the 1st Battalion's exploits in Norway in 1940 Her Majesty King Haakon VII was made Colonel-in-Chief, succeeding in that capacity a close relation in the late Queen Alexandra.

The old Parish Church of Richmond, Yorkshire, which is the home of the Regiment, contains the Regimental Memorial Chapel. Every day a recruit from the barracks is detailed to turn over one page of the book containing the Roll of Honour of the 1914-1918 War. This Chapel serves also to commemorate those of The Green Howards who fell in the Second Great War.
Throughout the war the Portuguese Government of Dr. Salazar maintained neutrality, in spite of the long-standing Anglo-Portuguese alliance and the pro-British feelings of the people. Though the country was virtually cut off from the rest of the European continent by the German conquests, a steady flow of ships and aircraft entered the port of Lisbon from the Americas and the East—and the capital is still busy. Foreign import and export trade is handled at the West Docks (1), and goods from the Portuguese colonies at the docks in Lisbon's East End. Here (2) the cargo is unloaded. New British cars, just arrived, crowd the waterside (3).
The Daily Round in Portugal's Capital

Though not licensed to trade in capital Lisbon, where fit conditions, slight
means to be incurred, is to speak privately in the city, the local food and liquor
markets of the important are clearly visible. The local Casa Nostra, a
popular eatery, is seen with its wide variety of dishes available.

Where Europe Gambled As Europe Bled

Exhibitions and auctions of art and antiques have been a major part of the
cultural scene in Lisbon. The famous Palacio de Cristal on the waterfront
has been a popular venue for these events, attracting art lovers from around
the world.
Airport of Lisbon a Great World-Junction

Twenty-three different air transport companies now use Lisbon’s Airport, through which large numbers of refugees from Nazi persecution made their escape during the war. The first of its kind to arrive there, a Viking Viking (1) of British European Airways was on a prototyping flight. Trans-Atlantic air-liner use it as a refueling stopover, and passenger hall (2) in front of the entrance to the Airport Building (3) the Avro York "Star Dale." (4) is outbound bound from London to Buenos Aires.
CEYLON & THE SEYCHELLES

BY HARLEY V. UILL

The point at which the Japanese mounted their final stand was the Morant Peninsula. Morant and the Seychelles are also dealt with.

and others left for training in India. A unit of the Ceylon Garrison Artillery served overseas in the Seychelles and Cocos Islands, and sevethundred Ceylonese saw overseas service in units of the British Army, mainly with the R.A.F. and R.E. The rest of the population. Members of the Ceylon R.A.F.V.R. completed their training in Britain预备ary to taking their places in R.A.F. squadrons.

The matter of contributions to various war funds, the Ceylonese of all classes displayed the utmost generosity. By September 1943 there were over 2,000 Savings Groups in the Island. Contributions amounted to £373,000 from the Ceylon Government, and £256,000 from private sources. Other gifts from private sources totalled £31,083.

The testing time for Ceylon’s defences came in April 1942. With the Japanese established in Burma, Malaya and the East Indies, the position in the Andaman Islands off the coast of Burma became imperative to hold, and the British garrison was withdrawn on March 12. When the Japanese moved in to the Andaman Islands, Ceylon was in front-line and had not long to wait before it was attacked. On Easter Sunday (April 9) a force of 75 aircraft operating from carriers based on the Andaman Islands dive-bombed and low-flying attack on Colombo Harbour, and the airfield and railway works at Ratmalana, eight miles south of Colombo. Of this force, 27 were either destroyed or damaged. A few days later, on April 9, the Japanese made another attack on the capital, and the town was bombed again on March 12.

The Seychelles, which earlier had marked the point at which the Japanese advance to the West was halted, now held the proud position as the centre from which the enemy has to be driven back to final destruction.

