

SOLDIER

THE BRITISH ARMY MAGAZINE

Feb. 16. 1946. Fortnightly. Vol. 1 - No 26



LONDON'S CITY MARSHAL

(See Page 2)

50 pfg.

IN FRANCE: 6 FR.
IN HOLLAND: 13 CENTS
IN BELGIUM: 2 FR.
IN DENMARK: 30 ORE.

SOLDIER

Cover Picture



Photograph: M. Berman (Sjt.)

THE traditional ceremonies of the City of London are slowly coming into their own again. One of the key men here is the City Marshal, Col. J. Hulme Taylor, OBE, who assists the Lord Mayor through elaborate ritual.

Col. Hulme Taylor was appointed to this post early in 1938, at the end of 32 years' service with the Indian Cavalry. When the war reduced the activities of the office, Col. Hulme Taylor returned to India, where he completed six years' war service. Among the many tasks set him by the Army in India was the formation of the first Indian Armoured Corps Tank Training School, where Indians were instructed as crew tradesmen before going to operate Sherman tanks in Burma.

In November of last year Col. Hulme Taylor was demobilised and returned to London, where he again took up his post as City Marshal. This appointment, which dates back some 700 years to the first Mayor, is the only position of private retainer in England where the officer is allowed to carry arms—in this case a sword. On state occasions the Marshal rides a charger in front of the Lord Mayor's carriage.

The photograph shows Col. Hulme Taylor in the full ceremonial dress of the City Marshal standing in the Egyptian Hall at the Mansion House.

WHAT YOU GET AND HOW YOU GET IT

WHEN you are released from the army in Class "A" you will be granted 56 days' leave on full pay and an extra paid day for every month you have served overseas provided that you have been abroad for at least six months. This statement must by now be familiar to every serving man and woman, but there is still a certain amount of doubt as to what is meant by "full pay".

During your 56 days' leave you will receive your basic rate of pay at the time of your release, and your war service increments of 1s., or 1s. 6d. for s/scts., s/scts., and warrant officers, for the first three years' service and 6d. for each subsequent year. Officers below field rank with three years' service receive the equivalent of 9d. for each year's service.

If you are a tradesman you will retain your trade pay and, in the case of married men, family allowances will continue as usual. You will also receive the leave ration allowance of 3s. 5d., but no fuel, light and lodging allowance. Officers will not get staff pay or servant allowance. A point to note is that if you have held a higher paid rank for any period since VE Day you are entitled to be paid at

A Soldier's Bookshelf

TANK INQUEST

"CERTAIN criticisms or lines of thought are suggested in this book," says Lt.-Gen. Sir G. le Q. Martel in "Our Armoured Forces" (Faber and Faber, 21s.). This is putting it fairly mildly. His book is a frankly-written review of tank policy and tank generalship in the Second World War, and provides material for vigorous argument at all levels from private to field-marshals.

"Everyone makes mistakes in war. I suppose we made our share of mistakes in our work of raising the armoured forces, but I do not think the armoured forces themselves made many mistakes after we had developed our technique and instilled it into all units and formations," writes Lt.-Gen. Martel. One of our chief mistakes, he is convinced, was the failure to provide for North-West Europe a new model of heavy Infantry tank to replace the two-year-old Churchill; a tank which could give support in close fighting, leaving the cruiser tanks to handle fast, open warfare.

* * *

No campaign, he points out, can rest entirely on the offensive. He cites, and answers, the usual objections thus: (1) There are not enough men to man both kinds of tank—"like saying that the Gunners could not have both field and heavy artillery"; (2) a better-armed and better-armoured cruiser tank was on the way which was the equal of an Infantry tank—"Nonsense ... on the sea we have cruisers which carry more armour and bigger guns than battleships possessed in earlier days, but no one suggests that we do not therefore now need battleships"; (3) Infantry tanks would have difficulty in keeping up, and in crossing bridges—"they could be ferried across rivers on special rafts ... they would have been able to catch up in the fastest advances that we made within a week and then take over the heavy, close fighting ...".

* * *

Uncontroversial—but none the less interesting—is the author's statement: "It is astonishing how often we had to resurrect ideas from the First World War and adapt them to the existing circumstances." Among these ideas were: the special RE tanks used in the assault on the Normandy beaches, the tanks carrying demolition charges, mine-sweeping rollers, short-span bridges and long-span girders.

For a period Lt.-Gen. Martel took over the uncoveted job of heading the British Military Mission in Russia.

Disregarding the advice given him to be suave and appealing in his relations with the Russians, Lt.-Gen. Martel claims to have obtained such success as he had by plain speaking. "The

Russian is very forthright ... and likes to be treated in the same way. He despises any form of diplomatic approach which conceals the real truth."

*** Lt.-Gen. Sir Giffard le Quesne Martel, KCB, KBE, DSO, MC, is both engineer and soldier; he is the only soldier who can also put IDC and MI Mech E to his name. He served in tanks in the First World War, helped to produce models leading to the Cromwell, Churchill and Matilda. In 1940 he was appointed Commander of the Royal Armoured Corps. Three years later he headed the British Military Mission in Moscow. He is a former Army Boxing Champion.

BUCHENWALD

CAPTAIN Christopher Burney spent 15 months in Buchenwald. His reason for writing "The Dungeon Democracy" (Heinemann, 6s.) is "...to see the world cured of a pestilence which will eventually cause the destruction of the human race unless a swift cure is found. The pestilence is inhumanity, and this book is designed simply to give warning of its presence ... and to guard against the fatal tendency to think that it is a direct offspring of Nazism and will perish with its father."

Capt. Burney tells a macabre story with realism and force. The chronicle is often interrupted by reflective digressions, but never hindered by them. They serve as notes to strengthen an argument for Western Greco-Roman civilisation as opposed to the mob-hysteria politics of "-isms".

*** Christopher Burney was a student of international law in Paris before the war. He served at Narvik with the South Wales Borderers, with the Commandos, and as an agent in France, where a Vichyite betrayed him. Followed captivity in a fortress and at Buchenwald.

SPECIAL MISSION

MAJOR Anthony Quayle's "Eight Hours From England" (Heinemann, 8s. 6d.) carries a note of authenticity which adds to its excitement. It avoids the far-flung improbabilities of so many "underground" novels. The plot deals with operations in Albania during 1933–44; it is a tale of hardship, courage and unflagging diplomacy. The work of an agent in those days was not helped by the existence of two parties in Albania: the Balli, or Right Wing, who were potential collaborators with the Germans, and the Partisans, or Communists, who set themselves the task of fighting both the Balli and the Germans. In the interest of Allied plans some reconciliation was necessary; equally necessary was it to convince the Balli of the urgency and ultimate triumph of the Allied cause. How the hero sets about this tricky task forms the framework of this novel.

*** Anthony Quayle was an actor before the war, then became a gunner, serving for a while as staff captain at Gibraltar. In 1943 he was appointed to special duties, among which were such operations as those described in this book. He is now back on London's West End stage.



you have served both as an officer and an OR your gratuity is calculated separately for each period.

For example, here is what an RE sergeant with 5½ years' service, three of which have been spent overseas, can expect:

	£ s. d.
56 days leave at 15/2	42 9 4
36 days overseas leave at 15/2	27 6 0
Post-war credit at 6d. a day for 4 years ..	36 10 0
Gratuity at 14/- per month of service ..	46 4 0
Total 152	9 4

NB: The sergeant's pay rate is calculated as follows:

Daily rate including tradesman's pay	9/3
War Service Increments (5 years) ..	2/6
Ration Allowance	3/5
Total 15/2	15/2

A Pte.'s pay would be 5s. with an additional 2s. war service increment (five years' service), corps or trade pay where applicable, and 3s. 5d. ration allowance. His gratuity would be at the rate of 10s. for each month's service.

In the case of a married man his wife would continue to receive her allowance, with additional allowances for children, as well as his own allotment to her.

BEHIND SCHEDULE

We are sorry that this number of SOLDIER is late in coming off the press. The delay is due to unavoidable cuts in electricity.

LETTERS

CINEMA SEATS

Recently the Army Council stated that one of the reasons for troops having to pay for all theatre and cinema shows was to put them on the same footing as civilians in regard to entertainment.

Why then isn't the seating accommodation put on the same footing; that is, provided a person pays the stated price, why can't he have the choice of seats in that category, regardless of his rank? One civilian's shilling is as good as another's. Why not a Serviceman's? — "Puzzled" ... (name and address supplied).

