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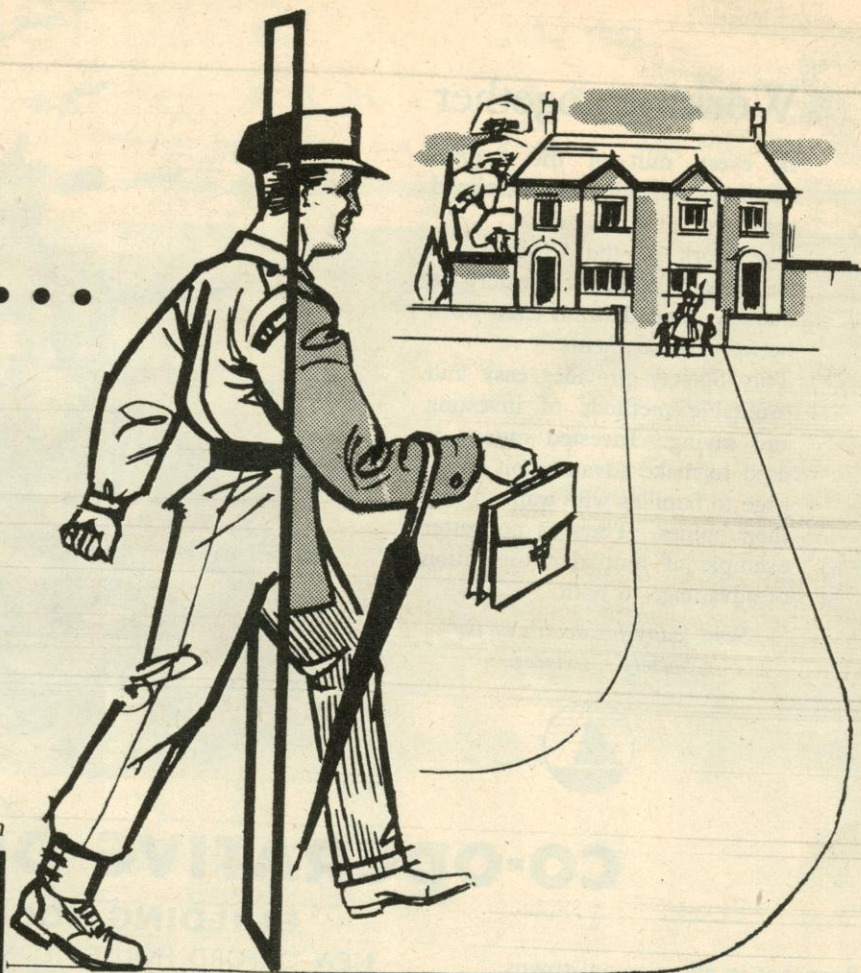
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As Georgetown's Water Street blazes, the angry flames silhouette a gutted building

(Picture: Guiana Graphic)

FLARE-UP IN GEORGETOWN

SMOKE billowed over the waterfront of Georgetown, British Guiana's capital. Flames belched from the wooden shops, offices and warehouses lining Water Street, in the heart of the business area. Rioters, defying tear gas grenades, fought pitched battles with the police and drove back firemen with bottles and stones.

Within a few minutes of an urgent call for help, British soldiers of the Colony's garrison—"A" Company of the 1st Battalion, The Royal Hampshire Regiment—were driving the 30 miles from their camp at Atkinson Field, Guiana's airport.

In battle order, with fixed bayonets, the Hampshires helped to restore order, standing guard at street corners, rounding up looters and patrolling strategic points. They were quickly joined by Marines from two Royal Navy frigates, *Troubridge* and

CONTINUED ON PAGE 7

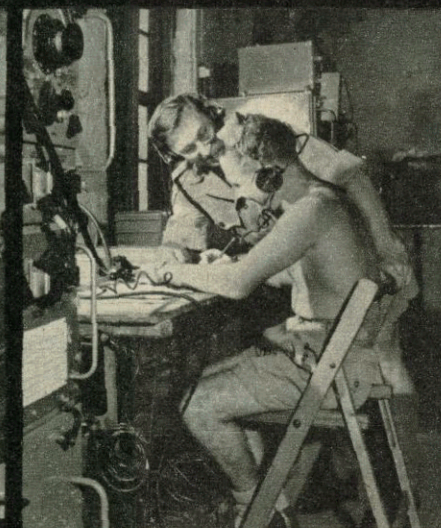


Men of the Colony's garrison—"A" Company, 1st Battalion, The Royal Hampshire Regiment—rounding up looters as smoke billows overhead.
(Picture: Daily Chronicle, Georgetown)

Below: Water Street (right) was the worst hit area. The rioters concentrated on setting fire to the business premises owned by Indians.
(Picture: Guiana Graphic)



Private Tony Chaffey, of The Duke of Edinburgh's Royal Regiment Signal Platoon, operating a link from "A" Company's clubhouse location to his Battalion Tactical Headquarters.



Above: Signalman B. Doncaster and Corporal J. H. Parkes, Royal Signals, with the rear link to Jamaica from the police barracks. Right: Men of "A" Company of the 1st East Anglians on a "flag-flying" expedition in the jungle.



FLARE-UP continued

Wizard, and within a matter of hours were reinforced by "B" Company of their Battalion, flown in from Jamaica.

Back at home, two companies of the "Vikings"—the 1st Battalion, 1st East Anglian Regiment—were ordered to stand by for Guiana. Lieutenant-Colonel A. F. Campbell MC, the Commanding Officer, and one of the companies were staying the night at Lyneham, Wiltshire, ready to fly on an exercise to Northern Ireland.

They drove 150 miles back to Essex, drew tropical kit and with the other company drove another 60 miles from Harwich to Stansted airfield. In little more than 24 hours from receiving their orders—probably a record for a unit outside the Strategic Reserve—the "Vikings" touched down at Atkinson Field, 3800 miles away.

Major E. A. Power, commanding "A" Company, was told to get his men into the city as quickly as possible. In 20 minutes the aircraft was unloaded and the men were on their way. They found Georgetown—its streets patrolled by "B" Company, who had arrived four and a half hours earlier—quieter than they had expected and the tension considerably eased.

Four days after "Black Friday," as the day of rioting had become known, more reinforcements—"A" Company of the 1st Battalion, The Duke of Edinburgh's Royal Regiment, a brigade headquarters staff, a section of 15 Field Ambulance and men of the Royal Signals and Royal Army Pay Corps—were flown in from Britain to bring the total to 850 troops.

As life in the city gradually returned to normal the soldiers settled in, practised their riot drill and familiarised themselves with



Men of the Hampshire's garrison, called in to assist the Guiana police, advancing towards the scene of the riots.
(Picture: Daily Chronicle)

the area. The "Vikings" sent patrols into the rural areas to gather intelligence, show the flag and get to know the population. Men of the "Wonders" and the Hampshires mounted a stand-by force in Georgetown ready for any further emergency.

"Black Friday's" rioting, which cost several lives and caused damage running into millions of pounds, followed the calling of a general strike in protest against Dr. Cheddi Jagan's austerity budget. Demonstrations and public meetings were banned, the British Guiana Volunteer Force was called out and Dr. Jagan made a broadcast rescinding most of his budget impositions.

But on "Black Friday" a mob of 20,000 rampaged through Georgetown, converging on Dr. Jagan's Party Headquarters, attempting to storm the city's electricity plant and setting fire to premises of Indian shopkeepers and businessmen.

Lieutenant-Colonel D. J. Warren DSO, MC, commanding the 1st Battalion, The

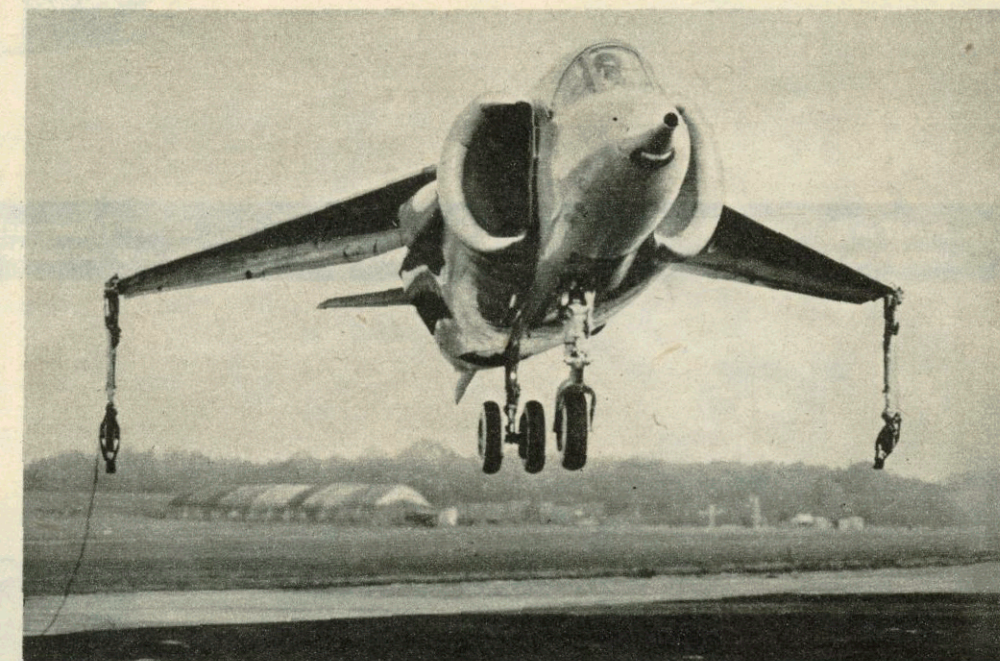
Royal Hampshire Regiment, was already in the Colony on a routine visit with the Colonel of the Regiment, Brigadier G. D. Browne, and was able to assist in the re-inforcing from Jamaica and Britain.

After the garrison company of the Hampshires had deployed in Georgetown, Brigadier D. W. Lister DSO, MC, Commander, Caribbean Area, flew in from Jamaica with the second company and tactical headquarters of the Hampshires and set up a joint Force Headquarters with senior Naval officers.

● Three Britannias and two Hastings aircraft of the Royal Air Force's Transport Command, and four chartered planes, flew 543 men and over 25 tons of freight from Britain to British Guiana. Another 169 men were flown from Jamaica in three locally chartered aircraft, and three Royal Air Force Shackletons provided a daily service between Jamaica and British Guiana in support of the British troops.

The day may not be very far away when the Army will call, for close support, on supersonic fighter planes based immediately behind the front line. Needing no orthodox runway these planes fly . . .

STRAIGHT UP AND AWAY!



A striking picture of the Hawker P.1127 V/STOL (vertical and short take-off and landing) tactical strike aircraft as it takes off vertically. Note the air intake ducts and stubby wings.

"IN the future," says this year's Defence White Paper, "we look to vertical take-off and landing, and other advanced techniques, to increase the capacity of tactical and transport aircraft to operate in close co-operation with the Army in the field."

The future is not far away—in the shape of the remarkable single-engined Hawker P.1127, the world's first operational vertical take-off and short take-off and landing strike aircraft, nine of which have now been ordered by the British Government for trials.

The day when front-line troops call on supersonic, rocket-firing and reconnaissance fighters based immediately behind them, and even within shooting distance, may come sooner than even the most optimistic experts think.

The *P.1127*, described by Mr. Peter Thorneycroft, the Minister of Aviation, as "one of the most exciting and perhaps far-reaching developments in aviation research," is the answer to a problem which has bedevilled aerial warfare since the days of the old Royal Flying Corps.

Orthodox aircraft need runways and elaborate installations to keep them flying and are thus always vulnerable to attack. Necessarily, aircraft in support of the Army have to be deployed well in the rear and this means a delay in answering calls for help.

But now, the *P.1127* has changed all that. It can take off and land in a space little larger than its own size—41 feet by 24 feet—and needs no prepared runway and no more servicing and maintaining than a normal machine.

The secret of the *P.1127* is the *Pegasus* jet engine, which has four adjustable exit nozzles. All the pilot does when he takes off is to direct the jets downwards until the

machine is hovering. Then he rotates them slowly backwards, the *P.1127* accelerates smoothly forwards and in minutes can be travelling at the speed of sound.

During this transitional phase the proportion of the total lift derived from pure engine thrust decreases while the aerodynamic lift from the aircraft's wings increases until the aircraft is fully wing-borne. At this stage the jet nozzles point horizontally aft and no lift is derived directly from engine thrust. It takes less than 30 seconds for the machine to take off vertically and reach a forward speed of 150 miles an hour.

When landing, the pilot simply reduces speed (he can use the nozzles as an additional brake by pointing them slightly forwards), gradually rotates the nozzles downwards until they point directly at the ground below, hovers over the landing point and gently touches down.

The aircraft is easy to fly, too. Recently a Royal Air Force squadron leader put it through its paces without difficulty—taxiing, flying it conventionally and, within 45 minutes' flying experience, taking off and landing vertically and making a short take-off and landing. He reported that during the transition from vertical to horizontal flight the

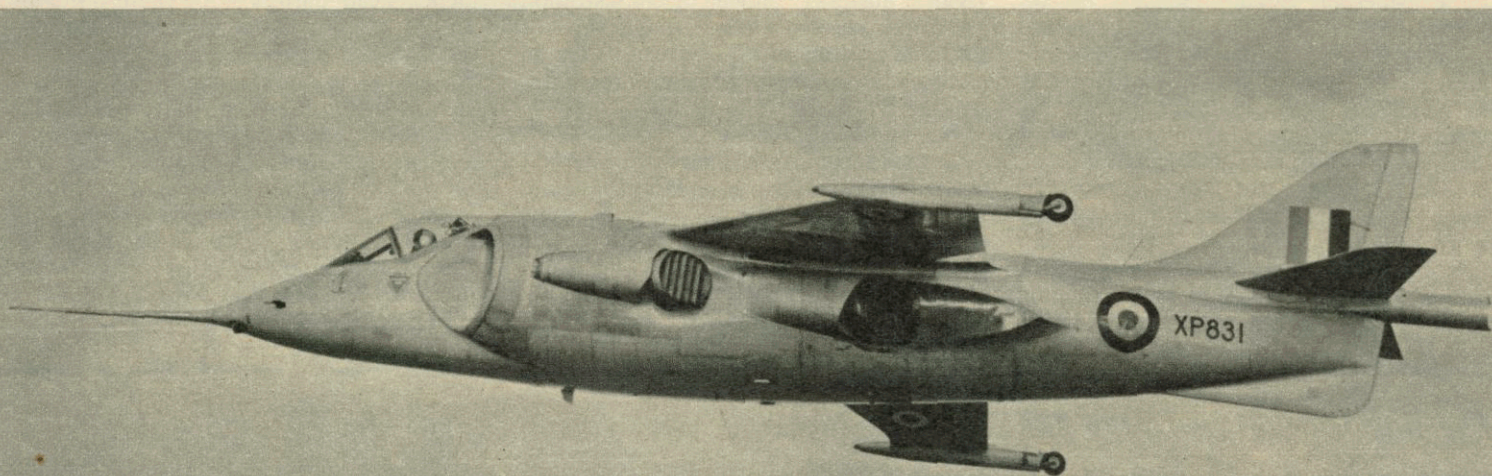
controllability of the machine was not affected. The *P.1127* is in fact equipped with an autostabiliser, but the squadron leader found that vertical take-off and landing was easy and comfortable without its use.

A considerable advantage the *P.1127* has over its competitors is a relatively low jet velocity which enables it to operate from almost any surface without causing significant erosion.

The thrust is almost equally divided between the by-pass air from the forward fan and the efflux from the gas producer. Each is divided by a bifurcated duct opening on each side of the engine and a quarter of the total thrust is thus delivered at each of the four nozzle points.

Because the *Pegasus* is a by-pass engine, the *P.1127* can cruise economically at low thrust, unlike pure jets which must normally cruise at as high a thrust as their engines will allow.

The designers and builders of the *Hawker P.1127* believe that a similar principle could be applied to heavy transport aircraft to allow them to take off and land vertically, but that special engines would be needed to assist vertical take-off.



The *P.1127* in flight. This aircraft, now undergoing Government trials, can operate as a strike fighter, armed with rockets, or a recce plane.

Below: Transitional stage, with the undercarriage unextended. Two of the four adjustable jet nozzles can clearly be seen under the wing.





As they are marched off parade for the last time, the old Colours are dipped in salute to the Duke of Gloucester. Lieut. M. R. H. Scott (left) carries the Queen's Colour and Lieut. J. Hillis the Regimental Colour.

A BLAZE OF COLOURS

A GAINST a clear blue African sky and grey-green hills on the horizon, the parade ground at Templer Barracks, Kahawa, Kenya, sparkled with colour. Drawn up in companies were 264 men of the 1st Battalion, The Royal Inniskilling Fusiliers, in gleaming white jackets, contrasting trousers and caubeen with grey hackle. The Band and Drums wore their scarlet full-dress and fusilier caps, while the pipers sported their grey doublets, shawls and traditional Irish saffron kilt.

The occasion was the presentation of new Colours to the Battalion by the Duke of Gloucester, who has just celebrated his silver jubilee as Colonel-in-Chief of the Regiment. The parade, impeccable in its drill and the culmination of three months' hard work on the square, began traditionally with the old Colours being trooped and marched off—they will eventually be laid up

in St. McCarten's Cathedral, Enniskillen.

After a consecration service conducted by the Right Reverend Monsignor J. J. O'Mahoney, Principal Roman Catholic Chaplain and Vicar-General of the Army, the Colonel-in-Chief handed over the new Colours. The Duke, in uniform and wearing the caubeen and grey hackle, congratulated the Inniskillings on their parade and on the unusual honour of receiving the Freedom of Nairobi, awarded for the Regiment's services during the Mau Mau disturbances. The Duke is himself the first Freeman of the city.

After the parade came the feasting—luncheons in the Officers' and Sergeants' Messes followed in each by a ball attended by the Duke and Duchess. The junior ranks, too, had a celebration lunch, the Corporals' Mess held a ball, and there was a barbecue later in the week.



On The Cover

SOLDIER'S front cover picture shows the Duke of Gloucester placing the new Regimental Colour of the 1st Battalion, The Royal Inniskilling Fusiliers, in the colour belt of Lieutenant P. V. Kendall-Jones.

Behind, Lieutenant D. J. C. Stewart bears the new Queen's Colour.

THE Duke and Duchess of Gloucester were making a brief informal visit to Kenya. Among their engagements was a reunion parade of Africans of the Wakamba tribe who had served in the King's African Rifles. The Wakamba provide over a third of the Rifles' askari and eight of the present 14 African commissioned officers.

In Kenya the Duke, who as Earl of Ulster has a territorial link with the Inniskillings, met Mrs. D. R. Mitchell, a direct descendant of Gustavus Hamilton who founded the Regiment in 1689 when the townsmen of Enniskillen were organised into two companies as the basis of the new Regiment.