The island of Mauritius (see page 65) was rescued in 1755, and the French seized it. It was to cost about 65,000 slaves from Africa to work on the sugar plantations. The British took possession of the island in 1810, and with the establishment of the Abolition of Slavery Act in 1833, the last of the slaves were freed. Since many of them refused to continue to work on the plantations for free, a system of unemployment for 1 year was introduced in 1842, and after the system of 'factory' was operated for a period of about 430,000 there were 370,000 Indians. The rest of the population is made up of white Mauritians about 10,000, coloured Mauritian children about 30,000, Chinese 50,000, and a few hundred British.

The whole of the agricultural life of Mauritius was bound up with the intensive cultivation of the sugar cane, the production of food for external consumption being barely sufficient to be required. And so, when the war broke out, one of the most pressing problems of the Mauritians was to set about the task of increasing the production of food for the inhabitants.

The only local military unit in Mauritius then was the Mauritius Territorial Force, Later, it was decided to create a Mauritian Regiment with an overseas liability, and after training, in September 1943, the First Battalion was sent to Madagascar for garrison duties, and, after the liberation of the island, returned to Mauritius, and in August 1944 the battalion was disbanded. Excellent service was performed, however, by Mauritians serving in pioneer units. The first Pioneer Company left for the Middle East in January 1944, and others followed until May 1945, when their strength totalled nearly 3,000. These units served with distinction not only in the Middle East but also in Malta, in Sicily and in Italy. A number of Mauritians served with the R.A.F. as aircrew and ground staff.

All classes of the community subscribed generously to government funds. Allogrofits and loans free of interest received through the Ceylon Government, and by a successful campaign to make the Colony less dependent on imports of food supplies, by the maintenance of a steady supply of sugar to the U.K., by the recruitment of men to serve overseas and for the R.A.F., Mauritians showed up well.

The population of the Seychelles (see page 65) is about 30,000, and up to July 1943 the total and Government had given over £1,000,000 to the U.K. Government, in addition to an interest-free loan of £7,500. The Colony’s part in war production was represented by the export of thousands of tons of copra. A small Dredge Force was raised in 1939, but in view of the vital strategic importance of the Colony it was not considered advisable to rely upon this Force to take over from regular troop garrison duties or coast defence. But the Seychelles Pioneers, like the Mauritians, served with distinction in the Middle East and India.
Europe's Wartime Capitals in 1941

By J. C. GORDON

It has often been said about the capital of Romania (unmistakable even at the co-operative shop) are chocolate, coffee, and tobacco. Officially, none of these has been imported since the end of the war, but prevailing wisdom is that the price the purveyor will be willing to pay for the palm royal amount will be promptly delivered to your home. Romanians are said to have a sweet tooth, and in order to make their famous "ricelike" a kind of daily offering, the people have been expected to purchase sugar and raisins, and some American cigarettes are other commodities in which they have a flourishing illegal trade.

The black market is in fact a useful source of additional income for some, but between the official and the black market, the margins are often very small. Building you can see there little knots of gesticulating men haggling noisily in broad daylight. Suddenly word is passed around that a police raid is imminent. Everyone scatters and next day the newspapers proclaim in two-inch headlines that "Bucharest streets were piled with gold." For some of the traders were forced to jettison their sovereigns, gold coins and dollars napoleons.

Bucharest life is not all restaurants and black market. Since the war there has been a great cultural revival. Theaters and cinema, art galleries and concert halls are thriving. New editions of Romanian and foreign books are sold out within a few days. Romanians, whom Gorbachev had starved for six years of anglo-saxon dramas and new works by English and American authors, are eagerly snapping up every new translation. Plays by Shakespeare, Oscar Wilde, J. B. Proust and Eugene O'Neill are having record runs. Cinemas which showed nothing but films with an anti-Democ-London, Kipps, Fanny by Gaэтan Brévière and Jules-Brévière were besieged by eager crowds.