★ GRO 2004/46 lays down that the reservation of seats for officers, WOs and sergeants, or parties of ORs, will be at the discretion of the local commander and that a proportion of the more expensive seats will be reserved for ORs. Reservation of seats for officers does not exceed 10 per cent of the total seating capacity of any cinema in BAOR. These reserve seats are kept until five minutes after the beginning of the show and are then available to all ranks. — Ed., SOLDIER.

WINDFALL

With reference to Gunner Maidment's letter "Your Money" in SOLDIER No. 24, I cannot agree with your footnote: "There is no difference between the Service and actual rates of exchange".

I would quote a personal experience. In October 1944 on being repatriated from Switzerland we were informed by the Swiss authorities that no currency could be taken out of the country. Having run things pretty fine I had only 5 francs remaining, and, more in derision than expectation, I handed it in. To my surprise I received 500 French francs in exchange.

On reaching UK we were ordered to surrender all foreign currency for eventual credit at the "Service" rate of exchange. In due course my account was credited with £2 10s. Five Swiss francs were worth approximately 6s. 6d. at the "Service" rate of exchange! — Major G. M. St. Leger, RA, 121 Transit Camp.

WORLD ARMY

In your review of Brigadier Anstey's book "Peace in our Time" you quote the author as saying, "You cannot have a World Army and Air Force without a World State on which to base them and a World Navy to convoy and support them."

Can Brigadier Anstey tell whom he wishes to fight with his World Army when he has reached such an ecstatic state of unity as the World State on which he is going to base his forces? Is he looking forward to inter-planetary combat, or has he overlooked that his Utopian concept of fraternity among all nations would need only a security force of police to maintain law and order? — L/Cpl. D. R. Wilkins, 952 Rwy Op Coy, RE.

OFF-THE-AIR PERIOD?

British radio programmes come under constant fire. One of your readers recently criticised the accents of announcers on BFN, not realising perhaps that a North Country accent, for instance, is—for the northerner—as much standard pronunciation as the "haw-haw" variety is for the university don. And in England a perfect hubbub has broken out over BBC programmes with the announcement that radio licence fees are to be raised—by a paltry 10s. a year.

This carping criticism is surely due to the fact that listeners are glutted with too many broadcasts. The radio is an 18-hour background in too many homes. Would it not be refreshing if all stations went off the air for a certain period each day? With radio "less on tap", programmes would be more appreciated. — Sjt. J. B. Corcoran, R. Sigs.

PAIFORCE

To settle an argument, can you name any British Army which served in Iraq in 1939–40–41? Did 1 Bn King's Own Royal Regt land by air and go into action straight away? — Pte. J. Moylan, HQ Coy, 7 DWR.

★ 1. The 10th Army in Paiforce was formed in September 1941. 2. 1 Bn KRR landed by air at Habbaniya, just north of Baghdad, early in May 1941, and went into action immediately. — Ed., SOLDIER.

(More Letters on Page 23)

GREAT GUNS!

IN 1937 an official from the German Army Ordnance Directorate paid a visit to Krupps to ascertain the size of the largest gun they could build. This question, asked out of curiosity, was not taken seriously by Krupps, who replied that it was something in the neighbourhood of one metre (39 inches approximately).

The official, in spite of Krupps' scepticism, was impressed, and an idea was born. By the end of that year a project entitled "DORA" had been launched, and designs drawn up for the largest gun in the world.

The first gun, which on its completion was named "Schwere Gustav"—as opposed to "Lange Gustav", a 60-cm weapon with an abnormally long barrel—weighed 1,500 tons, had a calibre of 80 cms and was capable of firing a seven-and-a-half-ton shell up to a range of 28 miles. The barrel, in which a conference is reputed to have been held, was in two parts which were screwed together in the middle. One of these parts when in production occasionally served a separate role as an air-raid shelter. The breech ring was of solid steel weighing 110 tons, and it was possible to walk in a semi-crouched position through the breech block recess.

31-Inch Shell

This gun was completed by 1940. It was intended for use against heavily defended concrete fortifications, firing a 31-inch concrete penetration shell. A special range had to be built for the preliminary firing trials, employing anti-ricochet screens of 18-inch concrete.

Shortly after the first campaign in France came to its close, one of these guns was seen on the French railways heading for the Spanish frontier, possibly for use against Gibraltar. "Schwere Gustav I" was used in the siege of Sevastopol, which the Germans claim to have been the most heavily fortified town of the war, with considerable effect. A second gun was built for use against Lenigrad, with results which justified the Nazis' good opinion of the first. The shooting was very accurate, and the gun had a rate of fire from two to three rounds per day. Krupps gave the barrel of the gun a life of 100 rounds. This number was never reached by either gun, although one fired as many as 60 rounds.

"Schwere Gustav" was carried to its firing position on railway trucks, and fitted together on the spot. The business of erecting one gun took three weeks with the help of a gantry. When assembled, the gun covered two sets of railway tracks, specially built with oak sleepers to stand the strain of the recoil. The shell, which was propelled by a cartridge 4 ft. 6 ins. high and filled with two tons of cordite propellant, was loaded into the breech by means of small trucks which worked their way by lifts up to the top of the superstructure.

Crew — a Regiment

The gun was emplaced and served by not fewer than 1,500 men, who were commanded by a major-general, with a colonel from the Army Ordnance Directorate acting as technical adviser. Although no mishaps are reported, the Germans could never quite predict what would happen when the gun went into action.

The potentialities of a gun of this size seemed to Hitler to be enormous. The very idea of building such a weapon might have seemed crazy from the start, but, having gone crazy, why stop? Accordingly plans were drawn up for a new shell for "Schwere Gustav"—this time to cross the Straits of Dover and land in London. The initial discharge would be the same as for the normal shell, but once up in the stratosphere a rocket propellant contained in the base of the shell would take over and extend the range.

But there were snags. Having come so far, the scientists and engineers were working in unknown country, and, if such a radical alteration to the shell were to be made without risk to the men who fired it, a considerable period of further research would be necessary. By the time the experiments were over, the need for the shell would have gone. The Führer was therefore persuaded to abandon his bright idea.

The two guns are now lying wrecked in the Russian Zone of Germany, and the component parts for a third which was on order at Krupps came into our hands when the Allied Armies captured Essen.

RICHARD GARRETT (Lieut.)



NAZI SWINDLE PAYS

THE Volkswagen, the £75 saloon car which Hitler promised the German people but never gave them, is rolling off the assembly lines again: not for the Germans, but for the British Army and the Control Commission.

The cars now being made in a war-shattered factory 20 miles north-east of Brunswick are part of a contract placed by the British Army of the Rhine for 45,000 saloon-type Volkswagen.

This Volkswagenwerk, or Wolfsburg Motor Works as it is now called, shocks the visitor by its immensity. It sprawls over the landscape like a grey, crippled giant.

Its offspring, the Volkswagen, has a history of high hopes and great disillusionment, a background of grandiose enterprise and unfulfilled commitments.

The idea of producing a reliable car that would meet the pocket of the worker and would not be a "class-separating barrier" was conceived by Hitler as early as 1934. At first he approached the existing German motor manufacturers with his ideas, but negotiations proved unsatisfactory. He then decided that the car should be a Party concern built in a Party factory, and

by 1936 he had formed a preparatory company and had ordered experimental models to be made. A German engineer, Dr. Ferdinand Porsche, was given the job of designing the People's Car, and for his work received 21,600,000 RM plus expenses later on as a consultant.

When the experimental stage was

over the DAF — the German Labour Front — got down to building the fac-

Front view of the People's Car, low chassis model. Mass production was used to produce a small edition of a large luxury car. Note the flush headlights, twin windscreen wipers and ample wings.

tory. By law the DAF was unable to go into private industrial enterprise, so it formed two trustee companies and these financed the Volkswagenwerk Company from funds to the extent of 150 million RM.

Then, before the factory was even built, the idea of the People's Car was put across to the German public. The German worker was urged by the Kraft durch Freude (Strength through Joy) organisation to save up and buy his own car on a cheap, easy instalment system. The car was priced at 990 RM to be paid in instalments of not less than 5 RM. The idea caught on rapidly and 250 million RM were collected from workers contributions alone.

By May 1938 Hitler was laying the foundation stone and in just over a year the factory was completed, built almost entirely by Italian labour.

Everything was done on a grand scale. Besides the factory — the main building of which is more than half-a-mile long — a new town of nearly 3,000 dwelling units was built to house the workers. The plant itself was planned to produce 4,000 cars a week, but not one ever reached the public.

When the war started the factory had been completed only two months. A few saloon cars had been produced but these went to the factory officials. Fully expecting an early victory, the organisers decided to close down the factory for the duration of the war. The past year's fever of construction died away and many of the workers were paid off. The factory became silent.