A radio-telephone control system is giving a better passenger transport service, with fewer vehicles and drivers, at the Central Ordnance Depot, Bicester. Works study projects such as this are saving the Army hundreds of thousands of pounds a year

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Photographs by SOLDIER Cameraman FRANK TOMPSETT

THE DEPOT'S

THE Central Ordnance Depot at Bicester has five fewer vehicles and drivers than it had four months ago. Yet the transport system there is now more efficient. More passengers are carried, the vehicles are more economically used and the drivers are happier.

The answer to this apparent riddle is simple. The vehicles have been equipped with two-way radio-telephones and the drivers are in constant touch with a control centre which directs their movements throughout the day. The scheme has already proved so successful that it may become the forerunner of similar systems in other large military units and garrisons at home and abroad.

The new radio control system is a triumph for the Depot's Work Study team which, last year, was told to find out why the 39 passenger-carrying vehicles were unable to cope efficiently with all the unit's requirements in an admittedly large area measuring some seven miles by four.

It was soon apparent that there was room for improvement. Far too many vehicles were permanently allotted to individuals and left standing idle for up to two-thirds of each working day so that less senior members of the unit with important journeys to make often found it impossible to obtain a vehicle. Other vehicles completed their

TRANSPORT IS ON NET

journeys and returned each time to the transport lines to await other tasks which they could have done on the way back. Once a vehicle had left the transport lines the transport office lost all control over it and had no knowledge of its movements or of when it would again be available.

The work study team, led by Captain William Whalley and Mr. Dennis Mahoney, a former corporal in the Royal Army Ordnance Corps, soon found the answer. All vehicles would have a two-way radio-telephone (hired from a civilian firm) to keep the drivers in touch with a control centre which would receive all requests for transport and issue instructions, and all but two vehicles—one for the Depot Commander, the other for his Deputy—would be pooled.

From the day the scheme was introduced it has been an unqualified success. No longer do vehicles remain idle for more than a few

minutes. Once they have completed their outward journey the drivers report to control and instead of returning to base stand by for further orders. Often a vehicle is now able to collect and deliver several passengers on one journey instead of carrying them separately. There is much less dead mileage and rarely does a passenger have to wait more than five minutes for a vehicle to arrive. In most cases there is one in the immediate vicinity already.

Within a few days the system was working so well that the Depot was able to give up five of its *Land-Rovers* and dispense with the services of five drivers. Later, as the scheme becomes more efficient, more vehicles and drivers may be released and the Depot hopes to extend it to all its load-carrying vehicles, including a fleet of *Scammells* used in the store houses.

The drivers, too, like the new system.

Now, they say, they feel they are playing a more important part in the Depot's activities and their work is more evenly distributed than before. They had no trouble learning how to operate their radio-telephone sets and quickly picked up the simple speech procedure.

The control centre, where requests for transport are received by telephone, is manned by four members of 8 Independent Company, Women's Royal Army Corps, all of whom were previously employed as technical storewomen at Bicester. In charge is Sergeant Gwen Edens, who joined the Army 23 years ago and is one of her Corps' longest serving members. Her task is to keep an up-to-the-minute record of the exact position of every vehicle. This she does with the help of magnetised vehicle symbols on a location chart.

OVER...



In the control room, L/Cpl Julie Cornfoot (far right) and Pte Helen Brown take calls. Sgt Gwen Edens is selecting a vehicle while Cpl Jane Griffiths gives orders by radio-telephone.

Pte Elaine King, a staff car driver of 8 Independent Platoon, WRAC, acknowledging her orders. Every driver is in constant touch with the control centre up to 16 miles.



Right: Mr. D. Mahoney, a member of the Bicester works study team and a former corporal in the RAOC, is examining the vehicle locations board operated by Sgt Edens.

TAKING THE WORK OUT OF WORK

TAKING the work out of work by achieving greater efficiency," says Brigadier J. E. S. Stone, Director of Work Study at the War Office, is the simple definition of work study. "It is not making people work harder, nor scrimping on staff and money, but introducing new and better methods which produce more efficiency and, in turn, save manpower, equipment and money."

In its two years' existence the Directorate of Work Study has certainly earned its keep many times over. Scores of military units have benefitted from its advice, hundreds of soldiers and civilians have been transferred to more productive work and thousands of pounds have been saved. In Middle East alone, ideas put forward by work study teams for improvements in 135 projects have brought a saving of £40,000 a year.

World wide, the Work Study Directorate's teams (each made up of two officers, one civilian expert and two warrant officers) are probably saving the Army £600,000 a year as well as economising on men and equipment.

The Work Study Directorate has teams in all home commands (except Northern Ireland) and in Germany, the Far East and the Middle East. Their investigations, generally requested by formations and units and sometimes other War Office directorates, cover almost every aspect of Army organisation and activity—from staff procedure, hospital administration and the use of transport to barrack-room keeping, fuel distribution, office cleaning and weapon drill.

Among the Directorate's outstanding recent achievements has been a saving of £2000 a year and 40,000 square feet of storage space by reorganising a depot in Western Command; £16,000 a year through overhauling a transport scheme in Eastern Command; and £2380 a year by introducing new methods in a Northern Command fuel distributing unit.

Its most unusual achievement, perhaps, has been the saving of £26,000 in a barrack building scheme—simply by studying the plans of the buildings and suggesting better and cheaper methods. "It is easier—and cheaper—to eradicate a mistake with a rubber than to pull down a barracks," says Brigadier Stone. The Army's Works Ser-

vices are now consulting the Work Study Directorate before approving final plans of new buildings.

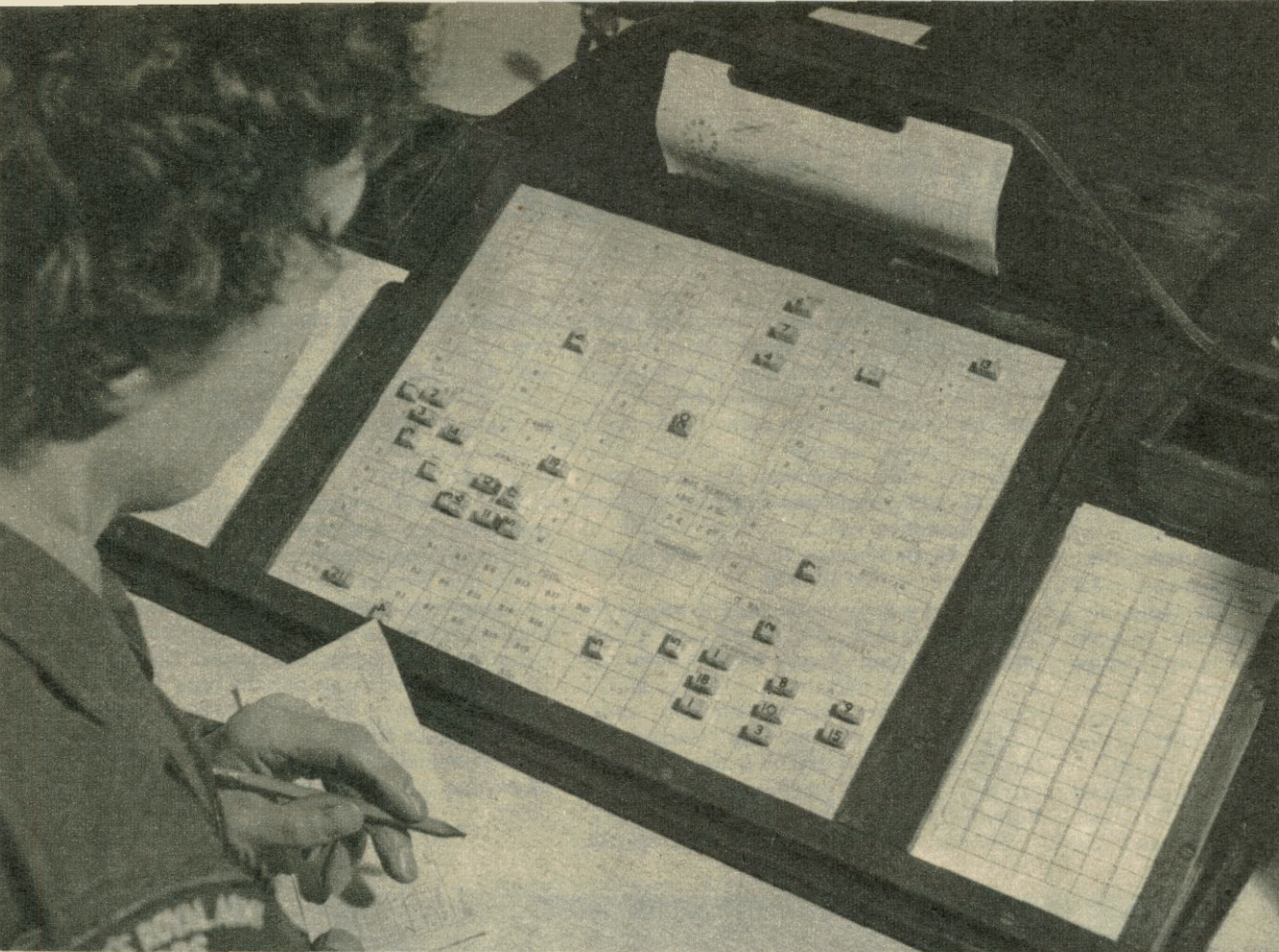
Soon the Directorate hopes to have its own school where its teams can be trained and representatives from all units can be told about work study.

The Royal Engineers, the Royal Army Ordnance Corps, the Royal Army Service Corps and the Royal Electrical and Mechanical Engineers also have their own work study organisations which have achieved remarkable results by streamlining procedures and saving staff and money.

The Royal Army Service Corps claims to have saved more than half a million pounds in the past two years by reorganising many

of the Corps' activities at home and abroad. Perhaps its most successful task was almost to double the output of packed tinned field rations, saving nearly £900 for every 50,000 rations packed.

The Royal Army Ordnance Corps' most spectacular saving has been £80,000 a year on the cost of transport in one depot by introducing new methods and making greater use of radio communication. The REME organisation, which has saved more than £200,000 since the autumn of 1960, reduced by half the time needed for replacing tank assemblies in the field. Another of its works study projects increased the output of one workshop by 50 per cent without increasing its staff.



This is not a new kind of party game, but the all-important locations board on which are magnetised vehicle symbols. Each section shows the vehicle's position and what it is doing.

Helping Sergeant Edens are Corporal Jane Griffiths, Lance-Corporal Julie Cornfoot and Private Helen Brown, who take turns in accepting requests for vehicles and issuing instructions to drivers on the radio-telephone. Working at full stretch the four girls

could cope with more than 400 requests a day for transport.

The Central Ordnance Depot's new radio-vehicle system has achieved more than a marked improvement in efficiency and a reduction of transport costs. The radio-

telephones have also been used successfully on a civil defence exercise, to pass important messages to officers who have already left the Depot, and, once, to report a fire to the control centre supervisor who then called the local fire brigade.



This tractor-hauled six-foot Hayter rotary cutter helps to keep the grass short.

CUTTING THE GRASS—AND THE COST

THE work study teams which operate as part of the Planning Branch of the Central Ordnance Depot at Bicester do not believe in doing things by halves.

Before launching the radio-vehicle scheme they had already saved the Army—and the taxpayer—several thousand pounds by streamlining the Depot's telephone system. This year they hope to save at least another £5000 a year by a further reorganisation of the telephone system and a further £13,000 a year by introducing a new grass control scheme in the Depot.

The first review of the telephone system, in 1959, resulted in the elimination of 84

telephones and the introduction of six party lines—a net annual saving of £1814 in rental charges.

A year later, the work study experts carried out a more detailed examination and their proposal to scrap the old system—one main and two subsidiary switchboards using 505 extensions and employing 21 operators—was accepted. As a first step, in August, 1960, the two subsidiary switchboards and 55 extensions were eliminated and one operator was declared redundant—a net annual saving of another £1295.

In the near future—and 13 years before the General Post Office had originally intended

—the Depot at Bicester will have an automatic dialling exchange which will save a further £5008 a year.

The Depot contains hundreds of acres of grassland which the Army must keep short and tidy. Until now a contractor has been paid £11,500 a year and 32 of the Depot staff, wielding scythes and billhooks, have been employed to do the job.

Now, the Depot has let 110 acres to local farmers and bought 15 grass-cutting machines and two levelling machines which, operated by only 17 men, will in future be able to take on the task.

Last year, grass control cost £34,726. In future it is likely to cost no more than £21,700—and even less if half a dozen sheep the Depot may soon take on strength do their job properly.

The office of Black Rod, whose job is to ensure the smooth running of the House of Lords, goes back 600 years. Its holder is a distinguished soldier, sailor or airman whose staff are all ex-Servicemen

THIS GENERAL HAS 19 DOORKEEPERS

WHEN the Queen opens a new session of the Houses of Parliament, the British Army plays a vital part in a traditional ceremony that goes back for more than three hundred years.

The Queen's personal representative, the Gentleman Usher of the Black Rod, is dispatched to the House of Commons with a command that "this honourable House . . . attend Her Majesty immediately in the House of Peers."

On arrival at the House of Commons, Black Rod—he is Lieutenant-General Sir Brian Horrocks DSO, MC—gets the kind of treatment not usually accorded to generals. The door of the House, held slightly ajar, is promptly slammed in his face! This is a traditional reminder that the House is independent and dates back to 1642, when King Charles I strode into the House to arrest five

of its members.

It is the job of Black Rod and his staff of 19 (ten of whom, like Sir Brian, are old soldiers) to ensure the smooth running of the House of Lords which, apart from being a legislative body, is the highest Court of Appeal in the land. His staff are called "doorkeepers" but have plenty to do besides standing at doors. The credentials of every visitor must be carefully checked, messages taken from and to Members of the Lords, and the mechanics of a division, such as the ringing of the division bell and locking the doors are done by Black Rod's staff.

The appointment of Black Rod goes back to 1361 when King Edward III founded the Order of the Garter. Black Rod walked in front of the Sovereign and if anyone offended the Order he was touched on the shoulder with the black rod before being expelled.

The interior of the House of Lords.
(Ministry of Works photograph.)



Black Rod—Lieut-Gen Sir Brian Horrocks DSO, MC—in the tail-coat, lace cravat and black knee-breeches of his appointment.

The original charter laid down that the holder of the office must "be famous in blood and arms," so that today he is either a soldier, sailor or airman in turn. Sir Brian Horrocks was chosen for the post 14 days after he had retired from the Army to the quiet life of an English village. He has vivid memories of being summoned to Buckingham Palace to receive the black rod from King George VI.

"I expected just to go in and come out with the black rod, the whole thing taking about five minutes. Instead, the King said 'Sit down,' and for three-quarters of an hour he discussed battles in which I'd fought during the last war, showing the most astonishing knowledge of the tactics and—what amazed me even more—the part I had personally played.

"I couldn't help thinking that a corps commander to a King was in about the same relationship as a lance-corporal would be to a brigadier, and I doubt whether any brigadier in the Army would have known as much about the details of what that lance-corporal had done as the King knew about me.

"When I later remarked on this to somebody who knew the King well, he said, 'Of

OVER...



Black Rod and Garter King of Arms (Sir George Bellew) lead the Royal party through the Royal Gallery at the Opening of Parliament procession, 1960.

Copyright National Geographical Society: Courtesy National Geographical Magazine.

course he has the most astonishing memory."

But Black Rod and his staff have good memories, too. Sitting in his box just below bar in the debating chamber (and so technically outside the House) Sir Brian hears all the debates and knows many peers on sight. Some peers attend infrequently or not at all, but of over 800 Members of the House of Lords, Sir Brian and his staff know hundreds on sight.

Black Rod's staff is chosen from distinguished soldiers, sailors and airmen, but ex-soldiers hold over half the jobs. "I honestly don't think this shows bias on my part," said Sir Brian. "It so happens that the old-type Army warrant officer has all the qualities for this particular job. He has dignity, discipline and commonsense—and he needs all these.

"When a new doorkeeper is appointed I always tell him the same thing: 'There are so many regulations governing this place that if we adhered strictly to them all we would drive the peers and their friends mad. It is your job to know when to break the regulations.' Only an experienced warrant officer would know that.

"Next, whoever comes to this House, whether he is a Communist or Sir Winston Churchill, no matter who he is, from the moment he enters these doors he is our guest

and must be treated accordingly."

Disturbances in the House of Lords are rare and are dealt with promptly and with dignity. When Miss Vivien Leigh protested in the House against the destruction of St. James's Theatre, no one took the slightest notice. Black Rod took her quietly by the arm and escorted her out. An elderly man who recently interrupted a debate was given a hot cup of tea and sent on his way with a warning. Inquiries showed that he was poor, worried, lonely and living in a caravan because of the housing shortage.

As one would expect from a famous Corps Commander and a staff of warrant officers drawn from crack regiments, the turnout of Black Rod and his staff is impeccable. Black Rod himself wears black knee-breeches and silk stockings, with tail-coat and lace cravat; the doorkeepers are resplendent in full dress suits and golden chains of office bearing the Garter badge and insignia of Black Rod.

One of the most colourful outfits is that of Mr. C. D. Maxted MM, a former regimental corporal-major in the Royal Horse Guards and once a famous Army sprinter. He wears the usual black trousers and white tie and shirt, but his tail-coat is a brilliant red.

This is because he is on duty at the Peers' Entrance of the House of Lords. Once, King Charles II arrived there to find nobody to

receive him; ever afterwards he always sent a palace servant ahead of him when he proposed to call, so that he would be sure of a reception. In those days the palace servants wore red, and the doorkeeper's traditional red jacket is retained to this day.

Of the ex-Army doorkeepers, only Mr. A. J. Dadswell is a World War One veteran. He served with the Surreys and the Machine Gun Corps in France and Belgium. Five men—Mr. W. T. Harrison, Mr. L. T. George, Mr. C. D. Maxted, Mr. S. H. Weston and Mr. A. R. Alder are all from the Royal Horse Guards. Mr. M. Wager and Mr. J. H. Ledger both served in The Life Guards, Mr. D. J. Huxley in the Grenadier Guards and Mr. W. C. F. Kirke in the Coldstream Guards.

Service medals are always worn by the men when on duty and all of them love their work, even though it's no job for clock-watchers. They work whenever and as long as the House is sitting, which can often mean sessions lasting until late evening or even into the night.

Lieutenant-General Sir Brian Horrocks finds, as do his staff, that the job makes an interesting climax to a long and crowded career. As he says in "A Full Life," his biography, "I have never ceased to thank my lucky stars that King George VI's choice fell on me."

STILL AT IT

The longest-serving member of Black Rod's staff was Mr. Frank Wootton, formerly of the Royal Horse Guards, who recently retired after 27 years' service in the House of Lords. He recalls that when he first assumed his duties the peers were then discussing Lords reform.

Remarking to another doorkeeper, Mr. W. D. Young, that he didn't think his job would last long, Mr. Wootton was told: "My boy, they were discussing Lords reform when I came here 18 years ago. They'll be talking about it long after we've both gone."

1 Mr. W. T. Harrison was in the Royal Horse Guards for 21 years, serving in Palestine, Persia, Syria, Iraq, Egypt, Sicily and Italy.