The food of Bucharest is fresh and air and spend a good deal of their time out of doors. Many of the city's families are fortunate to have small gardens in the Ciotica, beautifully laid out and situated in the suburbs of the city. Its wide streets bordered by multi-colored flowers cover a central lake featuring a big water-jet magnificently illuminated at night. The singing at a table on the terrace of the popular cafe called "Monte-Carlo," overlooking the lake, you can watch the sailors on luxury, young boys and romantic couples rowing or paddling in the small boats and skating on the frozen lake in the winter. On Sundays, most of the city's families go to the church of St. Timotei, up to the central city park and enjoy a leisurely meal outdoors.

In Bucharest, the gypsy community is well-known and is one of the largest in Europe. Fifty years ago the whole area was a marshy and wooded strip of land, infested by musquets and inhabited by armed robbers. Now the swamps have been drained and the grounds turned into a beautify park.

Gypsy Girls Selling Newspapers in Bucharest.

Most precious and sought-after of all is a gypsy girl in her costume.

Gypsy girls wear a conical hat of straw, a long silk dress with golden embroidery, and a long black cloak. Their hair is always long and shining, and their eyes are bright and expressive. They are often seen selling newspapers at the main corners of Bucharest, and their presence adds a colorful touch to the city's daily life.
Crowded Hours in Modernized Old Bucharest

ACCLAMING THEIR NEWLY ELECTED LEADER. Premier Petre Groza, a great movement committed on Nov. 21, 1944, in Kish Square (20). Railways are农贸市场 and passengers are on the train at North Station (25). Trams pro-
vide the principal means of transportation and these are extremely bountiful. New 
buses are in operation. Inscriptions of the official state visit are on the right.
Sight-Seeing in Europe with Our Roving Camera

A BRIDGE-MAKING FACTORY is in course of erection at Cernavoda, Romania. Parts of the plant are already in production and have supplied the framework for a new bridge over the Dniester River. Cernavoda, or Cernavod, is in Mt. Bihorina, finally ended in Russia by Romania in September 1944.

WAR-SCARRED BELL of H.M.S. Illustrious was exhibited at a naval exhibition in Paris during December 1944. This aircraft carrier had a distinguished war record. She was at Taranto and was severely damaged in January 1940 when she began the long voyage to Malta with a storey.

BRITISH D-DAY EQUIPMENT aroused great interest at an exhibition in Brussels, Belgium. A huge tank bearing the words "D-Day" is a model of a large tank-landing craft, and on the table may be seen the various types of all major weapons and equipment used against the German coastal fortifications and in the Allied advance across Europe.

In the Saar on Dec. 31, 1944, the French took the first step towards economic Americanization of this region by placing 1,500 Customs officials along the German border. The Customs men are the French police, and the region is under French administration since the occupation of Saar after World War II. Naumburg. Ruins to prevent aerial food supplies to Saar minors passing into Germany.

HUNGARY'S DANUBE FLIGHT shipped with the retreating Germans in 1944 and was later turned over to the U.S. authorities. A German officer has admitted that the U.S. authorities agreed to aed the vessel, the first craft arriving in Moscow in November 1944. On the background (left) are ruins of the steel bridge destroyed by the Germans.

Photo from News, 1/3/5, Egypt. PAGE 69
Deathless Honour for Such as These

Lieutenant THOMAS WILKINSON, V.C., R.N.R.

POSTHUMOUS AWARD OF THE V.C. in recognition of his heroism and self-sacrifice and of that of all who fought and died with him in a most gallant action on February 22, 1942, was announced on December 17, 1946. On the former date H.M.S. Li Wu, a patrol vessel of 750 tons and formerly a passenger steamer on the Upper Yangtze River, was sailing from Singapore to Batavia. The ship's company consisted of 84 officers and men, including one civilian. The crew were mainly survivors from others of H.M.S.'s ships, but a few were from units of the Army and R.A.F. The armourment was one 4-inch gun, for which she had 13 practice rounds, and two machine-guns.