Twelve months of war passed. Victory, it appeared, was not just round

the corner. At the end of 1940 the Luftwaffe stepped in and life returned once more to the factory. Part of it was requisitioned and work began on aeroplane wings and other aircraft material. Later on V-1 and V-2 parts were produced.

The German Army also took over a share of the works and created the jeep-type Volkswagen. This, except for a different body, was almost identical with the saloon type. In all 55,000 jeeps, including 14,000 Schwimmwagen — amphibious jeeps — were produced.

It has often been said that Hitler never intended the car to be produced for the German people and that the whole project was simply a ruse to gain money to build a car for war purposes.

Yet the fact that at the outbreak of the war the factory did not go into immediate war production and remained idle for over a year suggests that this theory is not wholly true. In addition, the huge size of the place made it unsuitable as a war factory, for it presented an excellent bombing target, as later events proved. Perhaps it was a huge decoy meant to mislead Britain and France into believing in Hitler's peaceful intentions.

The factory was first bombed in 1940 but the brunt of the attack came in 1944 when 33 per cent of the factory

DIVIDEND

was destroyed and 15 per cent rendered unserviceable. After that, machines and equipment were quickly dispersed or removed from the upper floors to the cellars and the output of the factory dwindled away.

And now?

In August 1945 the British Military Government took over from REME, who occupy part of the works as a repair shop, and by October the Volkswagen

was once more coming off the lines.

At first the jeep model was produced as well as 500 Reichspost delivery vans, but now only two models are made — the high and low chassis saloon types.

Bringing the Volkswagen works back to life was no easy job. Rubble and

"Never — Never" system card for would-be Volkswagen owners. It contained 50 spaces, 20 RM in each of which would buy the car.

(SEE PAGE 6)

The three prototypes were on view at the ceremony.

Bringing the Volkswagen works back to life was no easy job. Rubble and

Die Deutsche Arbeitsfront

KdF-WAGEN-SPARKARTE

(Nicht übertragbar)

Sparer Nr.

Vor- und Zuname (bei Frauen auch Geburtsname)

Wohnort:

Postleitzahl:

Straße:

Nr.

Beruf:

Vertragsbeginn:

Volkswagenwerk

G. m. b. H.

Stampel der

Gaudienststelle

The road between the power plant and the administration buildings. It was a kilometre long, typical of the grandiose scale of the project.



NAZI SWINDLE PAYS DIVIDEND

(Continued from Page 5)

The People's Car as it might have been — the Conqueror's Car as it is.



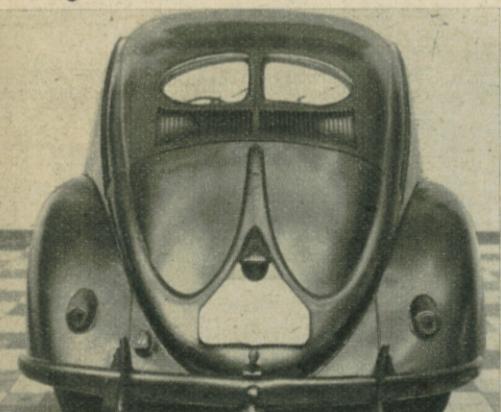
TWO SOLDIERS RUN THE FACTORY

THE Control Commission element of Wolfsburg Motor Works at the moment comprises only two British officers—Major I. Hirst, REME, and Captain A. McInnes, RA. Between them they control a German staff of 6,000 workers and handle the production, property and finance of the factory and town enterprises. In six months they have got the factory working at such a speed that they are now ahead of materials and are waiting for priority release of sheet metal and glass.

And the future of the Volkswagen? The 250 million RM contributed by the Germans lies frozen with other DAF funds in a bank in Berlin. It is doubtful whether the Germans will ever see their money again or get the car for which they have waited so long.



View of the driver's seat and controls. The lay-out is neat but not skimped, and there is plenty of leg room as the engine is in the rear.

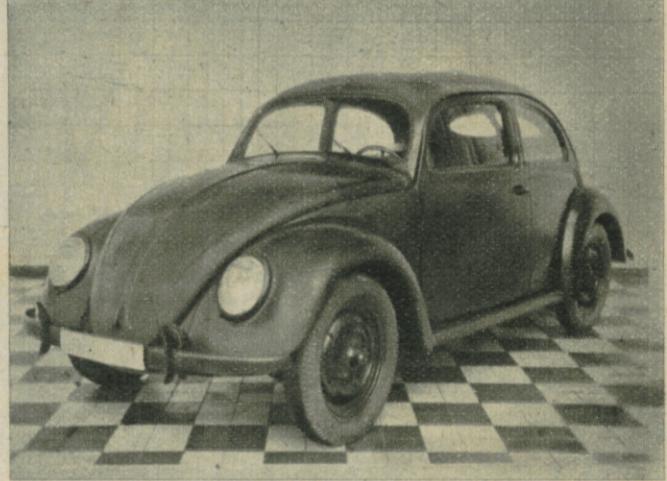


Above: Back view of saloon model. Note twin rear lights and engine ventilation louvre.
Below: The engine is compact and accessible, and distinguished by cleanliness of design.

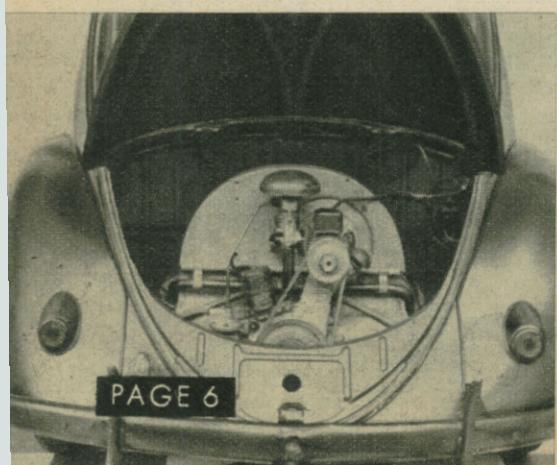
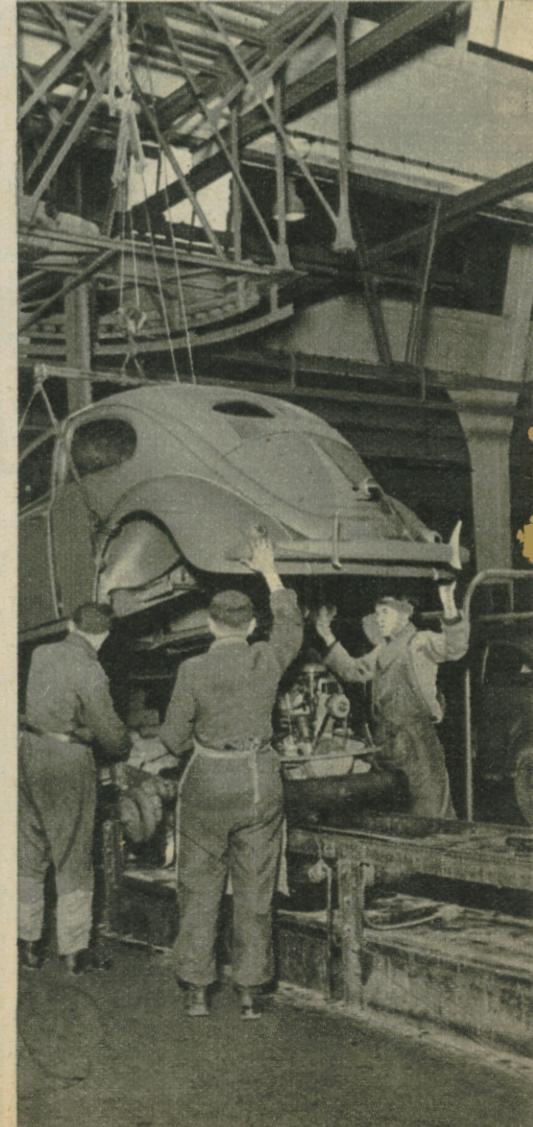


Above: The jeep's streamlined successors awaiting disposal by the RAOC to Army units and the Control Commission.