2 After 20 years in The Life Guards—he was a squadron quartermaster-corporal—Mr. M. Wager joined Black Rod's staff 13 years ago.

3 On duty at the Peers' Entrance, in red tail-coat, is Mr. C. D. Maxted MM. He was a regimental corporal-major in The Blues.

4 Mr. S. H. Weston was also a squadron quartermaster-corporal in The Blues. He has been with Black Rod's staff about six years.

5 At the Bar of the House stands Mr. J. H. Ledger. He served for 22 years in The Life Guards rising to the rank of regimental quartermaster-corporal

6 The Principal Doorkeeper, Mr. A. J. Dadswell, is a veteran of World War One. Doorkeepers wear the Lords coat of arms and the insignia of Black Rod.

7 A new staff member is Mr. A. R. Alder, with two years' service. Previously he was regimental quartermaster-corporal with The Blues.

8 Ex-squadron corporal-major in The Blues, Mr. L. T. George has the duty of standing at the Bar of the House and taking peers' messages.

9 Mr. W. C. F. Kirke is almost an odd man out for his Army service was in the Coldstream Guards, as regimental quartermaster-sergeant.

10 Mr. D. J. Huxley MM, latest arrival, also served in the Guards, for 24 years, and was regimental sergeant-major of the Grenadier Guards.



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SOLDIER to Soldier

REGIMENTAL traditionalists in the Infantry may argue that the War Minister, Mr. John Profumo, contradicted himself when he stated in the House of Commons that there would be no further large scale reorganisation of the Army, as there was in 1957, and, in the same debate, hinted at "the large regiment system." They will doubtless be even more vehement should a proposed study of this system reveal that there are advantages in recruiting and flexibility to be gained from it.

The Corps of Infantry has now settled down into its new pattern of brigaded regiments and recovered from the initial shock of amalgamations—shot-gun weddings which, while generally happy affairs, were in at least one instance opposed almost to the altar.

The transition from regimental to brigade system has on the whole been going very well, said Mr. Profumo. Now that regiments share within their brigades a cap badge, depot, interposting and recruit training, it would be a logical step, if further change should be thought necessary, to reorganise regiments-within-brigades as battalions of regiments which could still retain the territorial brigade title and tradition, an alternative far preferable to a reversion to numbered regiments of foot.

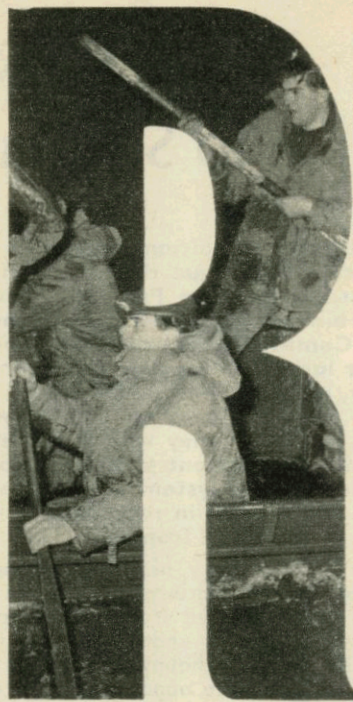
One might have, for example, four battalions (in former regimental seniority) of a Yorkshire Regiment, a Highland Regiment, or a Regiment of Wales. The Green Jackets and East Anglian Brigades, in fact, took a step in this direction on the introduction of the present brigade system.

This may horrify those steeped in the traditions of famous regiments which could fade quietly away under such a scheme. But the rundown of the Army and initial difficulties in attracting volunteer Regulars have already shown that the post-war number of regiments could no longer be sustained.

The system must be geared to war, too. Reinforcing of British Infantry regiments on the invasion of Europe during World War Two had been planned on the idealistic line of posting to a regiment first its own men, then those of other regiments territorially or otherwise akin. This reinforcing had, ideally, to differentiate between nationalities—Scots, Irish and Welsh regiments naturally sought their countrymen—and take account of Light Infantry or Fusiliers. Then came the further breakdown into regiments and the further sub-divisions of the trade structure.

As casualties occurred, in widely varying degree, it rapidly became obvious that a regiment's reinforcements, held on a percentage basis in the theatre and even stretching back through the pipeline to the depot, could no longer be regarded as that regiment's prerogative. Practice overthrew theory, individual cap badges were ruthlessly changed overnight and eventually whole units were broken up without qualm.

Flexibility may well be the determining factor in any future Infantry reorganisation. Should this come there will undoubtedly be a stern resistance. But there will be room for compromise on tradition and, one hopes, an acceptance on all sides with the best of grace.



Men of 1 Field Squadron manoeuvre their assault boat alongside a flooded building in Wilhelmsburg.

Sappers saved more than 2000 people from death when disastrous floods swept through Hamburg. And the men of other Services were there, too, to give aid to the stricken city

RESCUE IN HAMBURG



LASHED by a freezing 70-mile-an-hour gale, four Sappers in an assault boat fought their way alongside the roof of a flooded house on which a terror-stricken mother and father and their two children were trapped by rapidly rising waters.

Quickly, the Sappers bundled them aboard, turned about and made off with yet another of the scores of families which British troops, working almost non-stop for three days, snatched to safety from the horror of the Hamburg floods.

A violent storm drove a tidal surge up to 13 feet high into the estuary of the Elbe,

smashed down the dykes, swept over the river banks and within minutes spread death and destruction in the Wilhelmsburg area of Hamburg. It was the city's worst natural disaster in over 300 years. Nearly 300 people were drowned and thousands made homeless.

The toll would have been even higher but for the courage and determination of two squadrons of Royal Engineers who in three days rescued more than 2000 people from rooftops, the top floors of flooded homes, and from high ground on which some had been able to find temporary refuge.

The Sappers—180 men from 1 Field Squadron and 150 from 4 Field Squadron, who had just returned from an all-night exercise—were on the way to Hamburg a few hours after the stricken city had sent out an emergency call for help. Equipped with nearly 50 assault boats with outboard motors which had been rushed up by 122 Company, Royal Army Service Corps, at Hamelin, and some river tugs, the squadrons went into action immediately.

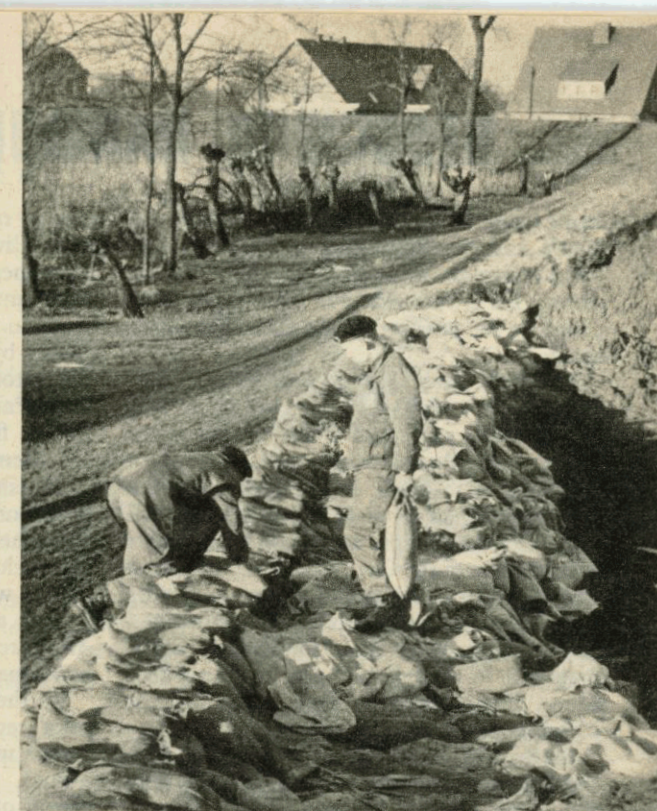
While men of 1 Squadron hastily launched their boats and began searching for survivors, 4 Squadron set about building a four feet high wall of sandbags along a 500 feet long breach in the Bullenhausen Dyke. It was exhausting but vital and satisfying work for when the next high tide came, soon after the wall had been completed, the swirling flood waters were held back by the sandbag defences.

Meanwhile the Sappers of 1 Squadron, launching their boats direct from three-tonners and guided only by hand torches, probed the pitch-dark night, answering calls for help, picking up survivors stranded on rooftops, and occasionally from the freezing water, and carrying them to the safety of police posts on high ground. As soon as one boatload of survivors had been landed the Sappers, now reinforced by boats manned by 4 Squadron, set off again on their errands of mercy. On that first night they saved more than 130 people from drowning.

For two more days and nights the men of 1 and 4 Squadrons—now reinforced by 90

CONTINUED ON PAGE 18

In the centre picture RASC lorries deliver supplies of food to civilians. Note the almost submerged roof. Right: With survivors aboard, the Sappers make off for dry land.



Above: The morning after the tidal wave. Sappers lay hundreds of sandbags in a dyke breach.

Left: Sapper Ronald McGhee, of 4 Field Squadron, RE, wades through knee-deep water to help marooned people.

Below: A pile of bedding is taken aboard an assault boat. After rescuing the stranded, the Sappers repaired dykes and helped to deliver food.



continuing

RESCUE IN HAMBURG

more from 43 Field Squadron—fought the floods and bitter weather to rescue many hundreds more men, women, and children, resting for a few minutes only when they could no longer go on, and then setting off again.

While the three Sapper squadrons, working closely with German Army units and police, were snatching flood victims from death, more British Army units arrived to help the devastated city. Quickly on the scene were men from 112 Company, Royal Army Service Corps, who, operating under the direction of the German police, delivered medical equipment and food to survivors and transported bodies to hastily-established mortuaries in their three-ton lorries. Often they had to plough through water six feet deep. They worked at their grim task for 15 hours a day for almost a week.

Men of 66 Company, Royal Army Service Corps, set up a petrol and food supply depot and a Royal Military Police detachment from 1st Division was soon in action, controlling traffic and passing information between the British troops and the German police.

When the worst was over and the Sappers had rescued all the survivors in their area, the British troops turned their energy and

skill to repairing the dykes and river banks and delivering emergency food supplies to marooned inhabitants. One Sapper team got their supplies through by putting the food in a tin bath and towing it behind them. Aided by bulldozers, graders, tippers and excavators which had been rushed up by 45 Field Park Squadron, Royal Engineers, the troops filled thousands of sandbags and laid them in the dyke breaches.

British families in Germany were quick to respond to an appeal for help. Two days after the disaster struck, ten truck-loads of warm clothing given by Army families were on the way to Hamburg. Rhine Army sent a large quantity of bedding and the Royal Air Force flew in 4000 blankets, 400 camp beds, medical supplies and clothing.

As the floods slowly subsided and Hamburg returned to normal the 500 British troops who had rushed to the city's aid departed, taking with them the grateful thanks of a stricken population.

At a memorial service ten days later, representatives from all the British units who had helped Hamburg in her hour of need heard the West German President, Dr. Luecke, congratulate Rhine Army on the invaluable part it had played.

E. J. GROVE



From the debris of a riverside home, British soldiers rescue a boy and his most treasured possession—a bicycle. The parents were also saved.

AND SAPPERS ON THE ROOFTOPS

IN driving snow, hail, sleet and rain, small groups of Sappers shivered on Yorkshire rooftops as they spread tarpaulins over gaping holes. Only two months earlier many of them had been working on a similar errand of mercy—but in the warmth and sunshine of British Honduras.

The Sappers—men of 12 Field Squadron, 38 Corps Engineer Regiment, Ripon—had been called in to make temporary repairs to houses damaged by the same storm which whipped up the devastating flood waters in Hamburg. Sweeping across Northern England, the storm pinpointed its fury on the industrial cities of Leeds and Sheffield, wreaking unprecedented damage.

In just over three weeks the Sappers, helped by tradesmen from other regiments and corps, repaired more than a thousand houses in Leeds and nearly a thousand in Sheffield. The Field Squadron, with two sections of 15 Corps Field Park Squadron and three-tonners of 42 Company, Royal Army Service Corps, went into action in a badly-hit area of Leeds where old houses had large holes in their roofs or dangerous chimneys needed demolishing.

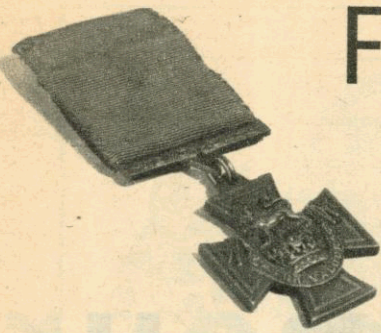
Running out their ladders and brushing away four inches of snow, the Sappers got to work, shifting debris and making temporary repairs with tarpaulins and roofing felt. The weather was foul, but Civil Defence workers kept up a “meals on wheels” service and householders generously produced cups of tea and even tots of whisky as men came down from the freezing rooftops.

Soon the Sappers were joined by 50 more tradesmen, from The King's Own Royal Border Regiment, Forester Brigade Depot, Royal Army Ordnance Corps and Royal Pioneer Corps. After a week, 1 and 2 Troops moved to Sheffield where they worked on old houses in the worst damaged area of the city. The weather was still bad and after a 10-hour working day the men got back to their billets in Pontefract Barracks wet through and black from head to foot from the filthy roof tops.

Back in Leeds, 3 Troop was visited by the War Minister (Mr. John Profumo) and by the Lord Mayor of Leeds who gave each man a bottle of beer and thanked the Sappers for their work.

Sliding precariously down a ladder, a Sapper of 38 Corps Engineer Regiment puts a tarpaulin in place.





FOR VALOUR: 4

Lieutenant
TASKER WATKINS
THE WELCH REGIMENT



THE LIEUTENANT SAVED THE DAY

HE was the only officer left in his company of The Welch Regiment on that August evening of 1944 in North-West Europe. Placing himself at the head of his men, Lieutenant Tasker Watkins fearlessly led them against the enemy and by superb leadership and gallantry won for himself the Victoria Cross.

Attacking across a booby-trapped cornfield before dusk, the company came under heavy fire from two German machine-gun posts and an 88-mm gun. There were many casualties and the advance slowed. Then Lieutenant Watkins led a charge against two posts, personally killing or wounding the

occupants with his Sten gun. As he reached an anti-tank gun manned by a German soldier, the Sten jammed. In a flash the lieutenant threw it in the German's face, and then shot him with his pistol.

As the enemy counter-attacked, Lieutenant Watkins directed the fire of his men, now reduced to 30, and led a bayonet charge which almost completely destroyed the 50-strong group of German Infantrymen.

The Welch battalion had been ordered to withdraw, but Lieutenant Watkins' radio set had been destroyed and the order was unheard. He and his few remaining men were alone, surrounded and in failing light.

He decided to rejoin his battalion by flanking the enemy positions, but in the cornfields a German post challenged at short range.

Ordering his men to scatter, Lieutenant Watkins charged the post with a Bren gun and silenced it. Then he led the remnants of his company back to battalion headquarters.

"His superb gallantry and total disregard for his own safety during an extremely difficult period," says the citation to his Victoria Cross, "were responsible for saving the lives of his men and had a decisive influence on the course of the battle."



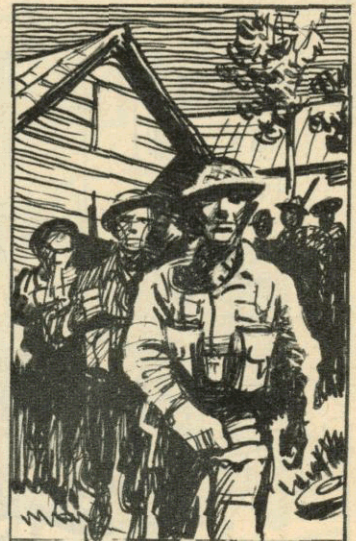
A WITHERING FIRE SWEEPED ACROSS THE CORNFIELD BUT . . .



. . . LIEUTENANT WATKINS CHARGED THE ENEMY POSITIONS . . .

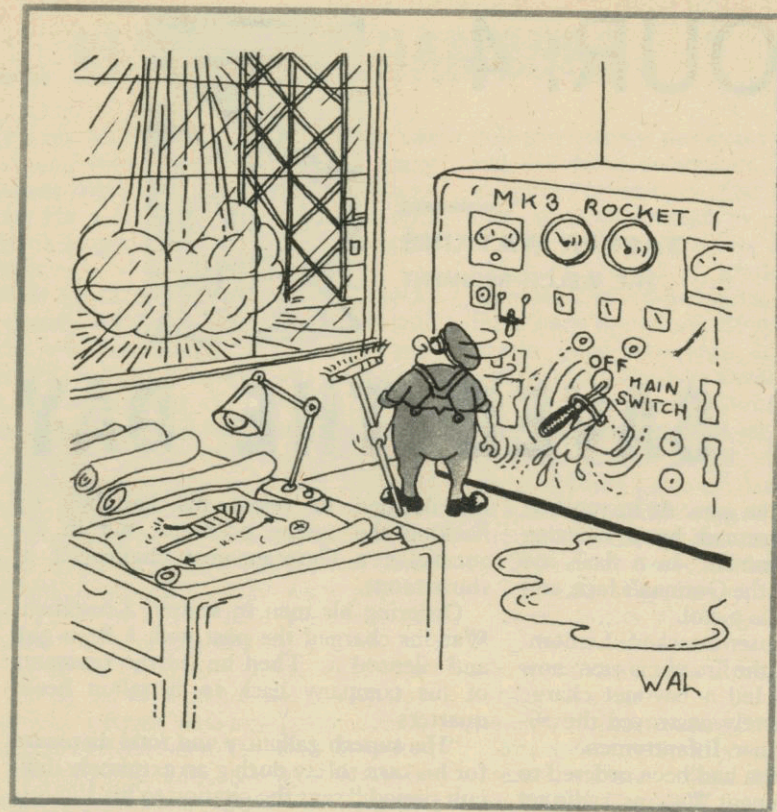


. . . THEN, HIS STEN JAMMING, HE THREW IT IN THE FACE OF A GERMAN. LIEUTENANT WATKINS LED A BAYONET ATTACK (right) . . .