Since leaving Singapore the previous day three air attacks had been beaten off, and the vessel had suffered considerable damage. Late in the afternoon a bomb explosion caused serious damage, and those rather than try to escape he had decided to engage the convoy and to fight to the last, in the hope of inflicting some damage on the enemy. In making this decision, which was heuristically endorsed by the entire crew, he knew that his ship lacked certain destruction and that his own chance of survival was small.

H.M.S. Li Wu had halted her battle ensign and manoeuvred towards the enemy. In the ensuing action her two machine-guns were used with effect over the covers of all ships in range, and the crew of the one 4-inch gun set fire one of the transports.

AFTER a little over an hour the Li Wu had been critically damaged and was sinking. Lieutenant Wilkinson then decided to ram a large transport that had been abandoned by her crew. It is known that this ship burst fiercely throughout the night following the fight and was probably sunk. H.M.S. Li Wu's greatest light search, when her shells spent and cruiser heavy, she from the entire course. Lieutenant Wilkinson, having ensured the safety of his crew, remained in the ship, and then that rather than try to escape he had decided to engage the convoy and to fight to the last, in the hope of inflicting some damage on the enemy. In making this decision, which was heuristically endorsed by the entire crew, he knew that his ship lacked certain destruction and that his own chance of survival was small.

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The Roll of Honour

1939–1945

The page is a photograph of a Roll of Honour listing the names and details of soldiers who served during World War II. The names are listed in rows and columns, and each soldier's name is accompanied by a small portrait. The text is in black and white, and the layout is typical of military rolls of honour used during the war years. The list includes soldiers from various units and locations, with some information such as rank, service number, and date of service or death.
A Clerk Takes a Jump Into France

AFTER many days of frantic preparation we arrived on the evening of August 15, 1944, at an airfield near Rome. The sight of many huge American transport planes was awe-inspiring—as also was the fact that before long we would beleaping out of them over Occupied France. We had a meal, then lay down beneath the wings of our plane and tried to get a little sleep, as the engine was running. Emotions at 1:30 a.m. were high; women, and particularly we nosmers, were nervous, and frantically we were doing our mass of equipment, struggling to fix parachute harness on top of everything. There was much perspiring and heaving of straps and buckles before we were ready, and I was so trussed up and weighted down that I had to be helped on board. Soon after 2 a.m. the planes were away. I marvelled how so many big machines, with only one runway, could get into the air so quickly. So began our long flight. My harness was too tight, but it was so dark inside the plane that I dare not risk taking off my shoes to adjust it. I tried to sleep, but it was too uncomfortable. After some three hours our armada approached the French coast near St. Raphael. We had been told to expect heavy anti-aircraft fire, but we heard nothing. We stood up, waiting to jump. Suddenly the red light glowed, then changed to green. I jumped number four, and remembered just in time that it was my job to pull the container-release switch. I had no time to shout "Containers away!" when the others started jumping; then I was at the door. I leaped into our dark night, the slipstream hit me hard, and my parachute opened. Before I had a chance to collect my wish I was lying on my back in an expanse of grapevines. For a second or two I remained motionless, thinking. Then I rose, then wriggled out of my harness. My first impression—"I'm alive"—was lineamented. I could neither see nor hear anyone or anything.

Above the Crowded Landing Zone

With rifle to the fore I started to walk, and after traveling about half a mile I heard someone calling, "Number four plane!" I thanked the other fellows—and realized that I had left my pack behind. But I had to do something to find the hamlet in which we were to make our H.Q. Suddenly rifle shots sounded in the distance and we saw hounds of red tracer. Bullets whistled uncomfortably close, and we took cover in a ditch until all was quiet again, and we reached our appointed destination without having seen the originators of the firing. Some of my colleagues had already arrived, and with the help of two men of the airborne Military Police the houses were occupied. I have taken possession of a house for use as H.Q. Quickly we organized an office in the kitchen. There was not much work for us to do—just the handling of wireless messages; we carried only a small amount of office equipment when we arrived. Our mess consisted of simple equipment and stationery, which would be delivered by gliders.