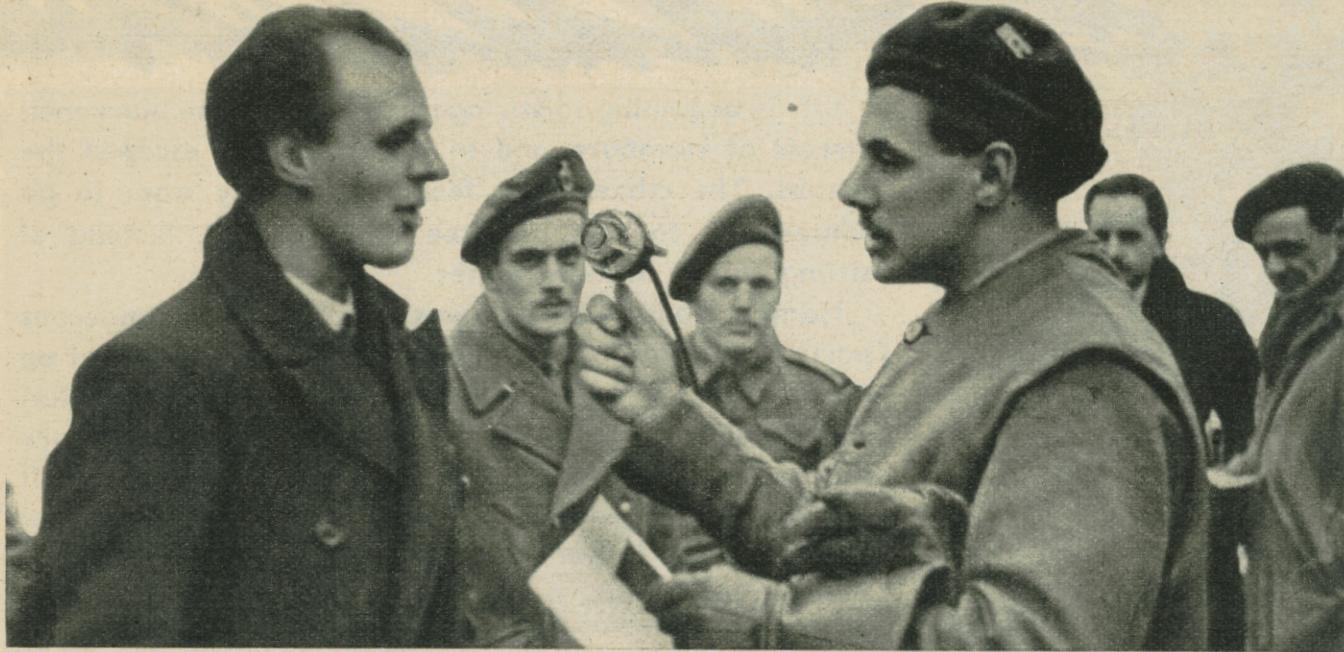
Below: On the testing ground. The Volkswagen tackles steep and rough gradients with gusto.



Above: In its saloon form the People's Car looks like a true scaled-down version of a high-priced and powerful model.
Below: Final assembly line: fitting the all-steel body on the chassis.



The World's Hardest Broadcast



Army broadcasting students learning to make fresh and realistic programmes have to go out and get their material like any other radio producers. Here a student is inviting a passer-by to speak into the microphone.

THE world's most difficult broadcast takes place about once a month at a large private house in Belgravia, London. It is an Army broadcast and is produced in a studio normally used for recording programmes for Army radio stations overseas.

The broadcast goes on all day and, as the soldiers who are running it present the programmes they have carefully prepared, nearly everything that can go wrong in an Army broadcasting studio does go wrong.

The lights fuse. Some of the gramophone turntables refuse to work. The BBC news-bulletin is received so faintly that it is useless for relay. A signal is suddenly received to say that the "Commander-in-Chief" is arriving to broad-

A girl in the park being introduced to the radio audience. Her views will make part of a five-minute test programme.

cast in 10 minutes' time — and he turns up and carries out a "bull" inspection of the studio as well as going on the air.

Still, somehow, the broadcast goes on. But no one ever hears it because it does not go out over the air. It is a practice broadcast by soldiers who are being trained by the Army broadcasting Depot Company to replace men from overseas Army radio stations who are being demobbed.

All the Snags

For this "broadcast", the high spot of a three-weeks' course, the instructors gather round and think up every snag they ever came across when they were broadcasting in the field. The only one they have not yet been able to simulate for the students is RSM Raymond Raikes' experience of having shells crash round his studio truck while he was on the air.

The men who carry it out come from all kinds of units and range in rank from private to captain. They are the pick of more than 600 men who volunteered when a call went out for students.

When Army radio first started in 1941, experienced broadcasters from the BBC, the Empire and commercial wireless stations were picked out of their units to broadcast Army programmes.

Army broadcasting was not very highly organised in those days. In overseas commands "time" was taken on established local stations, and captured or borrowed signals equipment was used for building transmitters.

Then the War Office took an interest and gradually a big organisation was built up, fluid because of changing conditions and adapted to the circumstances in each Command.

Broadcasting units ranged from small mobile stations with tiny staffs in remote places to big organisations pro-

ducing day and night entertainment over captured or leased stations, and finally to the up-to-date British Forces Network in Germany.

The nucleus of trained broadcasters was not big enough to man all the stations, so gradually other suitable men in uniform were picked out of their units.

Journalists, whose civilian job has much in common with broadcasting, were found to be particularly useful and one of them, a well-known peace-time radio critic who had spent years castigating the BBC, took charge of a station in Italy and made a success of the job. Actors, too, were welcome because of their training.

But Python and then release began combing out the old hands and Army Broadcasting, faced with the necessity of carrying on its stations for the men who were left behind, called for volunteers and started its own school for broadcasters.

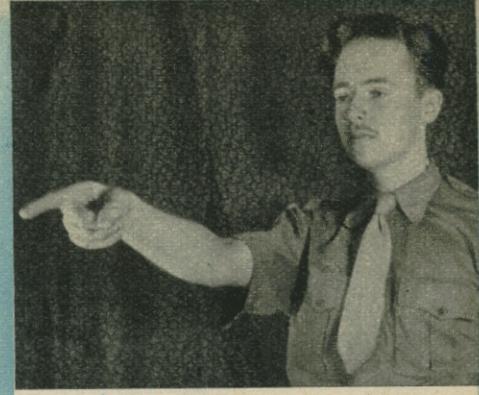
Must Be All-Rounders

The students, of whom there are about 15 on each course, are trained to be announcer-operators, able to write, produce, present and take part in programmes and man a studio control panel.

When they have finished their course in London, the successful students are sent to Hamburg, where they work for a week with the British Forces Network to gain experience.

Then they are posted to stations further afield, where the BBC may be too faintly received for a relay and a real Commander-in-Chief may turn up at 10 minutes' notice to broadcast and inspect the studio. Then the training they received in that maddening mock-broadcast in London will stand them in good stead.

Dorothy Carless gives hints on broadcasting technique to a group of students taking the three weeks' course. They are of all ranks.



"O.K., you're on."

RADIO "TIC-TAC"

A radio producer must be able to talk with his hands as well as his voice. Once the red light is on he can no longer speak to the performers. He stays behind a glass panel out of touch with the cast, save for the signs he makes with his hands, until the red light goes off.

This series of pictures shows how the Army's own broadcasting men "speak" to the Servicemen and women who perform for British Forces Network in Germany. Featured in the photographs is Sjt. John Brandon, who has been acting as president of the popular daily BFN feature, the 1600 Club.



"Further from mike!"



"Keep on playing."

"Play the theme music."