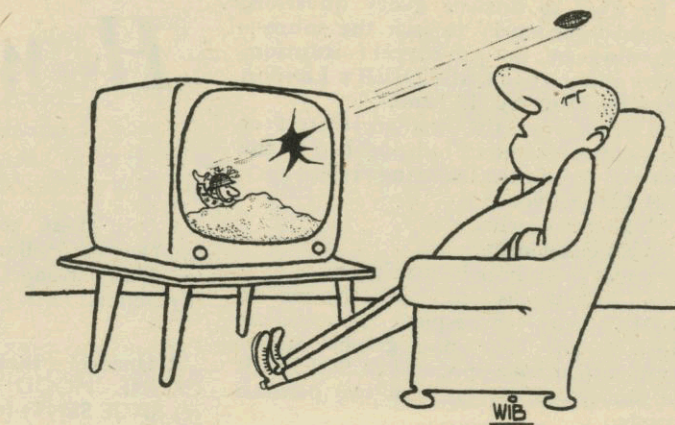
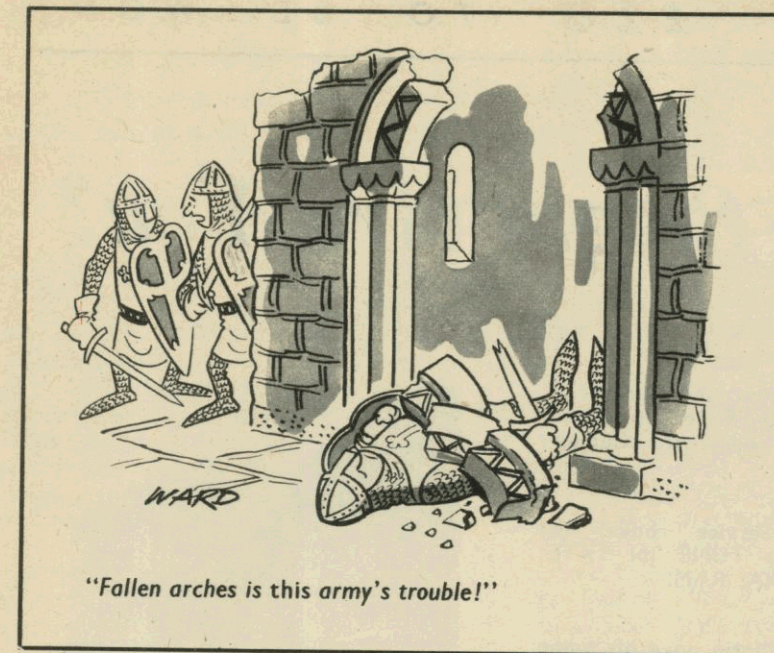


. . . AND, AS DUSK FELL, TOOK HIS MEN BACK TO BATTALION.

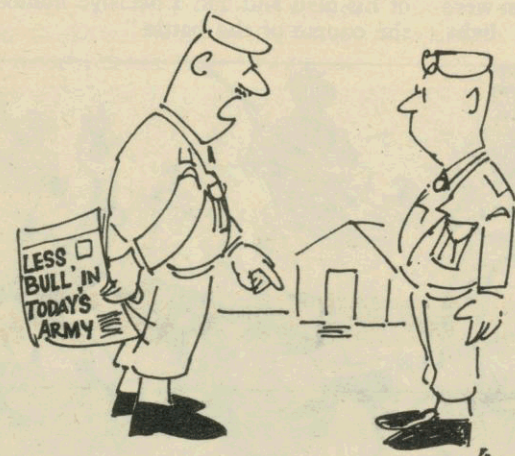
DRAWN BY ERIC PARKER



humour

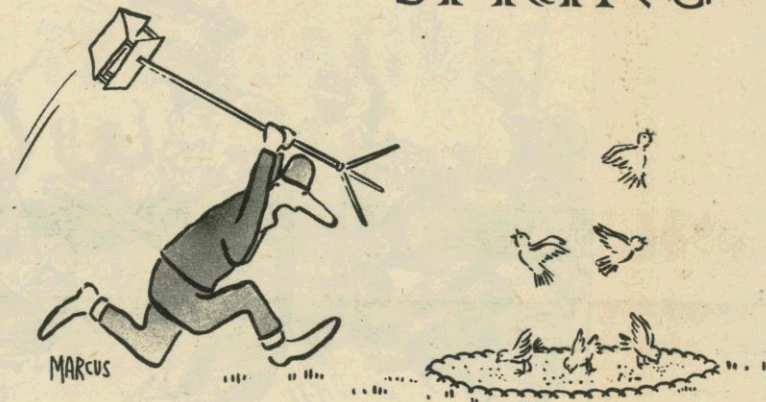


"Fallen arches is this army's trouble!"

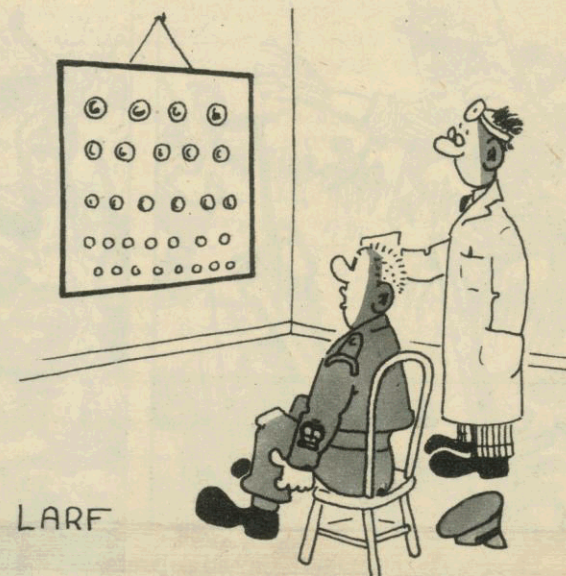
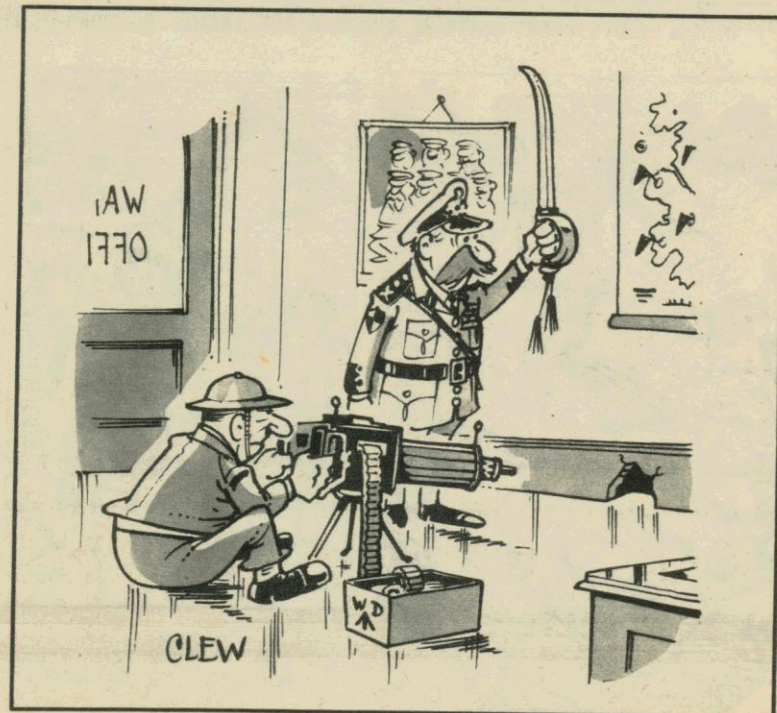
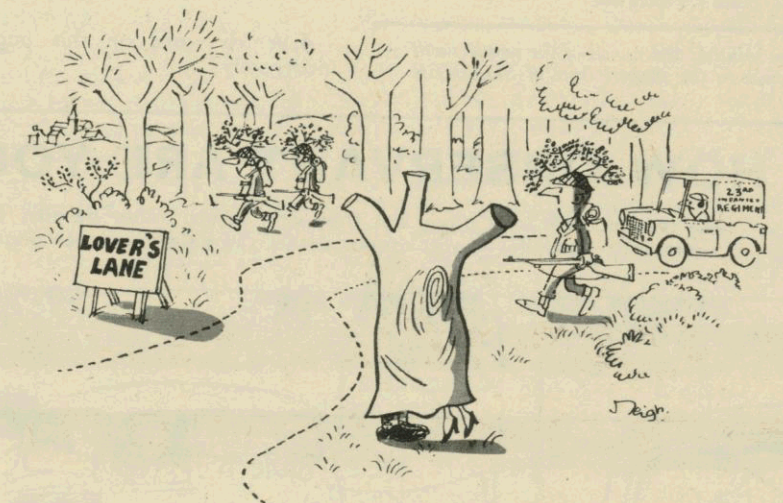


"Polish those boots till you can nearly see your face in them!"

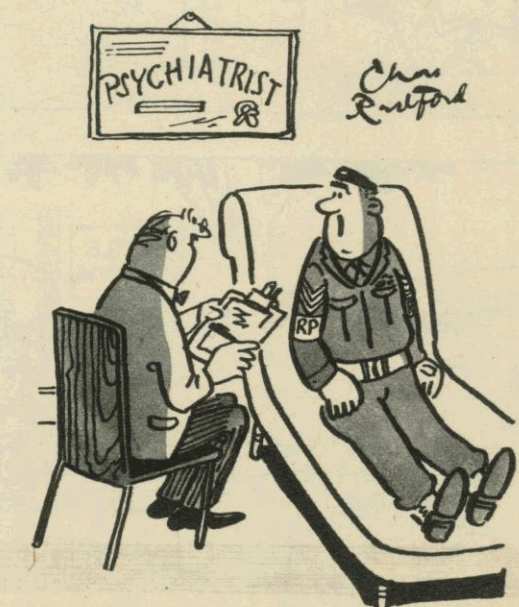
A Touch of SPRING



"Can't you dress that line up a bit?"



"Dirty button, dirty button, clean button, dirty, clean, dirty..."



"The defaulters like me!"

MORE and more readers are entering SOLDIER's competitions. Why not you? You may not be able to answer every question, but send your entry in just the same—there may be no all-correct solution. Entries must reach SOLDIER's London Offices by Monday, 18 June.

The senders of the first six correct or nearest-correct solutions to be opened by the Editor will receive the following prizes:

1. A £10 gift voucher.
2. A £6 gift voucher.
3. A £4 gift voucher.
4. Three recently-published books.
5. A 12 months' free subscription to SOLDIER and whole-plate monochrome copies of any two photographs and/or cartoons which have appeared in SOLDIER since January, 1957, or from two personal negatives.
6. A 12 months' free subscription to SOLDIER.

RULES

1. Entries must be sent in a sealed envelope to:
The Editor (Comp 48), SOLDIER,
433 Holloway Road, London N7.
2. Competitors may submit more than one entry, but each must be accompanied by the "Competition 48" label printed on this page.
3. Correspondence must not accompany the entry form.
4. Servicemen and women and Services' sponsored civilians may compete for any prize; other readers are eligible for prizes 4, 5 and 6 only.

The solution and names of the winners will appear in the August issue of SOLDIER

How Bright Are You?

1 Pair these countries and currencies:
(a) Yen; (b) Holland; (c) Rupee; (d) Japan;
(e) Hong Kong; (f) India; (g) Guilder;
(h) Dollar.

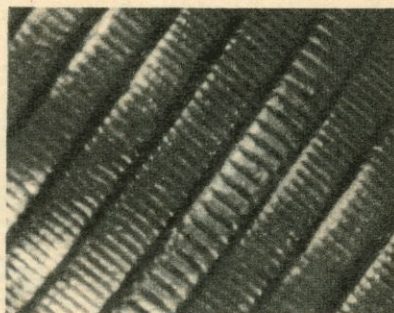
2 Unravel these Service ranks: (a) CROME MOOD; (b) TUNE IN LATE;
(c) RAGE SENT; (d) DIAL RAM.

3 Joseph Ignace Guillotin gave his name to the guillotine. What are named after:
(a) The Duke of Wellington; (b) Sir Hiram Maxim; (c) The Earl of Cardigan; (d) General Sir Samuel James Browne; (e) General Harry Shrapnel; (f) The Earl of Sandwich?

4 Which word on this page is spelled incorrectly?



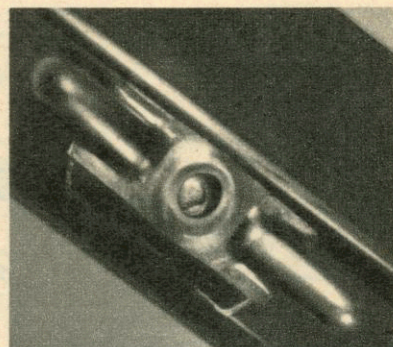
5 If you've soldiered then you've hit some of these—and probably broken a few. It's made of wood. What is it?



6 All in a row, but are they: (a) Bicycle tyres; (b) Half-crowns; (c) Ship's cables; (d) Tank traps?

7 Which of these really lived; (a) Dick Turpin; (b) Robinson Crusoe; (c) Sexton Blake; (d) Oliver Twist?

8 Shakespeare was known as: (a) The Peerless Poet; (b) The Laurel of the Globe; (c) The Bard of Avon; (d) The Son of Stratford. Which?

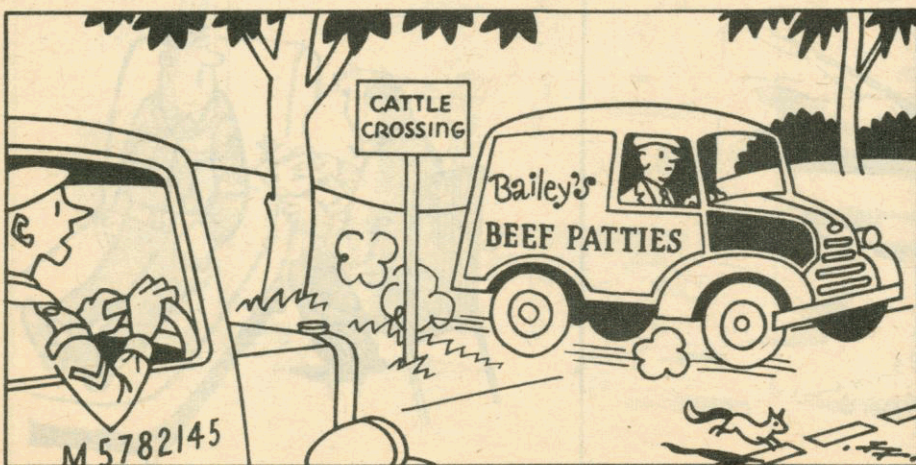
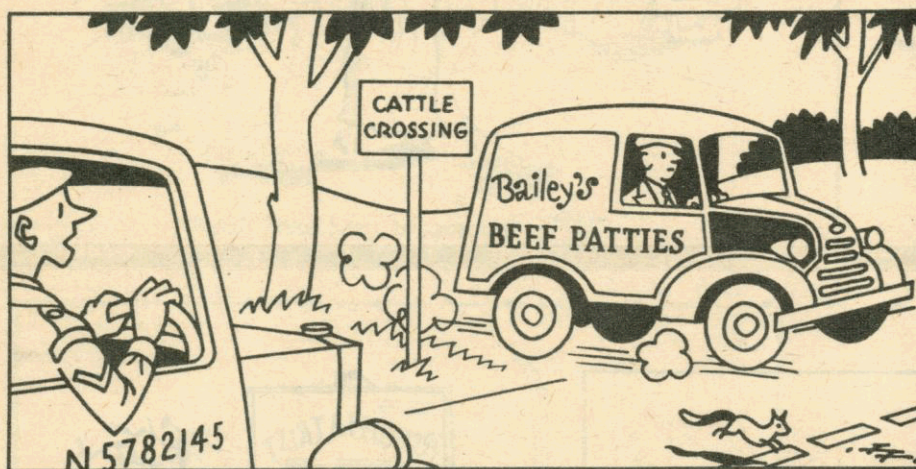


9 What would you do with this? Would you: (a) Moor a boat to it; (b) Twist it; (d) Press one end; (d) Wear it?

10 Can you name, all beginning with the letter G: (a) A duke; (b) An Army rank; (c) A country other than Greece; (d) A wild animal?

HOW OBSERVANT ARE YOU?

These two pictures look alike, but they vary in ten minor details. Look at them very carefully. If you cannot detect the differences, see page 38.



In reminiscent mood, **SOLDIER** hummed that popular old Army ballad about the long and the short and the tall, those nebulous characters who always served abroad and never got promotion. Suddenly the thought dawned: Who are the longest, the shortest and the tallest British soldiers today? So we found out—and here they are, bless 'em . . .

the LONG . . .

ALMOST certainly the longest-serving soldier in the post World War Two Army is Sergeant Richard George who, as **SOLDIER** went to press, was about to retire after 40 years' service in the Scots Guards. He enlisted in London in March, 1922, and for the past 27 years has been Provost Sergeant at the Guards Depot, the first 25 at Caterham and the last two at Pirbright.

A renowned Army boxer in his early days, Sergeant George became heavyweight champion of South China in 1927 and two years later won the North China title. For many years he was trainer to the Scots Guards' box-

ing team and saw them win the Army championship seven years running from 1931 to 1937. He was a member of the Scots Guards Sergeants' Mess for 32 years and served under 22 different regimental sergeant-majors. He has the British Empire Medal, the Meritorious Service Medal and the Long Service and Good Conduct Medal, with clasp.

For a man who received only two shillings a day when he joined up, it is not surprising that Sergeant George thinks modern soldiers are very well off. "But," he says, "there is nothing wrong with them, except that they are not so well disciplined as were soldiers 40 years ago."



For 27 of his 40 years' service, Sgt R. F. George was Guards Depot Provost Sergeant.

and the short . . .

FORTY-NINE-YEAR-OLD Corporal Frank Vincent, of the Army Catering Corps, wears the tiniest boots (boys' size 13) and the smallest uniform in the British Army. Which is not surprising. He is only 4ft 1in tall—probably the smallest-ever British soldier.

Despite his diminutive size, Corporal Vincent, who retires next year after 22 years' service, has had a more exciting life than most. At 13, when he was only 3ft 3in tall, he ran away from home to join the Merchant Navy and for 12 years served in the liners *Empress of Britain* and *Empress of Australia*, working his way up from bellboy to steward.

He has been round the world eight times and visited almost every country. In 1927 he was bellboy to the Prince of Wales (now the Duke of Windsor) on his tour of Canada, and in 1937 acted as liftboy to King George VI and Queen Elizabeth during their tour of Canada and the United States.

"Shorty" Vincent joined the Army in 1941 and served as a cook in Britain throughout World War Two. He was one of the original members of the Army Catering Corps.

After the war—and a spell of cooking for the Royal Army Medical Corps—Corporal Vincent went to Malaya and for many months cooked for Royal Engineer and Australian Sapper units building roads in the jungle. He often had to be carried shoulder-high across rivers and through tall grass and swamp.

Corporal Vincent was attached to 1 Parachute Battalion in Aldershot last year and hopes to finish his service with them. He wears the Regiment's red beret and accompanies the Battalion on all its exercises, carrying a 70lb pack like the rest of the men. "Even if I do have to be lifted from the cooks' truck I like to feel that I can do the things everyone else does," he says.