As soon as we were settled I was given permission to look for my pack, with the warning that there were snipers about. It was a fruitless journey, and just as I was about to return to H.Q. I heard the roar of aeroplanes. Looking up, I saw a long stream of aircraft towing gliders; as they arrived over head the gliders were released, and soon they were landing all around us. Many of them came down with a leafy crash, for the ground was not level, and in addition to the jouncing of the glider, the Germans has stuck the ground to pieces with each landing. One huge glider hit the ground with an awful smash, about 100 yards away, and I was too excited to see carnage. I found the crew enjoying a handful of grapes. I told them the general situation, and made my way back to H.Q.

In the evening came more aircraft towing gliders. Soon the sky was full of them, turning and twisting as they sought a place to come down on the crowded landing zone. It was a terrible picture of Allied air might. Next morning planes dropped supplies by parachute; it was a beautiful sight as the sun's rays caught the hundreds of colored chutes floating down. Among the dropped items was the war correspondent of a London newspaper. It was his first jump, and although all went well for him his parachute broke and he came down in a tangle strapped to his leg, broke away and crashed to the ground a tangled mass.
I Was There

No. 65 Squadron

During the First World War, the squadron was engaged in bombing raids on German industrial centers. It was later involved in the first aerial interception of an enemy aircraft. In 1918, it was transferred to the Near East, where it played a significant role in the battle against the Turks. In 1919, it returned to England and was disbanded.

This was the invasion Coast

Again, we moved, our new H.Q. being in a house high up in the hills, from which there was a wonderful view. Beside our barracks was an American airborne division engaged, and with the capture of Florence and St. Raphael the remainder of the large task force stormed ashore. Our brigade was then withdrawn from action, and there was not much to do in the office so I decided to visit Cannes, which had just fallen. For transport I had to rely on my own, and it did not let me down. It enabled me to pick up a truck that was going in the direction I wanted. The road ran along the coast, which from a distance looked like a part of Cornwall, with bright-looking villas and hotels at the cliff edge.

But for appearances were deceptive, for this was the invasion coast, and on D-Day Allied airfields and airstrips had sheltered and bombed all the beach defenses. The cliffs, beaches and woods were a mass of horse-drawn barbed wire, and everywhere there were real "trench less" - German equipment and clothing were strewn about, and miles we did not see a soul. It seemed impossible that the desolate, war-torn coastline we should ever again echo with the laughter of holiday-makers.

As we rounded a curve I saw a saw under the water the white town of Cannes stretching down to the edge of the blue sea. Here the truck stopped, for the driver was turning blue. I got off, the truck moved away, and I was left high and dry and lonely. After about a quarter of an hour I met a girl who spoke a little Yiddish, and we talked until it was dark.

Swan for Life Through Black Oil

A crew of 39 only survived when the tanker Tribula, of the Anglo- Iranian Petroleum Company, was destroyed by enemy action, in the Red Sea, on August 5, 1942. Third Officer J. K. Norden was a survivor of the disaster.
I was There!

J. R. Richardson

will never be known. Some lost their lives by
wandering, carried down by the ship, which
rushed within a minute of the first blow from
the unseen U-boat.

My cabin was next to the Fifth Engineer's
in the admirals accommodation, which also
includes the navigation bridge, chartrooms
and radio office. Fortunately, I had some
easy to grab my "strangest"—the life-
packet—and turning to the open door saw
two or three of my fellow officers hurrying
past. I stumbled out,
but the ship was now
listed so badly that I
had to scramble along
the port alleyway
with one foot on the
side of the ship and
the other on the acutely sloping floorboard.
The tanker was rolling over
steeply and heavily.
I heard the First
Radio Officer call out
that the alleyway
door was jammed.
Yet this seemed
impossible to see further than a few yards
through the smoking smoke. I groped for the
ladder leading to the inner bridge and clung
my way up with the ear ringing at my heels.
Not a dog's chance of getting a boat away—
no second thought was needed about that.
I managed to scramble into the life-boat on
racing the bridge deck, and I remember
getting a fleeting glimpse of the Second York
on the starboard side. At one point I was
an inch short of the open door. I turned back,
slid into the open door and dropped down on
the deck of the cruiser that was now
swimming over the tank-deck.