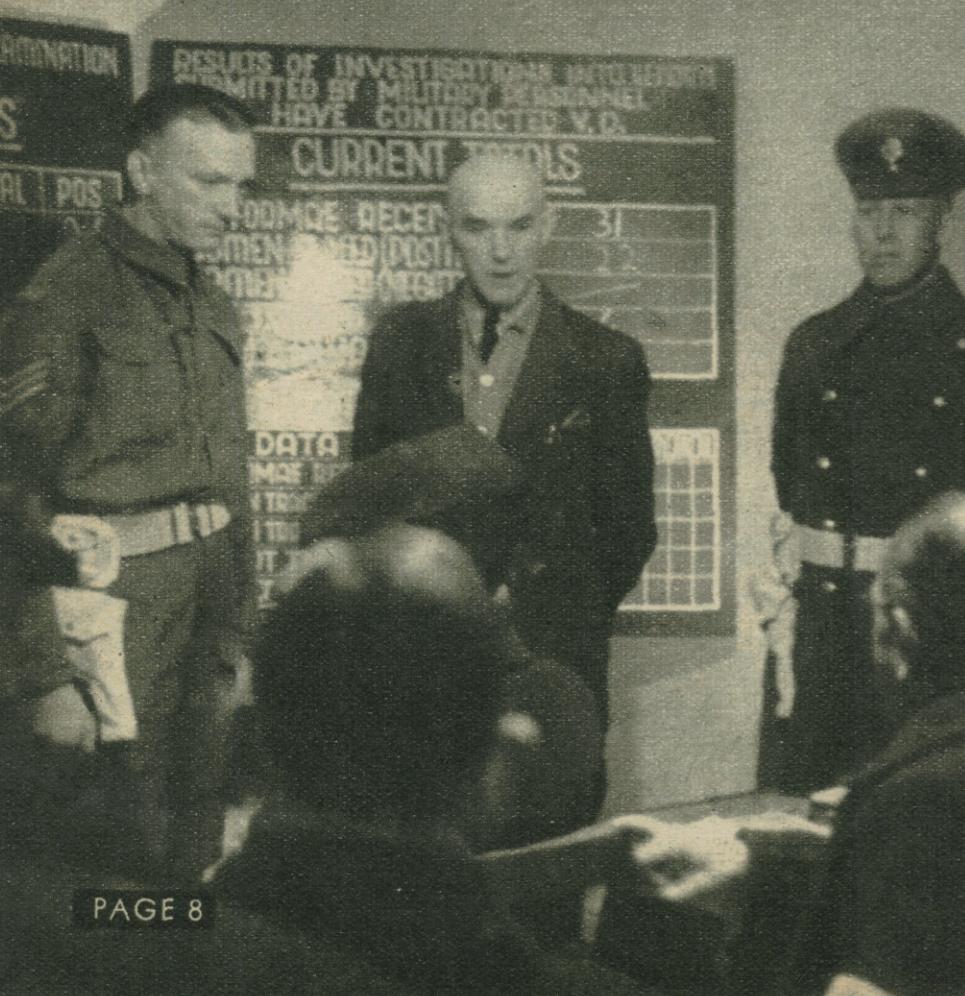


HAMBURG CAFE RAID



A scene in a Hamburg cafe. There is nothing to drink in these places but very watery beer and hot non-alcoholic fruit drinks. A few have a small band and it may be possible to dance on a tiny floor. They are lighted up and comparatively warm and their attraction for both troops and German civilians is that they provide "a change".

Below: Proof of the good work done in the raids. In the Military Police headquarters blackboards carry the latest statistics of the number of women found in the cafes and the percentage of those discovered to be dangerous to themselves and to other people.



Life is beginning to stir again at night in the blackened streets of Hamburg and in the cafes that escaped the bombs. The citizens are feeling that they want to go somewhere to talk and see other people, instead of sitting quietly in their homes.

Hamburg before the war was one of the most dangerous ports in Europe for the unwary. The war has mixed up the population. There are still perils for the foolish soldier. Yet Hamburg's health record is good, in large measure due to the untiring care of the Redcaps, who do a difficult job with tact as well as firmness. This is the story of how they do it and in particular of a night with the Military Police Vice Squad.

ANIGHT with the Military Police Vice Squad starts at six o'clock in the CMP HQ at Hindenburg Barracks. In a small room marked Contact and Investigation Section, some 15 people are gathered — two Provost officers, half-a-dozen MP's and the rest German Civil policemen and women. At one end of the room a tall, lean-faced Military Police sergeant is giving instructions. His voice is quiet and even, his directions simple.

Behind him are several large blackboards showing VD statistics, and in the centre there is one showing the plan of a cafe marked up in chalk — the entrances and exits, the position of the band and the seating accommodation. The Vice Squad, whose job it is to fight a campaign for the soldier against VD, is in conference.

Tonight a raid on one of Hamburg's 83 "In Bounds" cafes is being planned.

It is a quiet, almost casual affair, this conference, but it started several days before, when Sjt May, head of the small Vice Squad of six MP's and a German interpreter, paid a visit as an ordinary soldier to the cafe.

Quickly he sized the place up, noted the state of cleanliness and the type of people who were using it. He decided that a raid would be a wise thing, and before he left he made a careful note of the lay-out of the cafe.

His instructions at tonight's conference last only a few minutes. Then Dr. Schwarzer, head of the German Civil Police Vice Squad, and two women police assistants file out of the room, followed by the MP's. Downstairs 10 German policemen and women are waiting. Dr. Schwarzer explains the orders to them and the party board trucks and set off.

It is dark and raining hard when the small convoy pulls up 20 yards away on the opposite side of the street from the cafe. A few last instructions are given, and, headed by Sjt May, they walk up to the entrance. The raid is on.

But raid is almost the wrong word to describe the events which follow. The word raid implies noise, confusion, argument and scramble. There is no noise, no confusion and no argument. The proceedings go quietly and efficiently, without fuss or disturbance by either Germans or British troops.

The police party walks into the main hall of the cafe. The German interpreter goes up to the band and tells it to stop. Over the microphone he announces: "By order of the British Military Police this cafe is being checked. All German civilians will

remain seated and have their identity cards ready."

Sjt May takes his place at the microphone. "The APM requests that all Service personnel will leave the cafe immediately," he says. "You may return when the check-up is over."

Chairs are scraped back. There is a rumble of heavy boots on the wooden floor. Beer mugs are emptied and the troops file quietly away.

Some stop to speak to the MP's. "How long will it take?" . . . "I left my hat behind, so don't be long." These are typical remarks.

In less than 10 minutes the 150 soldiers are outside. There is something about the quiet, firm attitude of the MP's that assures the troops that what is happening is necessary both in their own interests and in the interests of their friends.

And the Germans . . . ?

First there is loud talk, some giggling: many seem to take the whole thing as a joke. With the departure of the troops, the German civil police team get down to work. Each woman in the cafe is interrogated and identified by a member of the team who has previously been allotted a section of the cafe. If a woman is accompanied by her husband, father, brother or any close male relative, the formalities end here.

Otherwise, she is given a form ordering her to report the following day at a police address. Here she is checked and sent to a German medical centre, and, if found free from disease, may leave immediately. If she is found to be "Positive" — suffering from a social disease — she is held and later sent to a VD hospital for treatment.

While she is there, her full particulars are recorded and sent to the Vice Squad for filing.

The raid began at 1845 hrs and ended at 1950 hrs. The police left, the soldiers returned, the band struck up and the waiters began to serve drinks again.

Many soldiers have asked: "Why is no attempt made to discriminate in these cafe round-ups between those women who are likely to be suffering

from VD and those who are obviously not the type?"

The answer is to be found in the results obtained — an average of 12 per cent of all women examined after cafe raids have been found to be suffering from one or another form of VD. Moreover, while it is comparatively easy to pick out the type on the streets, to attempt to discriminate in a cafe is almost impossible.

An examination into the monthly totals of results obtained is worth making. In September 1945, out of 772 women ordered to report for inspection 140 were found to be suffering from VD; in October, 149 out of 943; in November, 163 out of 1,180 in December, 149 out of 1,579.

Besides the periodic raids made on cafes the Vice Squad make patrols outside clubs, canteens, cinemas and parks, where individual check-ups are made. An experienced observer soon gets to know which girls are likely to be causing trouble and when such a girl is spotted she is taken away for medical inspection. A high percentage of girls picked out in this way are found to be infected. A few soldiers have been surprised when the Military Police have requested their girl companions to accompany them away, but the judgment of the patrols is accurate.

Hamburg's MP's believe that prevention is better than cure. Hamburg, before the war, was a notorious port, where young men found it easy to go adrift. Yet, today, the health record of the troops in the area in this respect is the best in that part of Germany occupied by Britain.

But there are many other jobs that MP's do — escorting Very Important Persons, acting as escorts at war criminals trials, ordinary "beat" patrols, collection of abandoned vehicles and special house searches. These soldiers have plenty of tales to tell — of the man who asked them to evict his mother-in-law and was willing to billet troops in her place; of the request from two civilians to arbitrate over the possession of a cow; of the call to assist at a childbirth. The MP is expected to know all the answers.

C. W. SMITH (Lieut.)

The German waiters have seen these police visits before. Tonight they stand mildly bored waiting for the raid to finish.



This German girl had gone to the cafe with her boy friend. For the protection of respectable German girls, only a formal questioning is made when they are accompanied by father, brother or close male relative. She, like all well-behaved people, has nothing to fear. The steps being taken are for her protection as well as for the safety of British troops.



The German police make a steady round of the tables. All must produce their papers and satisfy the police that they are what they say they are. Below: Sometimes a girl gets nervous when the police appear on the scene and tries to make an escape. But all exits are guarded by British and German police. If she has not received a card from the civil police taking part in the raid, she is turned back and, like everyone else, has to produce identity papers.



FSP: they fought —

The Three

ESPIONAGE — SABOTAGE

The story of a war within a war, whose weapons were patience, quick wits and unwavering vigilance.



FSP collected dossiers on war criminals and prominent Nazis, and then arrested them. Those being questioned here are industrial magnates.