Cpl F. Vincent, 4ft 1in small, pictured in Malaya where he cooked for Sappers building roads there.

and the

TALL

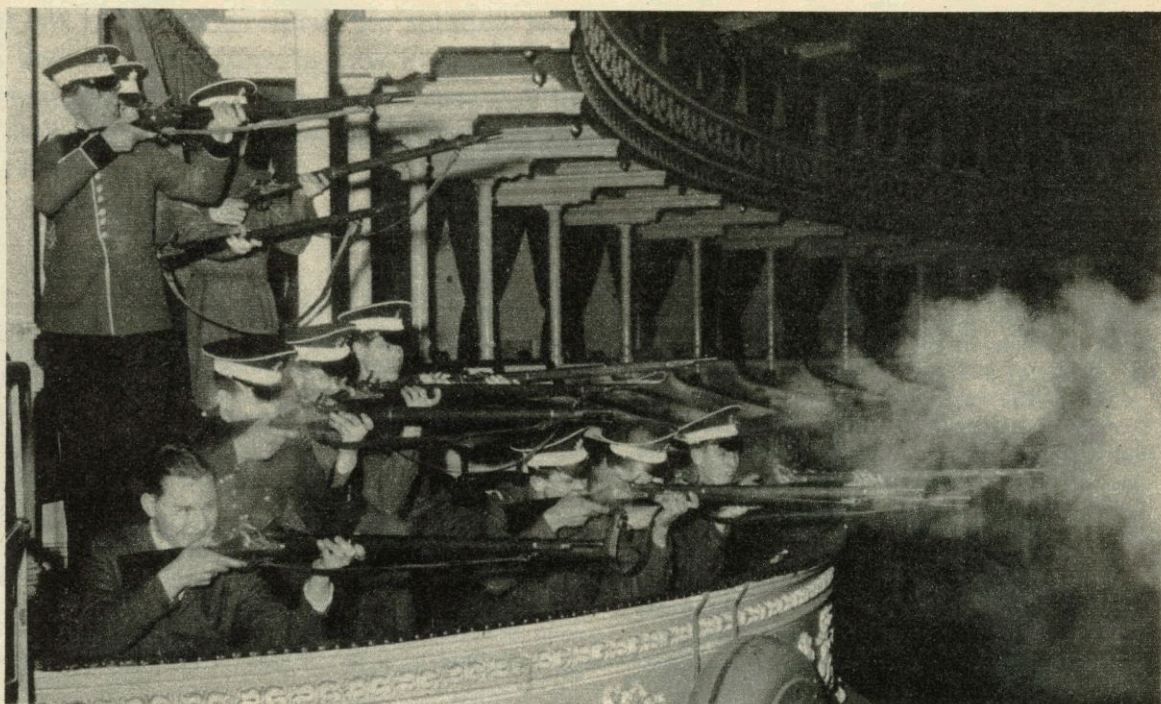
THE tallest British soldier is believed to be 27-year-old Sergeant Robert Parsons, a Regular serving with 7 Training Battalion, Royal Army Service Corps, in Yeovil. He stands six feet eleven inches in his socks and weighs 19 stones.

Sergeant Parsons has to have all his clothing made to measure and, until he was married, slept in a bed which the Army had to have specially made for him. Now, he finds the normal Army issue double bed is quite adequate.



Sgt R. Parsons, standing 6ft 11ins in socks, dwarfs both his saloon car and a fellow NCO, L/Cpl Brian Spiers, whose height is 5ft 2½ins

MILITARY MEDLEY



The Battle of the Boxes

TWO regiments which fought the French at Vittoria in 1813 recently commemorated the battle—in a far from traditional manner—by exchanging fire across the Royal Albert Hall.

Men of the Coldstream Guards and Territorials of the London Rifle Brigade Rangers were called in to fire 288 blank rounds as part of the sound effects for a performance by the Royal Opera House Orchestra of Beethoven's "Battle Symphony."

This little-played work, not included in the composer's nine numbered symphonies, is scored for the panharmonicon, an instrument invented by a friend of Beethoven to

reproduce orchestrally the sound of gunfire.

No panharmonicon was available so into two boxes flanking the orchestra stepped two dozen soldiers armed with muskets. Flares, thunderflashes, smoke bombs and trumpeters and drummers of The Life Guards, who also fought at Vittoria, added to the general clamour.

Wellington's victory over Napoleon at Vittoria inspired the "Battle Symphony." But the Army's apparent victory over the orchestra did not inspire the music critics.

"The racket expired after a long three minutes . . . an orchestra continuing grimly on like Britons in the Blitz, and an audience

which looked undoubtedly faint," was one critic's view of the performance.

" . . . a rather unsymphonic abandon . . . the raggedness of their volleys would have shocked Beethoven, not to mention the Duke of Wellington . . ." wrote another.

" . . . proceeded to fight out the battle to such good effect that Beethoven's own artillery of percussion and his conscientiously written orchestral strife continued practically unheeded . . ." said a third critic.

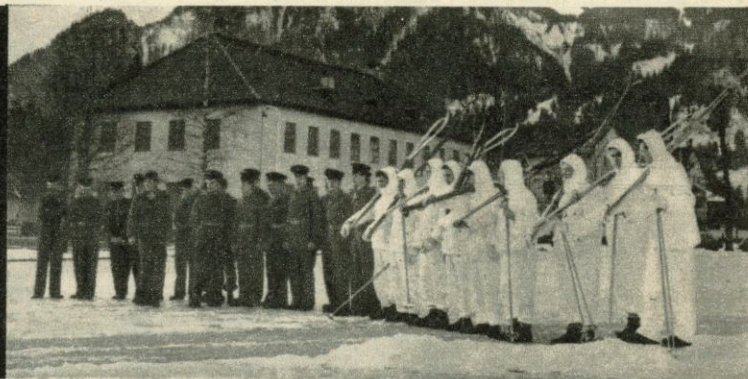
The conductor, Mr. Joseph Horowitz, commented: "It sounded like blue murder."

But the Army had the last word—in the form of reverberating cannonades ricocheting from the upper galleries in the closing bars of the concert's final item, Tchaikovsky's "1812 Overture."



NEW second-in-command of "A" Company, 1st Battalion, The Green Howards, in Rhine Army, is a 35-year-old United States Army Officer, Captain Desmond O'Keefe, who has been seconded to the Battalion for a year in the interests of co-operation between the two Armies. A graduate of West Point Military Academy and a veteran of the Korean War, Captain O'Keefe had been serving with the 7th US Army Air Reconnaissance Company in Germany. Picture shows Captain O'Keefe in conference with Sergeant Colin Helmn MM, a platoon sergeant.

**SAY,
Youse
GUARDS!**



Irish Guardsmen—in battle dress and combat ski suits—at the US Army base in Bavaria.

WHILE men of the Welsh and Irish Guards have been learning how to ski on the slopes of the Bavarian Alps, their American hosts have learned something of the traditions and duties of the Brigade of Guards.

In groups of 25 to 30 the Guards spent a fortnight on strenuous winter warfare training, living with the Americans at the United States Army School of Europe, in the village of Lenggries. After each day's work there was ample opportunity for the Guardsmen to get to know their hosts—and for the Americans to satisfy their curiosity about the Guards.

One leading question was whether the

Guards, when on ceremonial duty, ever felt like making faces back at taunting tourists. "No," said Lieutenant Thomas Brooke, of the Irish Guards, "this is so much a part of our discipline and training that none of us would even entertain such a thought."

Another Guards officer gave an equally diplomatic answer to the next question: "How do you like the German frauleins as compared to the Irish lassies?" "We have been so busy since we arrived in Germany that we haven't had time to make a comparison," he replied.—*From a report by the US Army Information Office.*

Fire-Fighting in Malaya

WHEN fire swept through a Chinese fishing village in Malaya, Commonwealth troops fought the blaze for two hours and saved several lives. The soldiers—a dozen of them—were on their way from Terendak Camp when they spotted the clouds of black smoke.

Several minutes later they drove into the village and ran into blazing houses dragging out old women who had refused to leave their homes. One soldier, Lance-Bombardier Alfred Tasker, had a narrow escape when the roof collapsed seconds after he had rescued a woman from an upstairs room. Lance-Bombardier Maurice Gabriel, of 26 Regiment, Royal Artillery, dashed from one home to another looking for a baby. One house collapsed just as he was entering it and he was eventually forced back when three oil drums exploded in front of him.

Another young British soldier, Lance-Corporal Ronald Wilkinson, rescued livestock trapped in sheds. The Army Fire Brigade was called in to help local firemen, an Army mobile canteen provided food and hot drinks for the 200 homeless, and the Women's Voluntary Services looked after the children.

"The soldiers did a magnificent job," said a senior State police officer. "If it had not been for them, many more houses might have been destroyed."



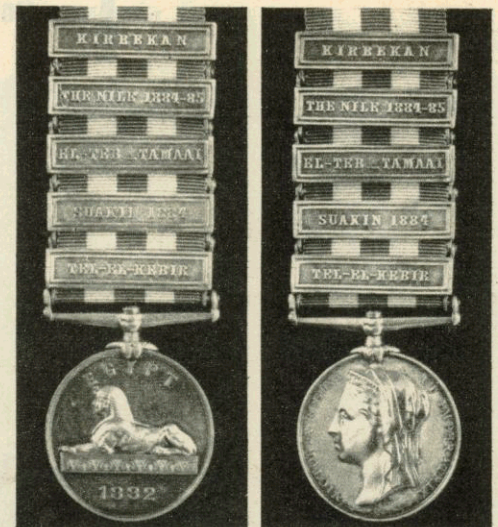
An Australian sergeant helping the Chinese to salvage their furniture.



THE Bank of England Guard, which for more than 180 years has nightly protected the Old Lady of Threadneedle Street, has made another small concession to the 20th century. For their evening march through the West End and the City, the Guardsmen have now been issued with electric torches to replace their old oil lamps. For several years now the picket has not marched in very bad weather but travelled by lorry.

THE ARMY'S MEDALS

By Major John Laffin



Reverse (left) and obverse sides of the Egyptian Medal. The blue and white stripes of the ribbon are reputed to symbolise the Blue and White Niles.

5

THE EGYPTIAN CAMPAIGNS

1882-1889

THERE are still a few old soldiers at Chelsea wearing the distinctive blue and white ribbon of the Egyptian Medal. Perhaps this partly explains why some of the battles of Egypt and the Sudan seem oddly recent.

The medal was first issued after the war of 1882, with two bars, Alexandria 11 July (a naval engagement) and Tel-el-Kebir. The reverse showed the Sphinx on an ornamental pedestal with the word "Egypt" above and the year below.

After the war of 1884, the same medal was issued but with the date omitted from the exergue. Four more bars were issued: Suakin 1884; El-Teb—Tamaai; El-Teb; Tamaai.

The second Sudan War of 1885 resulted in five more bars: The Nile 1884-5; Abu Klea; Kirbekan; Suakin 1885; Tofrek. Any soldier with the Abu Klea bar could be very proud of it, for this was one of the most strenuous battles of the Sudan. A British force of 1200, in square, defeated a horde of Dervishes. The Royal Sussex Regiment was the principal Infantry unit involved.

On its way to Khartoum, this small force had another bitter fight at Gubat (or Abu Kru), but no bar was given for this battle. The bar for Kirbekan was also hard won; the battle raged for five hours.

In 1890 a further issue of the medal was made, this time with two bars—Gemaizah 1888, and Toski 1889. This made 12 bars in all, but seven was the largest number won. Captain Beech, of the 20th Hussars, was probably the only man to win so many.

An interesting point about this medal is that when additional bars were won the recipient returned those already received and was issued with a complete new set. This means that all rivets on genuine medals are the same.

Well over 100,000 medals were issued, so they are of no great value today, although medals with five bars are uncommon. The blue and white stripes of the ribbon are said to symbolise the Blue and White Niles.

WHEN THE GREYS

On Whit Sunday, at Ramillies, greatest of Cavalry battles, The Royal Scots

British Cavalry charging at Ramillies, depicted in a painting by R. Hillingsford. French casualties were 13,000. (Courtesy: Parker Gallery)



THE distinctive headdress of The Royal Scots Greys—the bearskin with white plume—commemorates one of the outstanding feats of British Cavalry history. On Whit Sunday, 23 May, 1706, Lord John Hay led his Greys in a thundering charge to capture the finest and most famous Infantry regiment on the Continent—Louis XIV's Régiment du Roi.

The Battle of Ramillies was entering its closing stages when the Greys who, with other British Cavalry regiments, had waited for four hours for the command to advance, were ordered into the fight. Freed at last from the boredom of long inactivity, they cheered wildly as John Hay led them across the undulating plain towards the French left wing.

Bursting into the village of Autreglise, the Greys scattered the enemy Infantry before the fury of their charge. But the cream of Marshal Villeroy's army, the famous Régiment du Roi, stood firm across their path. After a fierce skirmish, the Greys surrounded their opponents and the entire regiment surrendered, handing over its colours and grounding its arms. Leaving the prisoners under guard, their victors prepared to pursue the fleeing masses of Frenchmen, Spaniards and Bavarians.

But the humiliated men of the Régiment du Roi saw a chance to retrieve their honour. Snatching up their arms, they attempted to fight their way to freedom. The Greys turned about, charged back into them and cut many of them down before the survivors surrendered for the second time. The spirited action of the Greys typified the performance of the

Allied horsemen in what has been described as the greatest Cavalry battle in military history.

Thanks mainly to the mounted troops of Holland, Denmark and Britain, the peerless French army which for 40 years had terrorised Europe was smashed and scattered in four desperate hours.

Ramillies, one of Europe's great, decisive battles, came at a critical stage in the war over the Spanish succession. When Marlborough, Commander of the armies of the Grand Alliance—Britain, Sweden, Denmark, Prussia and the Austrian Empire—landed at The Hague in April, 1706, he found the Allies arguing bitterly over their own individual campaign plans.

His great powers of leadership were never more clearly demonstrated than in the next few weeks when he welded this ill-assorted alliance into a force capable of crushing the finest army in the world.

By 20 May he had 60,000 men in camp at Bilsen, east of Brussels. Marshal Villeroy, leading an army of about equal strength, had moved south across the Flanders plains from Brussels on 19 May to counter what he believed to be an Allied plan to attack Namur. The scene was set for the great clash at the tiny Flanders village of Ramillies, 30 miles south-east of the Belgian capital.

At one o'clock on the damp and foggy morning of Whit Sunday, Marlborough sent 600 Cavalry ahead to mark out a camp near Ramillies. Nine hours later the mist suddenly rolled away to reveal a mass of men on the western horizon. If the encounter was a

surprise for Marlborough, it was doubly so for Villeroy, who had not expected meeting the Allies until the next day.

The Marshal decided to meet the Allies at the highest point of the Brabant plains, on a plateau enclosed by three rivers. At first sight the position was strong, with the French left protected by marshy ground and four strongholds spaced across the front—the villages of Tavers, Ramillies, Offus and Autreglise.

Marlborough quickly spotted the flaws. The French left, tucked away behind the marshes, was immovable and could be ignored. The key position—high ground on the right known as the Tomb of Ottomond—was occupied by Cavalry with virtually no Infantry support. The guns of both sides opened up, Marlborough beginning with a demonstration against the French left. Noting the masses of British scarlet advancing through the marshland, Villeroy recalled the order he had recently received from Louis XIV: "The best troops must be placed against the English."

He accordingly transferred picked battalions to his left, whereupon Marlborough promptly called off this attack and sent 48 squadrons of Dutch Cavalry crashing into the French right between Tavers and Ramillies.

It was a frustrating day for the British Infantry on the extreme right. Recalled at a time when they were confident of piercing the French line, one entire brigade lined a high ridge throughout the battle, their scarlet tunics conspicuous along the skyline.

But without firing a shot or moving a step,

CAPTURED A REGIMENT

Greys captured the finest Continental Infantry Regiment —Louis XIV's Régiment du Roi.



A contemporary engraving of British Cavalry pursuing the French to Meldert, 15 miles from the Ramillies battle. (Courtesy: Parker Gallery)

they paralysed the French right. Fortescue, the military historian, names the regiments as the 1st (Royal Scots), 18th (Royal Irish), 24th (South Wales Borderers), 29th (Worcestershire), 37th (Hampshire) and 10th (Lincolnshire).

Marlborough watched the Dutch crash into the massed ranks of the famous Maison du Roi, the aristocrat warriors who formed Louis XIV's Household Guard. He now began transferring the bulk of his Cavalry to the left while the Infantry moved against Ramillies in support. Galloping to the scene of the Cavalry clash, Marlborough found that the relentless Maison du Roi had driven in the Dutch right and were about to descend on the left flank of the Infantry attacking Ramillies.

With a daring that might have cost him his life and the Allies the battle, the Commander dashed into the fray, rallying the nearest Dutch squadrons and leading them into the charge. He was quickly recognised by a group of French Guards, who broke ranks to rush at him. Marlborough was knocked off his horse and ridden over. Two Swiss battalions moved to his rescue, but it was 18-year-old Captain Molesworth, one of his aides, who saved his life by forcing his way to him and giving him his own horse. Molesworth was rewarded four years later with a regiment of foot.

Bruised and shaken, but now safe behind Swiss bayonets, Marlborough resumed control of the battle. Waves of newly-arrived Cavalry rolled into the Maison du Roi, who met them with disciplined ferocity. The stretch between Tavers and Ramillies now

became the scene of the greatest Cavalry battle in history, with 25,000 horsemen charging and counter-charging for two hours. In the end superior numbers told; the whole French right wing was shattered, the gallant Maison du Roi defeated and the flank turned.

As British troops from the right entered the battle for Ramillies, the Allied Cavalry under Lord Orkney wheeled to the right to attack the enemy on the exposed flank. As the Cavalry began a second advance the French, appalled by the disaster to the Maison du Roi, melted away before them. Allied Infantry swept into Ramillies and crashed through the French line between there and Offus.

For the British Cavalry and Infantry on the extreme right, the wearying role of spectators was now over. The Greys, the King's Dragoon Guards and the 5th Irish Dragoons, pierced the crumbling left front in sweeping charges as the Buffs and 21st Foot (Royal

Scots Fusiliers) struggled through the marshes and into Autreglise.

It was all over for Villeroy. The French Army, broken and collapsed, fled in all directions, pursued by the British. The French lost 13,000 men, all their baggage, 50 guns and 80 Standards and Colours, the ebullient Greys taking 16 of them. Allied casualties were 4500, the losses falling mainly on the Dutch and Danes.

Because of their position on the extreme right, the British were little engaged until the close of the day, but their consolations were the performance of their Cavalry, their vigorous part in the pursuit and the fact that the whole brilliant victory was due to their incomparable leader.

Ramillies sapped the strength of the French so greatly that in the next fortnight Brussels, Ghent, Bruges, Oudenarde and Antwerp were taken and the enemy driven back to their own frontier.

K. E. HENLY

AMONG the wounded at Ramillies was a Trooper Christopher Welch, of The Royal Scots Greys, who had often been referred to in the Regiment as "the pretty dragoon." A surgeon dressing the trooper's wounds discovered "him" to be a woman.

Mrs. Christian Welch, aged 39, joined the Army to search for her husband, Thomas Welch, who had enlisted against her will while working in Dublin. This intrepid Irishwoman was wounded at the Battle of Landen, captured by the French in the following year and later released through an exchange of prisoners.

She finally found her husband, who was serving with the 1st Foot in Flanders, but so enjoyed military life that she decided to stay with the Greys.

After Ramillies she was re-united with her husband, every officer of the Greys taking part in the celebration which followed. He was killed at Taisniers, and thereafter Mrs. Welch became a sutler to the Army, receiving a £50 bounty and a shilling a day pension from Queen Anne when she finally returned to England. She died in 1739 and was buried with full military honours in Chelsea Hospital cemetery.