Like Struggling Through Treacle

Instead of coming to the surface I was held
down. Something that resembled the fortunate
water pressure caused by a relaxed bag
probably a rope attached to one of the rafts.
My ears felt as if they would burst, and I
stumbled on the line so I could not
TAKE the breath away.

Grasping of the raft on which figures
were now to be seen distanced a tendency
to despair. A couple of black objects near to
board proved to be water-breakers which
must have dropped off the cruiser during the
rush of the trough. The water was
in these fine rafts, where we
had survived the torpedoes.

I don't know how, but in addition to the water
I had already swallowed enough fuel-oil
to render me an invader for months. All
my muscle and remaining strength became devoted
to reaching some kind of solid support, and the
best chance appeared to be a black raft
raised up by two Negroes crowded on it. The
nervousness of the sea was also of serious one
might have in a nightmare. It was like
struggling through treacle. The thousands of gallons
of fuel-oil that would have been a priceless
bonfire to the Mediterranean Fleet had become
a deadly menace to the lives of those members
of the Tricula's company who, like myself,
had survived the torpedoes. The
was covered two or three inches thick
with the stuff. My arms and legs
throbbed desperately. My body seemed to be
snapped up in endless tight bands that oppressed all
efforts.

LIGHT of the raft on which figures
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First to Meet the Japanese in Malaya

I was there!

When the enemy struck their first blow at Malaya in December, 1941, British gunners of the 5th Field Regiment, R.A., thought they had the situation licked. They had just fired their last round at the Japanese bastions which ended at Singapore and were described by Gunner H. W. Berry.

We also portrayed and story in page 446.

We arrived at Kota Bharu on the night of December 5, 1941. After the brilliant lights of Jersu, on the opposite side of the Malay Peninsula, where we had been stationed for the past month, our new camp did not impress us. We were about 30 miles outside the town, out "baracks" being wooden huts in the middle of a rubber plantation. Everyone was hurriedly fed up with rubber plantations, and we were to get even more tired of them during the next few months. The most popular song among the isolated British troops was a parody, "I hope that I shall never see another blimmin' rubber tree!"

In the middle of our first night there we were called on parade and informed that a Jap convoy had been sighted heading towards Malaya, and it looked as if they meant business. We "zoomed" from England were confident that it was a false alarm. After weeks of standing on the British coast at the beginning of the same year prepared for the threatened German attack we were inclined to be sceptical. But this time we were wrong, and on the night of December 7-8 the blow fell. The Japs had commenced landing operations at Kota Bharu and we were officially at war.

Our unit was the 7th Field Battery of the 5th Field Regiment, R.A., and we were the only British troops of the 9th Indian Division, which had the job of defending the whole of the north-east corner of Malaya. The unit consisted of the Bombay State Troops. We climbed into our vehicles and in convoy formation rolled off towards the battle-front. Dawn was breaking when we arrived at our rendezvous. The vehicles were parked and camouflaged and we waited further orders. Except for occasional explosions in the distance and the faint hum of aircraft it seemed fairly quiet. Excitement rose when, early in the afternoon, a dispatch rider who had accompanied some officers to the front returned with what we took to be authentic news.

"You'll be back in your camp by this time tomorrow, boys," he told us. "The Air Force has sunk hundreds of landing-hoises and the Japs have been beaten off!" We congratulated each other, gave silent thanks to the Air Force and began to look forward to relaxing in our camp bunk. Our optimism was short-lived. A few hours later we were ordered to advance and go into action. The Japs had returned at a different point of the coast and had already been successful in establishing a beach-head.