Inspecting the contents of a safe in a newly captured town. Field Security had to keep up with forward troops to secure valuable documents of this kind.



German senior officers being taken to captivity. They were interrogated and closely guarded at all stages of their journey by Security personnel.

TOWARDS the end of 1939 a cryptic advertisement began appearing in the daily papers inviting linguists to contact the Provost Marshal at Mytchett Barracks, Ash Vale, Aldershot.

Those who did so received forms to fill in, followed, in most cases, by an invitation to call in when they were passing near Aldershot — as there was no arrangement by which the Army could pay their fares for an interview.

Hundreds, intrigued by the advertisement, did call in, many of them paying their own fares from as far away as Scotland. They were tested in the languages they claimed to speak; if their tests were satisfactory they were told that men who were observant and discreet were required for the Field Security Wing, Corps of Military Police. They were given no indication, except what they could guess from the name, of the duties involved.

In due course they received letters inviting them to enlist at the nearest recruiting centre and have themselves sent to Mytchett. They were told to bring pyjamas — probably the only Army recruits ever to receive such instructions. Their first three weeks were spent on rudimentary military training and learning to ride a motor cycle. Then, with still only the vaguest idea what it was all about, they graduated to the Field Security Course.

All Volunteers

After being pledged to secrecy, they were told what their job was to be — to prevent the Army from being stabbed in the back, to fight the "Three Ugly Sisters" — Espionage, Sabotage and Propaganda. They were taught what was known of German methods of underhand warfare and what counter-measures had been evolved at that stage of the war. Then they were promoted, mostly to lance-corporals, split into sections, given motor cycles and sent off after a brief embarkation leave to join the BEF in France.

Those were the early days. Later very few Field Security men were enlisted straight from civilian life and everyone had to be a fully-trained soldier before he was allowed to attend the Security course. But all of them were volunteers for the job. Every

NCO had to be a linguist, quick-witted, observant and a good mixer, able to talk to high-ranking officers or civilian officials on confidential matters at one moment or to hob-nob with the local preachers, smugglers or drunks the next.

Since the Mytchett days the Field Security Wing has been transferred to a more appropriate home — the Intelligence Corps. Many of those early recruits have been commissioned and appointed to important Intelligence jobs. Their successors have carried on the high standard of their work and their value has been recognised by the War Office with improved conditions of service.

Caught in the Net

What have they done in the war? Much of their work will never be heard of because it was dull, routine stuff with purely negative results — preventing information from being handed to the enemy on a plate. But from every front there are stories that can be told to show something of the service Field Security has rendered the fighting men.

For instance, it can now be revealed that FS men in Italy were busy rounding up agents of the German Intelligence Service right up to the end of the fighting. To the moment of Field-Marshal Alexander's last attack, the Germans were sending agents into Allied territory. Some landed by parachute behind our lines; some picked their way through the minefields carrying wireless sets in suitcases; some landed from the sea by night.

Brief reports like these sent the news back to London but said nothing of the months of patient building-up of intricate systems of controls and detection that had achieved the results:

"A——, Giacomo, Cover-name B——. Age 17. Arrested by FS at Italian military transit camp. Detected as on wanted list. Crossed lines near R—— and evacuated as a refugee. Joined Italian army. After period in hospital looked for his unit. Had been in German Intelligence Service since August 1944 and had previously been on one unsuccessful mission. His present mission was to T—— to identify the Canadian Division and obtain other general information."

"D——, Riccardo, Cover-name X——, Password Y——. Born 12 Feb 1923. Arrested at the home of his grandparents at T—— by FS. Dropped by parachute near G—— with mission to sabotage high tension pylons, railway lines, telephone wires, change road signs and gather all possible information of interest."

It was FSP (the "P" stands for Personnel, not Police) who choked the rebirth of the Fascist movement in Sicily after the Allied occupation of the island. Fascism restarted underground in Calabria and spread across the straits to Messina and Cabania. In Messina the Fascists established a concealed arms dump in a school for training priests. FS NCO's quietly built up evidence and then swooped. Besides the arms, they found Nazi flags, radio sets and explosives, and rounded up nearly 120 men involved in the plot. That job prevented what might have been a serious blow to the communications of the troops fighting in Italy.

Field Security was active throughout the Middle East campaign from late 1939 onwards. In the Western Desert there were few civilians to engage their attention except when

Ugly Sisters — 5TH COLUMN

towns like Tobruk were taken. But FS men were always with the forward troops, searching for and taking care of captured enemy documents in advances. They were the last to leave in withdrawals in order to check that no document, even waste paper, which could be of value to the enemy should be left behind.

As linguists they were frequently borrowed to interrogate prisoners and their liaison with the Senoussi helped materially in arranging for information to be brought across the desert from behind the enemy lines.

In the evacuation of Greece, as in other evacuations, FS played an important part. Besides ensuring that no valuable papers were left behind, it was Field Security's task to see that locations of beaches and harbours selected for evacuation by night were not given away to German planes. For this purpose they cleared nosey civilians from the areas, checked camouflage, saw that troops kept under cover in daylight and that no fires were lit. As a result most of the embankments were carried out without trouble from air attacks. FS NCO's were also on duty at the vital Corinth Canal bridge to prevent saboteurs cutting this link between the mainland and the evacuation ports before the troops got over.

The operations of Field Security in Syria and Palestine gained them a tremendous reputation. Sometimes the proceedings had a touch of humour. For example, in Palestine FS NCO's received a report that a Greek priest had been seen signalling mysteriously to unknown persons in nearby hills. He was watched and seen scanning the hills with binoculars and making S-signs with a silk scarf. Arrested, he said he had been having an illicit love affair with a beautiful Arab girl who lived in the hills, and was signalling to her. Investigation showed his story was true and that the girl's parents resented it vigorously. The priest was released, expressing surprise and admiration at the vigilance of British military intelligence.

In Cairo FS men found themselves working among the complexities of Egyptian, Balkan and Middle East politics at the same time. With its maze of headquarters, Cairo was naturally a target for enemy intelligence agents and FS were constantly on the watch.

The Good Mixers

They noticed that two men who were unknown to them suddenly appeared at a certain night club — a smart spot out of bounds to all Service personnel and much frequented by diplomats and other United Nations officials. These two men appeared to spend large sums of money on entertaining people they met. Later they appeared in the hotels and other places where officials congregate.

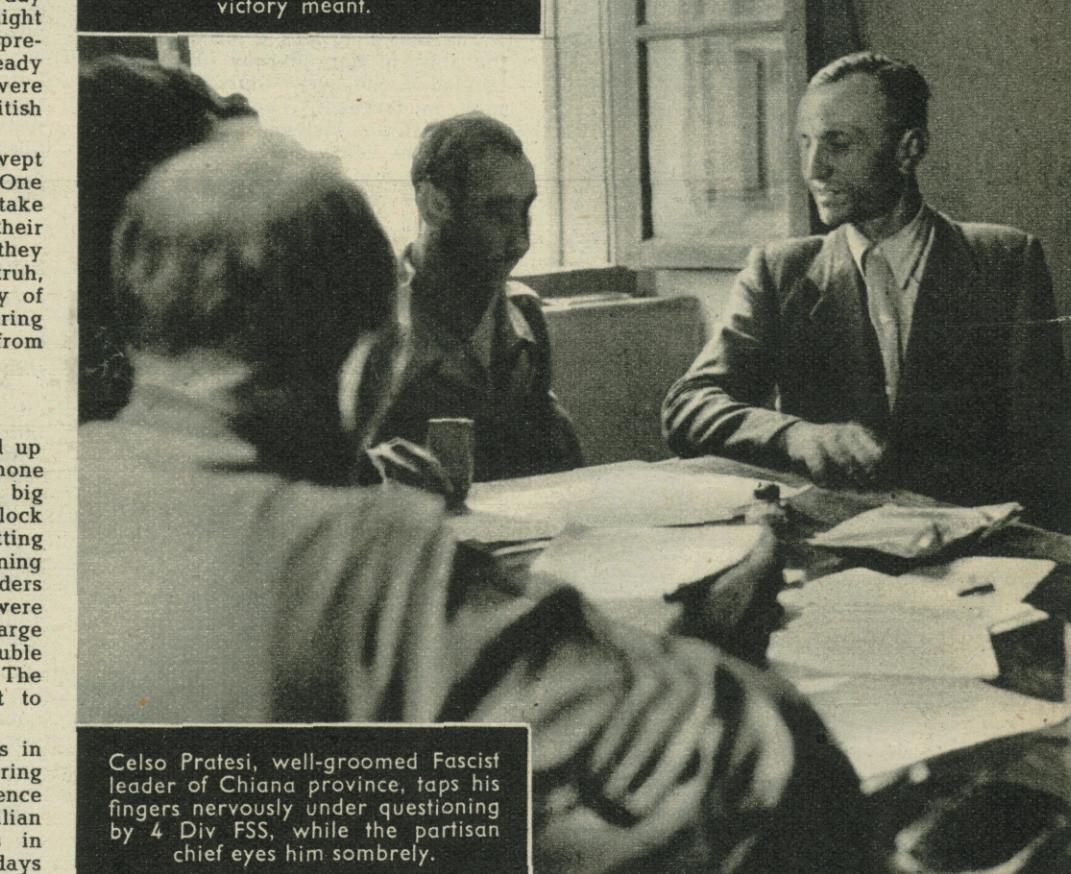
FS NCO's kept them under observation, found they were living on a house-boat on the Nile, opposite Gezira island. Observation and enquiries produced a list of people with whom the two suspects had been associating. Permission was obtained to raid the houseboat, and FS and Egyptian police raided it together. One of the men raised a revolver as they burst into the cabin, but put it down when confronted by an NCO's pistol.