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ASKED by Mr. Wingfield Digby (Dorset, West) when he proposed to inaugurate a joint Service command in the Far East, and from which Service the supreme commander would be appointed, the Minister of Defence (Mr. Harold Watkinson) said in the House of Commons that a unified command would be set up as soon as possible, but no decision had yet been taken on the appointment of a commander-in-chief.

★

Commander A. T. Courtney (Harrow, East) asked the Minister whether, in view of the continuing political insecurity of the Singapore base and the fact that the Australian and New Zealand Governments were spending roughly a half and a third of the percentage of the national income expended by Britain on defence, he would consult with the two Dominion Governments for the early establishment of an alternative Commonwealth naval and air base in the Far East. Mr. Watkinson replied that a very satisfactory agreement had been reached on Singapore with the Malayan Government. He was in continual consultation with the Australian and New Zealand Governments.

★

In the House of Lords, Lord Braye asked whether service in Singapore, because of the severe climatic conditions, could be reduced from two and a half to two years for Servicemen to whom this applied. The First Lord of the Admiralty (Lord Carrington) replied that such a change, involving more frequent movement, would be more expensive in money and manpower. There was no evidence to suggest that Singapore's climate had an adverse effect and the Government did not consider it necessary to make the change. Lord Carrington added that Aden was a two-year station because the climate there was worse than in Singapore.

★

Asked by Mr. R. S. Russell (Wembley, South), in the House of Commons, how the National Service grant scheme would apply to retained National Servicemen, the War Minister (Mr. John Profumo) said retained men would be eligible for National Service grants which would be reviewed in the light of the increased rates of pay and marriage allowances drawn by these men. Although it had been possible to make the rules governing these grants more generous than they were, it would normally be necessary to make some reduction in them and in some cases to extinguish them altogether. But every family would benefit overall. The position would be

The ARMY in the HOUSE

explained to each man concerned, and to wives and families.

★

The Under-Secretary of State for Air (Mr. W. J. Taylor) told Mr. F. W. Mulley (Sheffield, Park) that last year Transport Command carried about four per cent of passengers trooped by air, and civil operators the balance. Replying to Mr. Emanuel Shinwell (Durham, Easington), Mr. Taylor said that during last year Transport Command provided a great deal of emergency capacity for the Kuwait airlift and its standbys. This restricted its flying along regular routes. There was also the British Honduras hurricane disaster.

Asked by Squadron-Leader F. F. A. Burden (Gillingham) when sea trooping would end, the Minister of Defence said he hoped to make a decision when current studies on the strategic need for troopships were completed.

★

Sir Malcolm Stoddart-Scott (Ripon) asked the Minister of Defence if he would consider amalgamating the hospital services in the Navy, Army and Air Force in order to reduce the numbers of nurses, physiotherapists, remedial gymnasts and pharmacists required. Mr. Watkinson replied that there was already close co-ordination of the hospital services and he did not think amalgamation would significantly reduce the staffs required. In reply to a further question he said amalgamation of the three medical services had been considered on a number of previous occasions and had always been rejected. He was not satisfied that such an amalgamation would be in the interests either of economy or efficiency.

★

Questioned on the stationing of three artillery regiments in Hong Kong, Mr.

Profumo said internal security was not the only purpose of troops there. "Unless we maintain a credible deterrent force in the Colony it would be an open invitation to a take-over bid," he said. This deterrent was made up of the three regiments, the remainder of the Forces, Gurkhas and reinforcements that could be sent to Hong Kong.

★

Replying to Sir Eric Errington (Aldershot), Mr. Profumo said that in the last seven years there had been two band rehearsals, a preliminary rehearsal and a dress rehearsal for all troops taking part in the Aldershot Queen's Birthday Parade, plus many unit practices and rehearsals. This year's parade had been cancelled because of manpower shortage but there would be unit parades and a ceremonial artillery salute would be fired.

Mr. Profumo also told Sir Eric that instead of the Tattoo normally held in conjunction with the Aldershot Show, there would this year be an "Open Day." The position would be reviewed next year. In a later debate Sir Eric suggested that the abandonment of the two events was "somewhat shortsighted."

★

When Mr. Arthur Woodburn (Stirling-shire and Clackmannanshire) suggested that in order to make it clear that United Kingdom policy is non-aggressive, Mr. Profumo's title should be changed to Secretary of State for the Army, the Prime Minister (Mr. Harold Macmillan) agreed that the title of Secretary of State for War was an anachronism but he did not believe it gave rise to any serious misunderstandings either at home or overseas. It would be convenient at a convenient time, he added, to change the description, but legislation would be necessary and he hardly thought this justified.

★

Asked by Mr. Marcus Lipton (Lambeth, Brixton) about the training of French para-troops in Britain, Mr. Profumo said the visit had not yet been definitely arranged. The French Government would be invited to pay the extra costs such as food, petrol and other consumer items. Suggesting that it was ridiculous to extend the practice of training foreign troops in Britain and sending our own troops to be trained abroad, Mr. Lipton asked if it would not be cheaper and more sensible for each country to train its own troops in its own territory. Mr. Profumo did not agree. He was quite sure that diversification of training was very important. It was an extension of interchangeability between NATO countries which he was quite convinced was the right thing.



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The Tunnellers of World War



The entrance to an early British tunnel 100 yds from the German front line. Tunnel entrances were kept secret and often disguised. This is probably the only such photograph in existence.

IN the small hours of 7 June, 1917, Messines Ridge, one of the most blood-stained features on the Western Front, blew up. Within a few seconds, 19 mines, containing 933,200 pounds of ammonal, exploded. When the deepest and biggest mine, 125 feet below the surface, was completed, the mining company's officers took champagne to the mine-chamber and gave their men a party.

When Messines Ridge went up, wrote one eye-witness, "truly the earth quaked." Nobody knows how many of the Germans who dominated the British line from its 15-mile spine were killed, but when the day's battle was over, 10,000 were missing. British Infantry, who had been prepared for a bitter fight, marched past silent concrete machine-gun nests and captured shocked and weeping survivors.

Messines must have been one of the greatest man-made explosions before atom-bombs were invented. It was certainly the climax of the history of mining warfare. No other major mining operation followed it. "War Underground" (Muller, 21s), by Alexander Barrie, is a careful account of the British miners in World War One and vividly describes the hideous war they waged.

Major John Norton Griffiths, a businessman and Member of Parliament with an adventurous past, started Britain's tunnelling

on the Western Front. His idea was to employ "clay-kickers," who were tunnelling a drainage system for Manchester, on tunnelling under the German lines. Going to France with them, Griffiths was the driving force behind the miners, visiting the units in his own Rolls-Royce—which he had sold to the Government for his own use as a staff-car.

The clay-kickers, and the other miners who joined them, did not fit easily into khaki. There were two, ill-administered, rates of pay and the discontented miners threatened a strike which was settled only by forceful words on the subject of mutiny.

They started work with primitive equipment. One lance-corporal spent many hours underground listening for sounds of German mining activity with one end of a stick in the ground and the other in his mouth, to feel the vibrations of Germans at work.

For a long time, the Germans led the way in the mining race, and the British tunnellers had to devote a good deal of their time to defensive mining, listening for the Germans in shallow tunnels and setting off charges near the German workings, to blow them in. One young officer who doubted whether there was any German mining activity on his sector, swam a mile down the Somme river and walked into the German front-line trenches.

He dropped a hand-grenade into a dug-out from which he could hear chattering, satisfied himself that there was no tunnelling, then tagged on to a German patrol, left it in no-man's land and swam back to his own lines. He got a reprimand from his C-in-C for going into enemy territory without permission—and an immediate Distinguished Service Order.

One of the ghastliest of the underground battles began when a shift of Canadian tunnellers discovered that a German attack had captured all the entrances to their tunnel. Fighting behind a hurriedly thrown-up barricade, the Canadians held off German attacks for four hours, then blew the front section of the tunnel down on the attackers. The Germans found another entrance, and the battle was on again, in an atmosphere poisoned by explosives. When, 24 hours after the siege started British troops recap-

Hitler in 1944—a plot to which German generals subscribed only when it became clear that Hitler was leading them to defeat. The figure-head of the conspiracy was Colonel-General Beck, whose insistence on every move in the plot being carefully recorded proved a boon to the Gestapo. On the great day, Beck gave only one order. That night he shot himself.

The drive for the putsch came from Klaus Count Schenk von Stauffenberg, a Cavalry officer who had been severely wounded in Africa. He planted the bomb when others had failed. When Hitler survived the explosion, Stauffenberg worked frantically to save the rebellion while Beck sat observant, admiring and idle. Fantastic as it may seem, there was not one among the many officers in the conspiracy who could make an efficient bomb and, when the revolt was launched, the plotters had not a single car available.

The author goes into the question of what is treason. When a man was bound personally to his ruler, the answer was simple. Now that conflicts are between ideologies, yesterday's treason is today's patriotism, and treason in a citizen of West Berlin is patriotism in an inhabitant of the Eastern part of the same city. The question is complicated, but the soldier who has a clear-cut oath should be in no doubt where he stands. The position in the West German Army, in which a reasonable doubt about whether an order will lead to the commission of a crime absolves the soldier from obedience, is less clear.

A Collection of Traitors

LAVAL, Quisling, Leopold III, Tokyo Rose, William Joyce, the German officers who tried to kill Hitler in 1944—these are some of an odd collection of people assembled by Dr. Margret Boveri in "Treason in the Twentieth Century" (Macdonald, 35s).

Most were publicly-condemned traitors. The one who fits least easily into the party is King Leopold of Belgium, who fought his army to the end in 1940, in loyalty to his allies, and stopped with his people in an earnest effort to mitigate the effects of German occupation. Political errors cost him his throne, not treason. He should have an honourable discharge from Dr. Boveri's pages.

If "popular" can be used of traitors, it should certainly be used of Iva Toguri, the American-born Japanese girl who broadcast as "Tokyo Rose" to American troops in the Pacific in World War Two. When she was arrested after the war, GIs gathered outside her gaol in Tokyo demanding her autograph and sending her flowers and candy. At her trial, American officers declared her broadcasts had raised the troops' morale. She was sent to prison for ten years.

There were no such fans for William Joyce, Nazi's "Lord Haw-Haw." It might, at a pinch, be argued that he, too, raised British morale by giving his listeners a good laugh now and again, but nobody sprang to his support and he was hanged.

The most inept traitors Dr. Boveri describes were those who tried to blow up

One

tured the tunnel entrances, only 20 of the 80 tunnellers had survived.

The tunnellers carried canaries to test the air in the workings, and an escaped canary was a serious matter, as it could tell the Germans that mining was going on. Once, an escaped canary settled on a bush in no-man's land. The Infantry vainly tried to kill it with rifle-fire and eventually a mortar bomb demolished both canary and bush.

By mid-1916, the tunnellers averaged 21,000 strong, and sometimes reached a peak of 24,000—the equivalent of two divisions. Losses were heavy, and there were doubts about whether the results were worth the man-power. The man then in charge of the tunnellers, Brigadier-General R. N. Harvey, summed up his conclusions in a lecture to young officers in 1929: "If you are in a position of responsibility in the next big war, do everything you can to prevent mining being done."

Not all the consequences of the mining of Messines Ridge in 1917 may yet have been seen. Nineteen mines were fired, but another two were outside the scope of the attack, and were kept in reserve. They were never fired, and when the Royal Engineers came to dig out the charges after the war, the exact positions had been lost.

One mine blew up in 1955, luckily without loss of life. The other, with 30,000 pounds of ammonal, is believed to be still lying under Belgian soil.

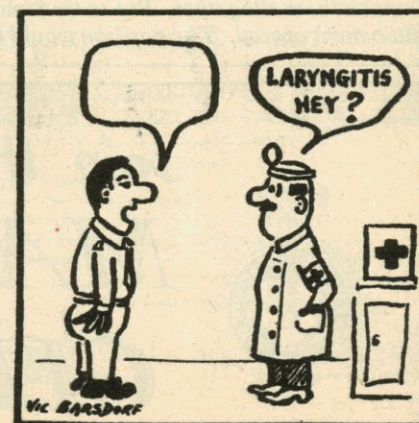
Taxi To Tobruk

THE war in the Western Desert was one of space and speed, and the best novels that have been written about it reflect those qualities. Rene Havard's "Taxi To Tobruk" (Collins, 15s) has them too.

A "private army" group of British and French troops drives from Alamein to Tobruk to blow up Rommel's petrol supplies. Only four Frenchmen survive to get away into the desert with a badly shot-up truck with which they are forced to part company.

Courage and luck lead them to capture a German half-track and a wounded German officer. The Frenchmen are not very desert-wise, but the experienced German turns out to be a useful and surprisingly sympathetic addition to the party.

The trip back to Alamein has its hazards and tragedy, and the author keeps up the interest to the end.



Courtesy Kommando

But Only One Escaped

TRAITORS who went to the Tower of London in the 16th, 17th and early 18th centuries are the subject of Barbara Leonie Picard's "The Tower and the Traitors" (Batsford, 12s 6d), one of the Living History series which have a way of making history readable and interesting for young people.

Some of the Tower's unfortunates had grievously offended their Sovereign; others were the victims of intrigue. Thomas More met his end for his conscience, which did not permit him to recognise Henry VIII as head of the Church in England. Anne Boleyn and Catherine Howard were two of the same monarch's wives who did not come up to expectations.

Walter Raleigh's offence was to marry one of Elizabeth I's ladies without per-

mission. He went to the Tower three times, and settled there so comfortably the second time that his wife complained that he was neglecting his family's welfare. Thomas Overbury was the victim of a court intrigue, which eventually resulted in his being poisoned.

Most cheerful of the Tower inhabitants was Colonel Thomas Blood, who attempted to steal the Crown jewels. He got away, but returned to the Tower as a prisoner. Charles II pardoned him.

The only one of the author's subjects to make good an escape from the Tower was the Jacobite Earl of Nithsdale. Thanks to a clever plot by his Countess, the Earl walked out in the guise of a weeping woman on the eve of his execution. He and the Countess both got away to the Continent.

The Norseman Held The Bridge

"BATTLES and Battlefields" (Batsford, 12s 6d), by David Scott Daniell, is another of the Living History series. Its lucid accounts of some of the battles fought on British soil are carefully and interestingly compiled.

There are plenty of heroes in its pages, such as the nameless Norseman who stood at Stamford Bridge, like Horatius in the poem, and held it single-handed against the English army of Harold until he was struck down from behind. Another hero was Sir Henry Bohun, who engaged Robert the Bruce in single combat in a gallant attempt to settle the Anglo-Scottish war in one blow.

The last battle fought on English soil was Sedgemoor—an important one in military history, for it was the first campaign in which the Regular Army, formed 24 years before, marched together on active service. The Life Guards, Royal Horse Guards and Royal Dragoons, Grenadier Guards, Coldstream Guards, Royal Scots, King's Own and The Queen's Royal Regiment were all there. Only the Scots Guards and the Buffs were absent. Although this royal army was inferior in numbers to that of the rebel Duke of Monmouth, it was far superior in quality. It lost only 400 killed and wounded while Monmouth's ill-trained forces lost more than 2000 slain.

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Sgt: Yes, Sir. Private Smith's on duty there, Sir.
Capt: Smith? Who's he?
Sgt: Forces Book Shop man, Sir.
Capt: Oh, yes. Always telling us how he can get almost anything he wants there.
Sgt: Yes, Sir. You would be surprised what they've got—everything in books, magazines, periodicals...
Capt: Jolly good. Well, keep 'em at it, Sergeant.



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THE RALLY THAT BEAT THE EXPERTS



Mr. W. A. Dolman and Mr. R. Kemp, in a mud-died *Sprite*, check in at a control point. They finished in 17th place.



Left: 2/Lieut B. Moore (foreground) and Cpl D. M. Stuart, WRAC, watching while their *Champ* is scrutinised.

Below: Spr R. J. Amato and L/Cpl J. M. A. Kamecke crossing the finishing line. They, too, were excluded.



WHEN the Motor Sport Club at the Royal Military College of Science, Shrivenham, organised this year's all-night *Rallye Militaire*, it made no secret of its intention to set a trial that would defeat even the best teams.

It certainly succeeded. Of the 82 entrants—some of them well-known British trials and Monte Carlo rallyists—only 26 completed the intricate 300-mile course and none of them without penalty. Nineteen crews retired and 31 were excluded for one or more offences.

SOLDIER has good reason to know that it was one of the toughest rallies—particularly from the navigator's point of view—ever held in Britain. Our editorial team, in a *Morris 1000 Traveller*, lagged far behind after long delays searching for cunningly placed control posts and had to retire at the halfway point. But they were not alone. More than 20 other teams had thrown in their hand or had been excluded by that stage.

This year, for the first time, the rally included a section for military vehicles, but of the 23 *Land-Rover* and *Champ* crews only two finished—Major W. F. Howard-Jones (driver) and Major H. B. Blakeway (navigator), both of 2 Engineer Stores Depot and Workshop, Royal Engineers, who were 25th; and Sergeant D. Roberts and Staff-Sergeant L. Reeves, Royal Armoured Corps Signal School, 26th.

The Rally—held in four stages—began at Shrivenham and ran through five counties—Wiltshire, Berkshire, Dorset, Somerset and Gloucestershire. Most of the driving was on roads but included test sections through twisting, bumpy tracks in Savernake Forest and one stage in which competitors earned extra marks for visiting additional controls.

Great care was taken by the organisers to avoid inconvenience to the public. For weeks before the event, members of the Motor Sports Club visited houses on the proposed route and sent out hundreds of cards publicising the rally in time for objections to be made. As a result the route had to be altered four times. During the rally, too, Club officials, armed with meters, measured the noise of competitors' cars and imposed penalties on those which were too loud.

The rally was won by Mr. H. H. Faure, in a *Morris Mini-Minor* navigated by Mr. M. Pirie, both of the Bristol Aero Club. Second was Mr. J. Crates, in a *Ford Anglia*, with Mr. M. Hart as navigator; and third, Mr. P. Giblett (driver) and Mr. S. Turner (navigator) in an *Austin Healey*. Last year's winners—Mr. S. P. Clipston and Mr. T. Godfrey, both Monte Carlo rallyists—were fourth in a *Volkswagen*.

The award for the best performance by an Army team went to Major D. W. Hall (driver) and Captain F. Saunders, in a *Borgward*. Major Howard-Jones and Major Blakeway won the military *Land-Rover* award and Lance-Corporal D. A. W. Bicheno and Captain J. Macro, of 18 Company, Royal Army Service Corps (Amphibious), the best *Champ* prize. As only two military teams finished, the **SOLDIER** award of six tankards to the winning team of three was not presented and will be held over until next year.

SAFETY BELTS FOR STAFF CARS

MANY competitors in the *Rallye Militaire*—including **SOLDIER's** team—wore safety belts and without exception praised them.