Our Confidence Rapidly Shattered

A half-hour's journey brought us to the aerodrome on the other side of the town. We pushed our guns into position, well hidden by the trees surrounding the airport, dug trenches, and waited for the order to fire. Nothing startling happened, so we continued making ourselves "at home." We brewed tea and the cooks prepared a bully-beef stew. There was not much activity on the airport, but we knew that sooner or later the Japs were bound to come and bomb either us or the nearby hangars. With grand fatalism we refused to let that worry us. The immediate consideration was rain—and something to eat and drink. The future would look after itself. Suddenly a shout went up.

"Take cover! Here they come!"

The faint hum of approaching aircraft grew louder, and presently we saw them. There were five, and they confirmed the impression we had held of the Jap Air Force. They were all single-cockpit biplanes, and as they sailed slowly over our position we couldn't help chuckling. "Wait till the Spins and Hurricanes get on their tracks," we told each other. "It will be sheer slaughter!"

But as they passed right overhead we gave gasps of astonishment. They weren't Japs. They had the circular red, white and blue on their wing-tip s! Someone suggested they were our training planes getting away whilst the going was good, and it seemed the only reasonable explanation. It was a long time before we realized that we had very few aircraft in Malaya and that they were nearly all out of date. Neither did we appreciate at the time the splendid fight our pilots put up in their 100-m.p.h. crates against the superior Jap craft.

Our confidence was again shattered when, a few minutes later, we saw a squadron of low-winged monoplanes approaching from the north. "At last," we said. "Here come the Spares!"

We stood out in the open and cheered, but rushed for cover when they started dive-bombing and machine-gunning the drone. This time it was the Japs who had the upper hand. By the time the action was over we saw most of the hangars on fire and all the Japs on the ground employed. Our air arm had ceased to function.

As soon as night fell we received the order to go to bed. We were tired and grew more miserable as the night wore on, trying to...
and the railway remained the only way open to the south and safety. One by one, whilst still firing, the guns were withdrawn and handed to the station. All night we worked laying guns, vehicles, ammunition and other war material on to the open railway tracks, and as dawn broke we pulled out on route for Kuala Lumpur, some 300 miles to the southwest, and to what we thought would be a rest, with time to overhaul our equipment and strengthen our defences. Strange how optimism refuses to die, even when one knows the odds are piled heavily in the enemy’s favour.

But such was the speed of the Jap advance that within a few days we were once again in the front line. By January 11, Kuala Lumpur and its aerodrome had to be abandoned. And so the sad story continued until February 15, 1942, when at Singapore we received the order to cease fire—and we commenced our weary flight over a half year as prisoners of war.

STREET FIGHTING DEVELOPED AT KUALA LUMPUR as the Japanese followed hard on the heels of the chemin-de-fer and greatly outnumbered British forces. Though each hand-grenade (upper) was badly contorted, the enemy worked through the town, as these Japanese photographs show, covering the main advance with light automatic weapons (lower).
Chased by a Radio-Controlled Bomb

Searching for U-boats off the coast of Spain, on August 29, 1939, H.M.S. Grenville made the unexpected close acquaintance of an eerie secret weapon—dubbed "Chase-Me-Chickie"—by the Royal Navy. What happened is told by Lieut. John Herbert, R.N.V.R. (portrait on page 570).

The war seemed very far away. A few miles distant lay the coast, its azure blue mountains dimly visible in the sweltering heat. Officer of the Watch, signalmen and look-outs had discarded their shirts, and their brown backs were evidence of the days we had spent in the Bay of Biscay under the heat of the sun. We were off the north-west corner of Spain—Cape Dragel—with the sleek Egret, the frigates Rother and Jed and the Canadian destroyer Achates, searching for U-boats which were in the habit of returning to their hideouts in French ports by creeping round this corner of Spain and then up the coast.