Interrogation revealed that the two men were German officers, sent to obtain any information they could. Hidden on their houseboat they had a wireless transmitter. One had an Egyptian, the other an American passport. Both were false. A simultaneous raid on their associates' houses brought all the people who had been helping the two Germans into the bag for the duration.

Escaped POW's and Italian civilians were a constant nuisance to FS in Egypt and scores were rounded up for intern-



FS work was not all contra-espionage. Above: A Security sergeant with First Army is explaining to some Arabs what the North African victory meant.



Celso Pratesi, well-groomed Fascist leader of Chiana province, taps his fingers nervously under questioning by 4 Div FSS, while the partisan chief eyes him sombrely.

companion who asked: "Why do you only fly to the Shetlands?"

The German's answer was startling: "Those are just test flights. The Shetlands is the longest landfall we can get. If we strike the coast at the point we're aiming for we know this new radio method of ours is working all right."

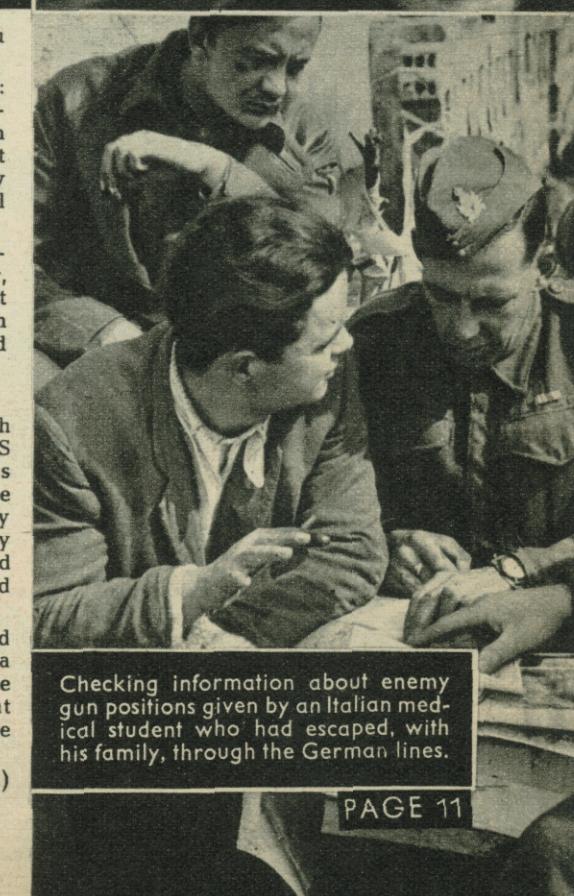
Because of this casual remark, reported to authority by the RAF officer, the Germans had to try to puzzle out later why their bombing on the beam did not always produce the desired effect.

Unsleeping Eye

Wherever there have been British troops in this war there have been FS NCO's. Every part of the Empire has provided its own Field Security service to protect its fighting men. Security work has been done by men of every colour, from natives of the east and west coasts of Africa to Indians and the Dominions.

With the arrests of Himmler and Ribbentrop, Field Security reached a climax in the war, and today FSP are playing a big part in stamping out Nazism wherever it again tries to raise its head in Germany.

RICHARD ELLEY (Capt.)



Checking information about enemy gun positions given by an Italian medical student who had escaped, with his family, through the German lines.

THEY GAVE HER A SWORD

JAPANESE TRIBUTE
TO CANADIAN FANY

THE only white woman ever to take command of a force of Japanese soldiers was a 30-year-old Canadian FANY, Lieutenant Joan Bamford-Fletcher, who brought 2,000 internees, mostly women and children, to safety from under the noses of the Indonesian bandits in Sumatra.

Joan Bamford-Fletcher comes from Regina, Saskatchewan, and started her war service as a driver in the transport section of the Canadian Red Cross, trained by a Canadian woman who had served in the FANY's in the 1914-18 war. Then, paying her own expenses, she crossed the Atlantic to join the FANY's in blitzed Britain. She was posted to a unit operating with the Polish Army in Scotland, and drove ambulances and did welfare work.

When a FANY Welfare Unit was sent out to SEAC, Joan Bamford-Fletcher was in the first draft to be shipped overseas—in April 1945. After doing welfare work in South-East Asia, she landed in Sumatra last October and was given the job of evacuating the internees from Bangkinang camp to Padang.

Marching into a Japanese army headquarters, she came out again with a convoy of 15 trucks at her disposal, and she later increased her fleet to 25 Japanese vehicles with another seven broken-down and staggering lorries belonging to the internment camp.

The first snag was a ferry which, at the start of her journey, had to be tackled in the early hours of the morning, in darkness. The ferry had no engine. It was fastened by a long cable to another cable that stretched across the river and its sole power was a small boy jumping occasionally on the crossriver cable, jerking the ferry along as it drifted with the current.

Bridge that Bent

This ferry carried the convoy's six baggage trucks across the river, two at a time, and took two hours to do the job. The personnel trucks were emptied and drove across a wooden trestle bridge, which swayed and bent as they passed over, while their passengers walked.

The first two convoys were particularly difficult as there was no sort of traffic control for them. Then Miss Bamford-Fletcher went to visit an Indian brigade with which she had previously worked and the brigadier presented her with a jeep. Instead of travelling on one of the trucks she could now rove up and down the column, driven by her Japanese interpreter, finding out how many breakdowns there had been and dealing with them.

Forty armed Japanese guarded the first convoy. The number increased as the Indonesian situation got worse, and the last convoy had 70 Japs with machine-guns mounted on the trucks.

"It shook the Japanese a bit to find themselves under the command of a woman," said Miss Bamford-Fletcher, reporting to her unit after leaving Sumatra.

On the third convoy she got caught between a truck and her jeep, and her head was cut open. It bled profusely, but she was back on the road again two hours later with three stitches in the wound.

Japs were Impressed

"From there on the Japanese couldn't do enough for me," she said. "My interpreter told me they had discussed it that night and said he would like me to know I had won the respect of every man on the convoy, but they had decided they would never marry a European woman; they were too tough. Anyway, after that I never passed a Japanese on the road without being saluted."

On the next convoy the colonel of a Japanese motor battalion made a special trip to meet her on the road, said he was sorry to hear of her accident, hoped she was all right, and was there anything he could do?

"Yes," said Miss Bamford-Fletcher. "I want four more trucks."

She got them.

On the final convoys, when the Indonesian situation was getting worse, Miss Bamford-Fletcher put a crash-car, with wide bumpers and five armed guards, at the head of the column to crash through barricades put across the roads by Indonesians—mostly oil drums with poles laid on top of them.

Nerve was Needed

The crash-car stopped, on the last convoy but one, to repair a tyre on another vehicle, and when it got back to the top of the convoy again, with the jeep close behind, the guards and Miss Bamford-Fletcher found the first vehicle, a private car containing two Dutchmen, had stopped. There was no sign of the Dutchmen and the car was just being driven off by an Indonesian. Miss Bamford-Fletcher pulled the jeep up to the side of the car, and opened the door.

"Out!" she said.

The Indonesian jumped out and bolted.

Putting the five armed guards on the cars, Miss Bamford-Fletcher set off with her interpreter to find the missing Dutchmen and finally ran them to earth in a small house, with all their personal effects on a table in front of them, an Indonesian waving a great, bloodstained knife in their faces, another with a revolver in his hand and a third, a headman, questioning them.

The Jap interpreter got to work and told the Indonesians the men were British, added some colour about the power of the British Empire, swore and yelled for good measure and eventually got the men released.