SOLDIER was equipped with the *Richmond* full harness for driver and navigator, who more than once—when driving over bumpy ground and braking quickly, for instance—had cause to be thankful for the way the belts took the sudden strain and held them securely in place. Both driver and navigator agreed that the belts were comfortable to wear and that in a serious crash they would have saved them from death or extensive injury—an opinion supported by the fact that in the United States the wearing of safety belts has reduced deaths and severe injuries by as much as 35 per cent.

The Army has not been slow to recognise the value of safety belts and in the near future plans to equip its staff cars and some light GS vehicles with them as an additional safety precaution.



THIRD TIME UNLUCKY FOR THE DUKES

Lieut R. Beamiss, Welsh Guards' centre three-quarter, is brought down by the Dukes' scrum-half, Maj D. Shuttleworth.

FOR a third successive year the 1st Battalion, The Duke of Wellington's Regiment, have been beaten in the final of the Army Rugby Union Challenge Cup. Twice they fell to The King's Own Scottish Borderers. This year, at Rhindalen, Germany, the Dukes went down to the 1st Battalion, Welsh Guards, by nine points to six after a tough, fast and evenly fought match.

The Welshmen—a younger, physically bigger and fitter team—won because they were faster on the ball, more deadly in the tackle and markedly more accurate in their kicking. The plan was to contain the Dukes' forward strength, built round the 17½-stone Scottish international, Capt M. J. Campbell-Lamerton, and hold their own backs ready to pounce on mistakes. The reward came when L/Sgt C. Woodward touched down in the corner after the score had stood at six-all for most of the second half.

Attacking strongly from the start, the Dukes were soon three points up with a penalty goal by wing-forward Pte B. Curry. But the Welsh, cheered by hundreds of supporters, levelled a few seconds before half-time with a penalty kick by their full-back, 2/Lieut R. D. Peel. Each side had chances to increase the score, 2/Lieut I. P. Reid and Pte R. Sabine three times racing to within inches of the Guards' line before being pulled down, and the Welsh forwards bulldozing their way only to be stopped at the last second.

In the second half the Welsh superiority in line-out and scrum became more marked and only brilliant work by Lieut D. Marsay, Pte Sabine and 2/Lieut Reid kept them out. Suddenly, and for the only time in the match, the Dukes' line began to move efficiently. Catching a Welsh kick near the half-way line, 2/Lieut Reid ran diagonally across field, jinking past four Welshmen and passing near

the line to Lieut Marsay who raced over to touch down. Inexplicably, Pte Curry failed to convert.

Now three points down, the Welsh Guards put their heads down and fought. It was not pretty to watch but it paid dividends. Lieut Peel kicked another good penalty goal and, with only three minutes to go, L/Sgt Woodward threw himself across for an unconverted try.

Outstanding for the Welsh Guards were the forwards, Gdsmn R. Evans, Capt J. B. B. Cockcroft and L/Sgt D. Hearne, a formidable spearhead which battered the Dukes' pack into unwilling submission. For the Dukes, Maj D. W. Shuttleworth, a former England international recalled to replace the injured 2/Lieut D. R. I. Newell, had a fine game at scrum-half, coolly and accurately getting the ball away only to see it lost to the speedier and more determined Welshmen.

CROSS-COUNTRY CHAMPIONS AGAIN

ALTHOUGH Leading Aircraftman Brian Craig retained his individual title in the Inter-Services Cross-Country Championship, at Yatesbury, Wiltshire, the Army took the next four places to win the team championship for a third successive year.

Over a fast, dry course of six and a quarter miles, Craig clocked 30mins 59secs to win by 100yds from L/Cpl Ben Grubb (14th/20th King's Hussars). Trooper Ernie Pomfret (10th Royal Hussars) finished third, L/Cpl Tommy Toole (1st Battalion, The Green Howards) fourth and Warrant Officer II Malcolm Bryant (16 Parachute Ordnance Field Park) fifth. The Army won by 35 points to the Royal Air Force's 50 and the Royal Navy's 99.

A week earlier, influenza and a strained

ligament robbed L/Cpl Grubb of the chance of a first "hat-trick" in the Army Cross-Country Championship. His title went to the next favourite in a field of 136, Tpr Pomfret, who covered the heavy six-mile course in 32mins 5secs and, after a hard race, finished 40yds ahead of L/Cpl Toole. Warrant Officer Bryant was third.

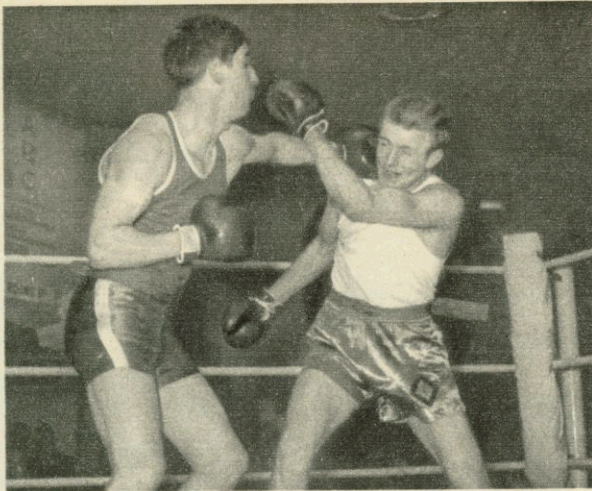
The 1st Battalion, The Parachute Regiment, counting their eight runners in the first 29, scored 67 points to retain the team title. The Green Howards were second with 157 and the Cheshires, 1959 and 1960 winners, came third with 232 points.

In the Boys' Championships the Army Apprentices' School, Chepstow, won the "A" title for units of over 200. The "B" title (under 200 strength) went to the Junior Soldiers' Wing, Light Infantry Brigade.

MORE SPORT OVERLEAF ➔

Junior L/Cpl A. Peebles, of the Junior Leaders Regiment, RAC, winning the Class "A" boys' individual championship.





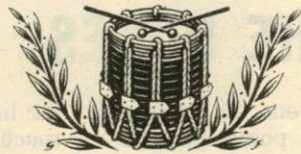
L/Cpl P. Taylor (RAOC) scoring with a left against L/Sgt E. Fitzpatrick whom he knocked out in the bout's second round.

THE RAOC THRASHED THE GUARDS

WINNING all six contests before the interval, 14 Battalion, Royal Army Ordnance Corps, made short work of depriving 1st Battalion, Irish Guards, last year's winners, of the Army Inter-Unit Team Boxing Championship, at Aldershot. The RAOC outclassed the Guards by nine bouts to two, three ending in a knock-out and four being stopped by the referee.

One of those who had to go the distance was the Olympic Games bronze medallist, Pte Jim Lloyd, who narrowly outpointed Gdsmn Tom Lynch in the best bout of the evening.

Results (RAOC names first)—Bantam: Pte R. McHutchinson beat Gdsmn G. Toner (stopped, second round). Feather: Pte R. Roberts outpointed L/Cpl J. Dwyer. Light: L/Cpl J. Skinn beat Gdsmn J. Carrig (stopped, first). Light-welter: Pte L. Wilson beat L/Cpl J. Fitzgerald (stopped, second); L/Cpl P. Taylor knocked out L/Sgt E. Fitzpatrick (second). Welter: Pte R. Keddie beat Gdsmn R. McNamara (stopped, second); L/Cpl E. Kiernan knocked out L/Cpl S. Harrison (first). Light-middle: Pte J. Lloyd outpointed Gdsmn T. Lynch. Middle: Sgt J. Grimes outpointed by Gdsmn S. O'Sullivan. Light-heavy: Pte E. Lofthouse knocked out Gdsmn S. McClelland (second). Heavy: Pte C. Urquhart outpointed by L/Sgt K. Tracey.



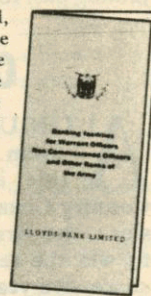
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CHEPSTOW TAKE THE JUNIOR TITLE

BY winning four of their six fights and giving a display which bids well for the future of senior Army boxing, the Army Apprentices School, Chepstow, became this season's Army Junior team champions.

Their victory—winning for them the new SOLDIER Shield—was no fluke. They finished five points ahead of the runners-up, the Army Apprentices School, Carlisle, and six up on the Junior Leaders Regiment, Royal Engineers.

The Chepstow boys began a contest which attracted 170 entries from 19 schools by winning all their three fights in Class "A" (15-16 years). Apprentice/Tradesman P. J. Pearson won his 7st final on points after a very close fight and A/T J. Lennon had little difficulty disposing of his 9st fellow finalist, A/T D. Nicholas, also from Chepstow, while A/T A. Askham (10st) had an easier win, his final bout being stopped in the third round.

In Class "B" (16-17 years), Chepstow's A/T C. O'Brien narrowly lost to a Junior Gunner but A/T N. Lloyd (at 10st 6 lbs) won easily against a Junior Infantryman. Chepstow's last finalist—A/T J. Cannings, in Class "C" (17-18½ years)—lost his final on points to one of the best performers of the evening, Junior Private T. Iles, of the Infantry Junior Leaders Battalion.



A/T P. J. Pearson, who later won an ISBA junior title, ducks inside to punish his opponent about the body.



LETTERS

SYMBOLS OF NOBILITY AND COURAGE

The cap badges of famous fighting regiments are the visible symbols of nobility and immortal courage. Enshrined in memory of the thousands who died in fostering the highest traditions of the British race, they were never more valorously borne than when carried by the Old Contemptibles whose general standards were of the highest in the stern call of duty.

They wrote imperishable chapters in world history and became a legend in our lifetime, and to replace these cherished cap badges was a desecration of the regimental symbol.

Lieut-Col H. G. E. Woods (Rtd),
21 Nevern Square, London SW5.

Back to "Civvy Street"

The thought of leaving the Army for "Civvy Street" worried me. Where would we live? What job could I find as a 45-year-old? How could we maintain our living standards—and, believe me, one does not realise how high the Service standard is until one becomes a civilian!

The day after coming home to a hostel, I bought a 16ft caravan, then found a job as an insurance agent. Out of the blue came a much better job, and I spent the remainder of my gratuity on a 34ft caravan home. The new job offered no promotion but I was fortunate enough to obtain a better.

We have had a very full three years, sometimes worrying, but now we are established. I am certain this is largely due to my Service training which has given me self-confidence and made me adaptable. It is not easy to return after many years in the Army but there is no reason to "flop." I should be glad to hear from any of my Service friends and do anything possible to help them.—Allan H. Sharpe (ex-S/Sgt, REME), c/o Whiteley and Creasey, Ltd, Page Stair Lane, Tuesday Market, Kings Lynn, Norfolk.

Brothers-in-arms

The eleven sets of brothers in the 1st Battalion, The King's Own Yorkshire Light Infantry (Letters, February), takes a bit of beating, but I recall that at Aldershot in 1913 there were no fewer than FIFTEEN sets of brothers serving in the 1st Battalion, The Black Watch—the brothers Brett, Elliot, Glass, Guest, McConach, Meek, Kelly, Mitchell, Ross, Sladen, Spence and the three Hendersons, McLeishes, Neills and Swans. On mobilisation in 1914 at least FOUR more sets of brothers were made up in the same Battalion: the Gordons, Grahams, Harts and McCubbins.—H. J. Harrison, 3 Fettes Row, Edinburgh 3.

Badge Museum

My detachment of Army Cadets is forming a collection of cap badges of the British Army as part of a small museum, and we should be most grateful for any donations. The collection will be mounted in cases for display and will be loaned to local Service charities to help them raise funds for the continuation of their good works.—Lieut G. W. Overton, Millbrook Detachment ACF, TA Centre, Millbrook Road, Southampton, Hants.

What is it?

The photograph of a musician accompanying Mr. J. Drayner's letter (SOLDIER, February) may be that of a member of Queen Victoria's personal

band. A similar uniform coat is to be seen in the museum of the Royal Military School of Music at Kneller Hall, Twickenham.—C. G. Shipman, 55 Kneller Gardens, Isleworth, Middlesex.

Commissions

In your book review on Sandhurst (SOLDIER, January) it is suggested that Regular Commissions from 1871 to 1947 were granted only to candidates who passed through the RMA or the RMC.

For many years before 1871, and until about 1920, thousands of Militia officers received direct Regular Commissions, many proving themselves capable commanders and successful generals. For example, two from my County Militia (Staffordshire) were the Earl of Uxbridge, Wellington's Commander of Cavalry at Waterloo, who later became a field-marshal, and General Sir Walter Congreve VC, the hero of Colenso.

In much smaller numbers Regular Commissions have also been granted to candidates from universities, the Mil-

THE CONFEDERATE HIGH COMMAND

The Confederate High Command has received much attention in SOLDIER, but it would seem from Mr. W. J. Steeple's letter (SOLDIER, February) that there are still some who are ill-informed. The use of ranks by the CHC is convenient as well as lending colour. The use lies in the fact that ranks denote the function and are a way of appreciating the services of a member.

The writer also saw fit to sneer at American troops, whose courage has been proved in many wars. The total of Americans killed in the Civil War, the war which the writer contemptuously dismisses as a "scuffle," stands at the ghastly figure of 618,000. This proof of American valour and self-sacrifice requires no further comment.—Marcus Hinton, Colonel, CHC, Rowsley River Road, Taplow, Bucks.

I am extremely sorry that I hurt anyone's feelings by a letter which was meant to be just a gentle leg pull. I apologise to the injured ones collectively and without reservation.

I must point out, however, that the term "big scuffle" was one which was generally applied to the Civil War by Americans, in later years, as a humorous understatement, perhaps as the result of being sated with literature and romantic fiction on the theme. I must also point out that casualties are no yardstick of valour but often reflect stupidity of generals. I cast no aspersions on the gallantry of Americans. Valour is not confined to any particular nation.

tary College of Kingston, Ontario, and to men serving in the Regular Army.—Major H. C. Fausset, 2 Lancaster Avenue, Farnham, Surrey.

Saddlery and Lances

For two years the Glasgow Squadron of the Legion of Frontiersmen has been trying to equip with saddlery and lances, but we find the purchase of new equipment a great drain on our very limited resources. There must be literally tons of equipment and lances lying unused somewhere in this country, but where?—John Logan (SQMS), 10 Rannoch Street, Cathcart, Glasgow S4.

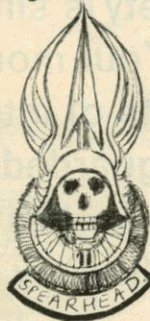
Motor-cycle Corps

Has the War Office ever considered the formation of motor-cycle units as a Recce Corps? So many youngsters own and maintain motor-cycles today that this might well be a popular idea. The Germans used motor-cycle shock troops with great success, the Chinese Communists land them from helicopters, and motor-cycles can often get through where even a scout car cannot.

If the Army is to appeal to the modern young man it must offer him something more imaginative than the usual "sackcloth and flashes"—perhaps even a smart black leather jacket! Here is my own idea of a badge suitable for such a crack formation.—J. Sims (S/Sgt, TA), 111 Hollingbury Road, Brighton 6, Sussex.

Colours

In collating available material concerning the Colours of The York and



● **SOLDIER welcomes letters.** There is not space, however, to print every letter of interest received; all correspondents must, therefore, give their full names and addresses to ensure a reply. Answers cannot be sent to collective addresses.

Anonymous or insufficiently addressed letters are not published.

● Please do not ask for information which you can get in your orderly room or from your own officer.

● **SOLDIER cannot admit correspondence on matters involving discipline or promotion in a unit.**

Lancaster Regiment I lack information as to what happened to the standard carried by the 65th Foot from 1797 until 1812. On replacement in 1812 they were given to the then Colonel of the Regiment, General Sir Edmund Stephens, who died in 1825 and whose descendants I have been unable to trace. If any reader can help I shall be very grateful.—Brig J. H. M. Edye DSO, MC, Westwards, Dormansland, Lingfield, Surrey.

First in Laos

Your statement that the 1st Battalion, 3rd East Anglian Regiment, were the first British troops to visit Laos (SOLDIER, February) is not correct. The 1st Battalion, The Sherwood Foresters, did a demonstration at the That Luang Festival in that country in November, 1960.—Cpl E. Smith, 1st Bn, The Sherwood Foresters, Palace Barracks, Holywood, Co. Down, N.I. ★ **SOLDIER's** information was supplied by Army Public Relations.

"Nellie Dean"

In his article, "Hurray for Nellie Dean" (SOLDIER, March), Oscar Kettle says: "Surprisingly, there is not much known about her..." The simple answer is that there is not much to know—but he could at least have mentioned that the song was first popularised by Gertie Gitana, the famous music hall artiste.

Gertie had the song in her possession when she was 14 (in 1901) but did not use it until two years later. It added to her already considerable fame and is the song by which she is best remembered today. She died on 1 January, 1957.—Pte W. A. Smallman, RAOC, RAOC School, East Frith Barracks, Blackdown, Aldershot, Hants.

OVER ...

when you're running against Kennedy and I'll vote for you, mate!"

The article proved two things: first, the enormous circulation of SOLDIER and, secondly, that there was scope for a UK organisation devoted to the study of the Confederacy and the Civil War. The large number of serious enquiries from people of all ages and pursuits who wanted to know more about it resulted in the CHC in Britain mushrooming into a thriving Society in a few months.

On the eve of our second year's existence it was decided by a majority of mature-minded members to dispense with the "rank" nonsense and to reform as a British organisation, the Confederate Historical Society, to plan a definite programme of serious research and study. This has now been done, but human nature is a curious thing. "Colonels" Hinton, Wiseman and a few others have decided to cling tenaciously to their "ranks" and have their own CHC at Maidenhead. Good luck to them, but I do hope they retain a sense of humour and do not mind getting their legs pulled. Students of the Civil War's history may care to write to our secretary, Mr. Kenneth Broughton, 2 Fairleigh Drive, Leigh-on-Sea, Essex, who will be glad to supply details of the CHS. Membership is also available of a thriving sub-section within the Military Historical Society, devoted to the American Civil War.—Ronald Marshall, ex-"Lieutenant-General", CHC, The Lodge, New Place, Banstead, Surrey.

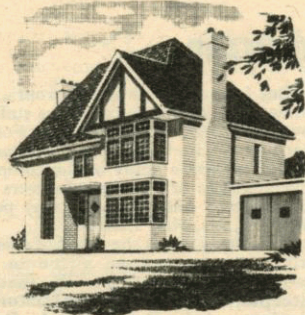
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A cherished badge

I was very interested to read Mr. Hewson's letter (SOLDIER, March) in which he writes of his affection for his original cap badge. In February, 1908, I enlisted as a volunteer in the London Electrical Engineers, Royal Engineers, and was issued with a Royal Engineers cap badge bearing the Royal Cypher "ER VII." I retained this badge on transfer to the Territorial Force in April, 1908, and still wore it in my cap on mobilisation on 4 August, 1914. In December, 1914, I was enlisted into the Regular Army, still in the Engineers and retaining my original cap badge, and served under it in Egypt, Gallipoli, France and Belgium.