It was about 1 o'clock when the alarm sounded. Everyone in the wardroom made a dive for the door, and on reaching the bridge we found we were being attacked by about 20 JU 88s which had come in very high but were now flying at about 3,000 feet, circling around us. All ships had broken formation and were now manoeuvring at high speed. Over towards Spain I saw a long line of flashes where a couple of bombs had fallen quite near to one of the frigates.

The Captain ordered "Open fire," and the Grenville shouldered at the first salvo. For 20 minutes we were firing while the ship headed under the new and increasing speed. We shifted target continually in order to engage as many aircraft as possible. The little frigates were armed only with Bofin guns and contributed little to the barrage we had to put up to keep the Germans at bay.

Presently we noticed that several aircraft were flying parallel to each ship's course and not attempting to make the usual bombing attack. That was ominous, for the day before we had received a signal from another ship that had been attacked by aircraft armed with a new secret weapon.

Suddenly an object, looking rather like a parawane—a small body with short wings set in the middle—dared out from under the fuselage of the aircraft nearest to us. The bomb, which was emitting quantities of smoke from its tail where there seemed to be some kind of rocket propulsion, started off in the opposite direction to that in which we were going. When it was about 300 yards in front of the parent aircraft it started to turn towards us.

Searching for Egret's Survivors

The captain altered course—and the bomb changed direction with us; it was approaching as fast now and everyone's gaze was fixed on this uncanny horror. The close-range weapons—the Bofins and hidden guns—bore the right on to a rapid tattoo, but the bomb was moving so swiftly and the gunners found it difficult to assess the deflection.

"Hard a' starboard fall ahead together" ordered the Captain, looking over his shoulder at the first-approaching bomb.

"Thank God I" thought most of us, muttered, for now we were swinging under full rudder faster than the bomb could turn, and as it plunged into our wake we heaved sighs of relief. We had been so preoccupied that we had had little time to see how the other ships were faring. Now we saw that the Egret had been hit. We spotted her through a huge mushroom-shaped pillar of smoke.
I Was There!

GERMAN RADIO-CONTROLLED BOMBS, directed towards a large Allied convoy by the pilot of the parent aircraft, have been launched from the escort vessels. On our arrival on a target was the German ship 'Linthop', which blew up and went down on the next day. These weapons were developed by the German Navy to deceive the Allies into thinking that they were attacking a convoy near the coast of Norway, where in fact the German Navy was waiting in the mouth of the Firth of Forth, ready to attack the Allied ships. The ship was a large warship, and its destruction was a major blow to the German Navy.

Amazing Underwater Experience

The three ships lay stopped and were battling to stop the German ships. The men on board were constantly watchful, and they were able to keep the German ships at bay. The water was clear, and the men were able to see the enemy ships from a distance. The men were able to monitor the ship's movements and were able to detect any signs of the German Navy's presence.

NEW FACTS

At October 1941, the German Navy was attacked by the Allies, and the German ships were destroyed. The Allied ships were also attacked, but they were able to escape. The German Navy was also attacked by the British in the Battle of the River Plate, and they were able to destroy some of the German ships.

AND FIGURES

All men of the British and Commonwealth forces who lost their lives in the war were honored. The Allied forces were able to defeat the German Navy and ensure the safety of their ships.

Sinking Ships Might Have Been Doubled

From this day, the ships that had sunk the Eger, damaged the Athabaskan and frightened the Allied ships, were all sunk by the British. The Allied ships were able to defeat the German Navy and ensure the safety of their ships.
Daughter of One Faithful Unto Death

Her Mother's George Cross will be four-year-old Tania Speck's most treasured possession in the years to come. On Dec. 17, 1944, it was announced that Victoria Speck, the British widow of a French officer, had been awarded the George Cross nearly two years after she had been shot by the Gestapo. Tania is the image of her mother and a great testimony.