On demobilisation in March, 1919, my badge took a rest until early in 1921 when I re-enlisted in the re-formed Territorial Army, again in the Sappers. Shortly after this, with many other Sappers, I was transferred to the Royal Signals, and then followed some years during which my old badge rested until on mobilisation in 1939 it came out again, but this time in my pocket, where it remained until demobilisation in 1945. After some 54 years this old cap badge still remains one of my most cherished possessions.—L. A. Whittingham (ex-RSM), 58 Dawes Avenue, Hornchurch, Essex.

A game before battle

The picture in your February issue showing Gordon Highlanders playing football during the siege of Ladysmith recalls vivid memories of a soccer game played by men of my old company immediately before going into action in World War Two.

On 3 December, 1944, "A" Company of The Royal Scots arrived early on the start line before the attack on Blerick in Holland, which was ordered to straighten out the British line along the Maas. While we were waiting for the order to attack, someone produced a football. Temporarily we forgot the war, picked sides and got on with the game, being rudely interrupted some minutes later by the whistle being blown for us to go into action. The game was promptly abandoned and off we went to fight another kind of battle.—"First of Foot," Edinbrough.

What is it?

Some years ago a badge came into my hands identical with that reproduced with Mr. Borman's letter (SOLDIER, March). After much enquiry I learned

that the badge is not military, but was worn on a shoulder sash by an official of the Ancient Order of Foresters. This badge has probably passed through the hands of many collectors and must have been the cause of much brain fatigue.—H. G. Harper, 5 Craigs Avenue, Edinburgh 12.

★ Reader Harper is correct. The badge is that of the Ancient Order of Foresters.

Brave Padres

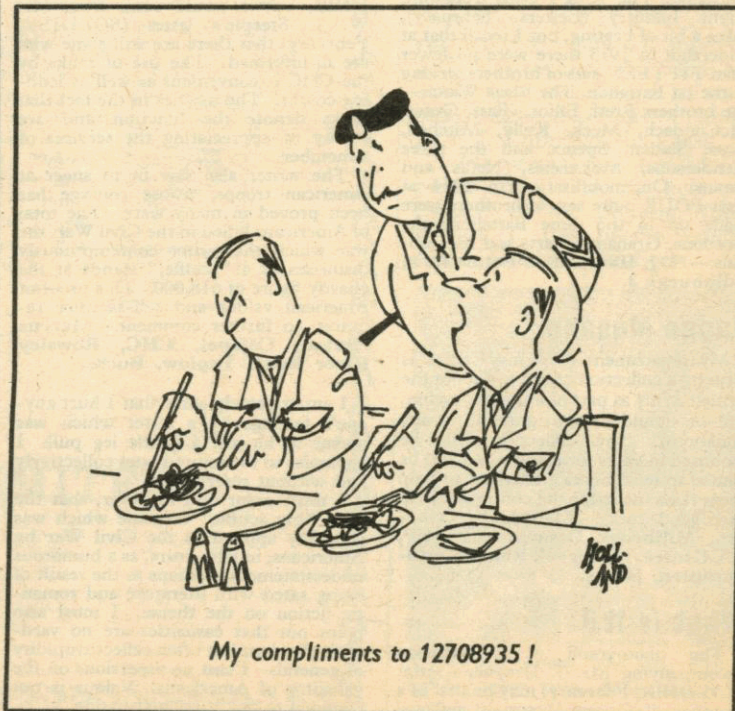
"Padres' Progress" (SOLDIER, February) reminded me of a snap I took in St. George's Chapel, Worcester, where "Woodbine Willie" is honoured. Readers may be interested to know that



King George V presenting the VC to the Rev T. B. Hardy DSO, MC, in 1918.

a World War One Chaplain—the Rev T. B. Hardy, of Hutton Roof, Westmorland—gained the VC, DSO and MC for gallantry under fire in France, receiving his Victoria Cross from King George V at Frohen-le-Grand, on 9 August, 1918.—Leslie Hunt, 90 Woodside, Leigh-on-Sea, Essex.

Another gallant padre of World War One was the Rev Ronald Irwin, who was Archdeacon of Guildford at the time of his death in 1930. He won the DSO and Bar, MC and Bar and the French Croix de Guerre, was mentioned in despatches four times and was twice wounded.—J. C. Crisp, 28 Norwich Avenue, Bournemouth, Hants.



My compliments to 12708935!



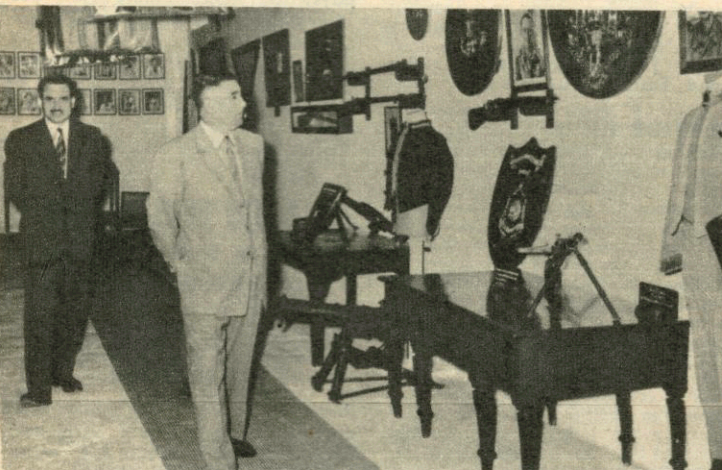
Fiji's VC

Reading your informative article (SOLDIER, March) on the British Army's recruits from Fiji, we thought their fellow countrymen may be interested in this picture of Fiji's only Victoria Cross being presented to the parents of Corporal Sefanaia Sukanivalu VC, 3rd Battalion, Fiji Infantry Regiment.

We believe the manner in which the presentation was made may be unique in the history of the award. The Corporal's parents received the Victoria Cross while sitting at the feet of the then Governor of Fiji, Sir Alexander Grantham. This is in accordance with Fijian custom, when to honour a chief or person of high rank one remains in a lower position by sitting or kneeling.—Colonel R. Paterson, Commander, Fiji Military Forces.

Pembroke Dock

Mention of the many famous regiments which have been housed in Llanion Barracks (LETTERS, February) recalls that the unit possibly most closely associated with Pembroke Dock was the 35th (Fortress) Company, Royal Engineers, which moved to Pannar Barracks from Sheerness, Kent, in 1887, as part of the Submarine Mining Service of the Corps. The unit became an Experimental Company in May, 1882, and a Fortress Company in July, 1905. After submarine mining was taken over by the Royal Navy in 1905, the Company was employed on coast defence, with detachments at Seaford, Liverpool, and Barry Island, until disbandment in 1932, when coast defence was taken over by the Territorial Army. However, the Garrison Engineer's Office at Hobb's Point re-



Swords and uniforms presented by British officers are among the exhibits in the new Pakistan Army Museum, opened recently by General Mohammad Musa, Commander-in-Chief of the Pakistan Army. The Museum is housed in two warehouses near Army Headquarters at Rawalpindi, but will eventually be moved to a permanent building in Islamabad, the new federal capital, where it will form part of the Pakistan Armed Forces' Museum. All the exhibits have been given by individuals, units of the Pakistan Army and institutions. The Museum's aim is to depict the Army's past achievements and its development to its present shape. The picture shows General Mohammad Musa looking at the Frontier Force Regiment's section.

Collectors' Corner

C. G. Feltham, 31 North View, Staple Hill, Bristol.—Requires back numbers of SOLDIER.

P. L. Jackson, Apt. 22, 65 Cloverhill Road, Toronto 18, Ontario, Canada.—Formation signs, 1939 to date.

A. C. Sherwood, "Contra-band," Rosemont Avenue, Pembroke, Bermuda.—Badges, photos, band and concert programmes, and other relics of service in Bermuda of British Army units.

W. G. Wood, "Rock," Washington, Pulborough, Sussex.—Army badges of both World Wars. L/Cpl R. R. Eagle, RNZEME, c/o C.D.M.T. W/Shops, Trentham Military Camp, New Zealand.—Will exchange New Zealand Army badges and insignia for British.

maintained in post for some considerable time afterwards, and so the Corps had representatives in the locality for well over 50 years.—Capt H. W. Corke (Rtd), 249 Marlborough Road, Gillingham, Kent.

Macao Grand Prix

"Dragons at the Wheel" (SOLDIER, March) may give some readers the impression that Servicemen have never previously competed in the Macao Grand Prix. This is not so. In 1954, the first year that this race was held, out of a total of about 15 drivers, five were from the Army and one from the Royal Air Force. In 1955, three of the 15 drivers were Servicemen, and I have no doubt that other Servicemen have competed since 1955.—Maj A. J. Loch, 7 Carlyle Square, London, SW3.

★ SOLDIER's information was based on a report from Army Public Relations. Presumably the latest event was the first time the Army had competed as a team.

The last duel

Lieut-Col The O'Doneven's interesting article (SOLDIER, March) was mis-titled, as the meeting between Capt Souper and Lieut Dieterich, in 1814, was by no means the last duel fought between British officers.

Duelling continued in the Army well into the 1840s. For instance, Lieut and Adjut Alexander Munro, Royal Horse Guards, fatally wounded his

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brother-in-law, Lieut-Col Fawcett, of the 55th Regiment, in a duel on a site off Camden Road on 1 July, 1843. Munro fled abroad but returned later and, having surrendered, stood trial for murder. He was found guilty and condemned to death, but the sentence was changed later to 12 years imprisonment. The Army List shows that he was in employment as a barrack-master in Ireland during the Crimean War.

A still later example was the duel near Gosport on 20 May, 1845, when Lieut Henry Hawkey, Royal Marines, mortally wounded Mr. Seton, a former officer of the 11th Hussars. Hawkey was acquitted at his trial in the following year.

I have read that duelling continued in India even later and that fatalities were often camouflaged as sudden deaths from sunstroke or cholera.—O. P. M. Conway, West View, Gainford, Darlington, Co. Durham.

The legal proceedings brought under early Acts of Parliament in the case mentioned by Lieut-Col The O'Donovan unfortunately did not end duelling in this country, and several are recorded, some with fatal results, after 15 April, 1814.

One took place on Wimbledon Common on 12 September, 1840, between the Earl of Cardigan, then Lieut-Col of the 11th Dragoons, and Lieut Harvey Tuckett, formerly of the same Regiment. Tuckett was wounded, Lord Cardigan and his second were arrested, and the former was ultimately tried by his peers in the House of Lords. When Lord Cardigan was pronounced not guilty by unanimous decision the verdict provoked public outcry and resentment.

In May, 1910, Capt Norman Leslie, of The Rifle Brigade, fought Ysoury Pasha with duelling swords near Paris, the weapon used by Capt Leslie now

being in The Rifle Brigade Museum. No report was made public at the time. Capt Leslie was killed at Chapelle d'Armentieres in October, 1914.—C. Lynn, 9 York Road, Wisbech, Cambs.

Push-ball

No doubt the Royal Pioneer Corps fully intend to put push-ball on the sporting map, but to assign them the



honour of being first in this field since World War Two is incorrect. I recall this game being played by two teams of officers during a sports day held by 153 (H) Infantry Brigade at Dallachy Camp, Fochabers, near Elgin, in June, 1951; lustily cheered and possibly still remembered by hundreds of spectators.

Perhaps other units can substantiate an earlier claim than this.—RSM R. G. Kerr, The Black Watch, att St. Andrews University Contingent OTC, 16 Park Wynd, Dundee.

I recall a game of push-ball being played by two local teams before the Scottish Cup Final at Hampden Park in Glasgow on 23 April, 1960.—Spr J. MacGeorge, 14 Fd Svy Sqn, RE, BFPO 40.

Anomaly

Under current regulations a soldier serving on a pensionable engagement is not entitled to Disturbance Allowance nor to Furniture Removal Allowance. This presents no undue hardship to the soldier fortunate enough to be serving in the district in which he will eventually retire, but many soldiers end their service, not by choice, far distant from the districts in which they finally settle.

During the last years of a married soldier's service, if he is prudent, he acquires furniture and household effects ready for his return to civil life. But for half a van-load of furniture conveyed from say, Dundee to Hampshire, a charge of £53 has to be borne by the unfortunate soldier, and there are, of course, duty stations involving even greater mileages.

Thus, one soldier can be £50 or more out of pocket on discharge, while another is not affected—an anomaly about which I and many others feel very strongly. As Disturbance Allowance and Furniture Removal Allowance are inadmissible "on first setting up a home" it would seem logical that they should be admissible "on last setting up a home."

—WO I J. R. Pickering, RE, 15 Rodd Road, Dundee, Angus.

Service Ribbons

In Letters (February) a correspondent seemed to deride the wearing of certain ribbons by United States Servicemen. The ribbon for six months' service in the States is on a par with the good conduct and long service chevrons worn by British Servicemen. As to the ribbon for reaching these islands, my own view is that any man who crossed the Atlantic in war-time, either in convoy or on a lone transport, deserves a medal. One transport, carrying only nurses, was torpedoed in 1943 and lost with all hands.

As to ourselves, if you crossed the Channel in war-time you got a ribbon. I have always looked upon the 1939 Star, as it then was and after Dunkirk, as a medal for "running away." After all, what did we do to earn it but skedaddle? You cannot, however, compare this with the Mons ribbon, for there it was a matter of a shooting retreat and bloody rearguard actions lasting 16 days and nights.

Why criticise the United States Servicemen? As far as I am concerned they deserve every ribbon they wear.—Lieut-Col The O'Donovan, Gold Mead, Lymington, Hants.

HOW OBSERVANT ARE YOU?

(See page 22)

The two pictures vary in the following respects: 1. Right leaves of nearer tree. 2. Van's offside headlamp. 3. Shape of Army lorry's radiator. 4. "N" in "Crossing." 5. Right end of van's bumper. 6. Hub of van's front wheel. 7. Left branch of tree on right. 8. Coat lapel of van driver. 9. Curve of squirrel's tail. 10. Initial letter on Army lorry.

PRIZE WINNERS

Prize winners in SOLDIER'S "Could You Make It?" quiz (Competition 45, February) were:

1. Cpl I. G. Parker, RAMC, X-Ray Dept, Cambridge Military Hospital, Aldershot, Hants.
2. Mrs P. Grant, c/o Sgt P. Grant, RAPC, 2 Fd Sqn RE, BFPO 17.
3. CSM L. A. Meakings, Intelligence Centre, Maresfield Camp, Uckfield, Sussex.
4. Miss J. Sharp, 12 Fullers Close, Melksham, Wilts.
5. Mr R. Vaz, Caixa Post No. 1992, Lourenco Marques, Mozambique, Portuguese East Africa.
6. Capt R. Baggott, 4/5 Cadet Bn, Royal Warwicks, TA Centre, Stockfield Road, Birmingham 27.

The correct answers were: 1. Foolish. 2. 16s 8d. 3. (c). 4. $48 \times 37 = 336 + 1440 = 1776$. 5. (a) Inflammable; (b) Grief; (c) Fragile; (d) Growl; (e) Photograph. 6. (a) 2 3 4 5 7 8 9; (b) 1 6; (c) 4 8; (d) 3 7 9. 7. T. 8. (a) Chalk; (b) Bid; (c) Obstruct. 9. (a) Brilliant, light, half-light, gloomy, dark; (b) Fly, run, trot, leap, walk, hop, creep (NB—alternative positions for "leap" and "hop" accepted); (c) Roar, yell, shout, speak, whisper. 10. (a) 58; (b) 36; (c) 63. 11. (a) 30; (b) 2; (c) 7; (d) 142; (e) Pte Green. 12. (a) Shirt; (b) Tree; (c) Hurricane.

REUNIONS

Royal Army Ordnance Corps Association. Chilwell Branch annual dinner and dance, Daybrook House Club, Nottingham, 18 May. Tickets 15s from H. Grantham, COD, Chilwell, Beeston, Notts.

13th/18th Royal Hussars (QMO) Association. Annual dinner and Cavalry Memorial Service in London, 5 and 6 May. Particulars from J. E. Greaves, 29 Bracondale Road, Abbey Wood, London SE2.

9th/12th Royal Lancers (POW) Association. Reunion dinner (wives invited), 5 May, London Bridge Restaurant, SE1. Particulars from Hon Sec, 10 Rose Drive, Chesham, Bucks.

10th Royal Hussars Association. Dinner, 5 May, Porchester Hall, Bayswater, W2. Apply Hon Sec, 72 Prince Avenue, Prittlewell, Southend-on-Sea, Essex.

Royal Fusiliers Association. Dinner, 19 May, Victory Club, 63 Seymour Street, London W1. Tickets 10s 6d from Regt Sec, Royal Fusiliers, Tower of London EC3.

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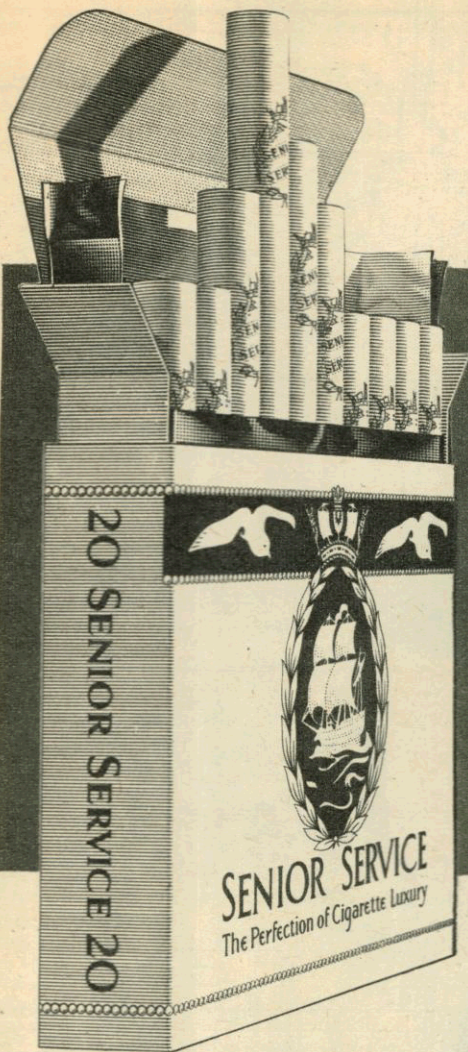
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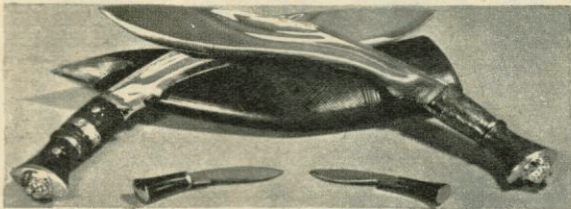
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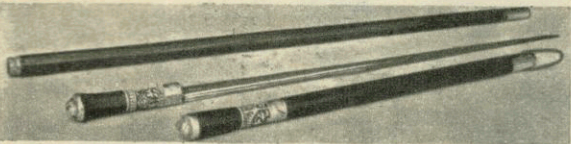
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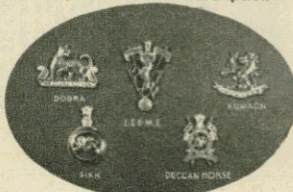
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