By then there was a milling crowd of about 500 hostile Indonesians gathered round the door of the house, attracted by the noise, but Miss Bamford-Fletcher and the interpreter managed to get the Dutchmen safely through it to the vehicles.

"I must say I was rather glad to get out of that hole," said Miss Bamford-Fletcher afterwards.

Sword of Honour

After six weeks, during which she completed her job of evacuating the internees and made the 900 kilometre trip over 5,000-feet mountains 20 times in 30 days, she rested a week in Padang, waiting for an aircraft to take her out. But before she left she was given a souvenir of her stay in Sumatra.

The Japanese captain of a motor company which had supplied her escort approached her and thanked her for her courteous treatment of his men. Then, unbuckling his 300-year-old sword, he presented it to her. "In token," he said, "of my respect and esteem."

"I loved every minute of the job," said Miss Bamford-Fletcher when she got safely back to Singapore. "I even found myself getting quite used to sleeping on a wooden platform with nothing but a blanket. You just don't mind discomfort when it is necessary and the job is worth while."

Back in London the Commandant of the FANY's, Miss M. Gamwell, OBE, commented: "It is no surprise to me that she has done a job like that. She is an extremely sensible and capable girl and well able to do it."





A flashback from Africa. Gordons of 51 Division racing to take up positions in the Wadi Zesser during the attack on the Mareth line.

THE AVENGING OF ST. VALERY

LEADING elements of 51 Highland Division, which had distinguished itself in the Western Desert and Sicilian campaigns, landed in France on D-Day, 6 June 1944, followed by the remainder of the Division between that day and D+7.

153 Infantry Brigade was sent east of the River Orne to give extra weight to 6 Airborne Division. Later the remainder of the Division pushed through and occupied that part of the front south of 6 Airborne to the east of the Orne and on the left flank of the British front.

In the treacherous Bois de Barentin sector, the Infantry shared a thick wood with the enemy, and, owing to the denseness of the country, the forward defended localities were very close to each other in some places. It was a time of extreme tension, of sudden sharp affrays and of great nervous hardship. Towards the end of this phase an armoured thrust pushed forward to the south-east of Caen and 51 Highland Division took over part of the new line.

At last, on 26 July, the Division began to be relieved of this role. Now under command of Maj-Gen. T. G. Rennie, CB, DSO, MBE, an inspiring commander in whom all ranks of the Division had complete confidence, they started to plan, re-equip and train for the vital operation "Totalize", coming under command of 2 Canadian Corps on 4 August.

Alamein in France

The primary purpose of "Totalize" was to break through the enemy positions astride the Caen-Falaise Road. In many ways the battle resembled El Alamein. It began with a night attack and broke through extremely strong German positions at a point at which they were most afraid of a crack in their line.

It was the beginning of the end of the Second Battle of France and eventually led up to the Falaise Pocket, in which the enemy suffered such tremendous casualties. It was the Division's big chance; the chance was seized, the attack entirely successful.

The assault, on the night of 7/8 August, was preceded by a heavy air bombardment which went far towards neutralising the German positions on the flanks. 154 Brigade pushed forward in Armoured Personnel Carriers — their first use in battle — and 152 Bde. captured Tilly-La-Campagne, an enemy stronghold astride the line of advance. All objectives were taken and on the morning of the 8th the Division were poised to meet the expected counter-attack, which never fully developed.

After 1 Polish Armoured Division had passed through to exploit success, the Highland Division again took over

part of the front and continued the advance in the St. Sylvain sector, where there was fierce fighting. Southeast of St. Sylvain one platoon, with only 10 men left, captured an enemy post under heavy fire of all kinds and took 17 prisoners. It was flat, rolling country with small, wooded valleys, not unlike the English South Downs, and it was held by troops who were most reluctant to give it up.

For 20 days this wearying, relentless advance continued. But dear as the cost was to us, it was dearer still to the enemy. In one action Gordons suffered 50 casualties but inflicted 300.

Drew Their Fire

At about midday, 22 August, the Gordons entered Lisieux and violent battle ensued. The Gordons drove the Germans out in bitter hand-to-hand fighting. A patrol went to the railway line which was held by SS troops. Under intense fire half the patrol gained the cover of a ruined house. The German fire then increased in violence and movement seemed quite impossible.

Then a young private of the 5/7 Gordons on his own initiative leaped into the open and, defying the hail of bullets, started to fire from the hip, burst for burst. Hit in both legs, he fell to the ground but reloaded and continued to fire despite great pain. His action drew the enemy's attention to him and enabled the remainder of his platoon to move to a flank and neutralise the enemy's fire.

Late in the afternoon the battalion linked with units of 7 Armoured Division who had approached the town from the south. For 24 hours the battle continued in and around the town. Then the armour passed through and 51 Highland Division rested at Lisieux for 48 hours — for the first time since

"Totalize" was launched on 7 August. The Division followed up the advance and cleared ground in the area of the southern bank of the Seine. Once over the river at Elbeuf they again began to take a leading part, with 2 Derbyshire Yeomanry in the vanguard directed against St. Valery. The Yeomanry made a brilliant and rapid advance and by 1940 hrs. on 1 September they had reported the town clear of the enemy. It was a dramatic moment for the Division whose predecessors had fought such a gallant rearguard action there in 1940. Units deployed as near as possible to the positions they had occupied then. Divisional Headquarters re-entered its old chateau and wherever possible brigades and battalions went into their old locations. The people of St. Valery greeted our troops with gifts of flowers. They remembered the 51st.

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Only a year ago the Division was fighting in the bitter hand-to-hand struggle of the Reichswald Forest — country as unlike the desert as could well be imagined. But they achieved equal success.



Crossing the Rhine. 51 Division, with 9 Canadian Brigade under command, were the assault Division for 30 Corps in this operation, which went with great smoothness.



Lt-Gen. Crerar, Commanding the First Canadian Army, sent this message to the Division: "Please congratulate the Highland Division on fine aggressive work. The 51st of this war is showing the same unbeatable spirit which the Canadians got to know and admire in 1918."

After a very short rest the Division moved south-west and closed on the German garrison holding Le Havre. The port had been strongly defended in all the wars that had ravaged that coast. It formed one of the most heavily fortified parts of the Atlantic Wall. The attack went in on the night of 10/11 September, the 5th Battalions of the Seaforth and Cameron Highlanders leading. They were supported by the magnificent troops of 33 Armoured Brigade, with whom the Division had established a close and complete co-operation.



Invasion of Sicily in 1943, when the Division gained experience for the greater invasion.



Invasion of Sicily in 1943, when the Division gained experience for the greater invasion.



The Division's pipers in the parade held in Tunis in May 1943 to celebrate one of the greatest victories — and the longest pursuit — in history. All the Allied commanders were present, and the salute at the march-past was taken by General Eisenhower, Field-Marshal (then General) Alexander, General Anderson and General Giraud.

Clearing ground, fighting every inch, the Division on 4 November was ordered to attack the "island" formed by the Maas and the Awaterings Canal. 152 Brigade advanced on Weibosch from the east while 153 Brigade closed on Berg from the south against very stiff opposition.

At one minute past midnight on 23 October the Division began an attack which was to drive the Germans from part of South-West Holland. Two battalions of 153 Brigade advanced on Weibosch from the east while 152 Brigade closed on Berg from the south against very stiff opposition.

Into Holland

The Division pressed on to St. Michielsgestel and Boxtel, and continued their advance north and north-west to the outskirts of 's Hertogenbosch. The country was flat, interspersed with little woods and interlaced with small rivers, each of which presented the Sappers with a minor bridging problem. The weather was cold and wet. In 14 days under these conditions the Highlanders took many square miles of country south of the Maas and cleared up to the river bank. There was a succession of battles fought over difficult ground in wretched weather. Day by day the Sappers began to bear a heavier burden of the battle — a foretaste of the time soon to come when bridging would almost entirely control the speed of the advance. The water-logged country kept our troops to the roads and causeways, and the enemy, fighting a determined delaying action, made the utmost use of mines. There was heavy fighting for countless small villages, especially for Raamsdonk and Loon op Zand. At Raamsdonk a "Kangaroo" manned by the Black Watch charged a German self-propelled gun and knocked it into a ditch. One vital position was in thick wooded country near Loon op Zand, which was heavily mined. The 2 Seaforths thrashed through to take it in the face of heavy resistance.

After a very short rest the Division moved south-west and closed on the German garrison holding Le Havre. The port had been strongly defended in all the wars that had ravaged that coast. It formed one of the most heavily fortified parts of the Atlantic Wall. The attack went in on the night of 10/11 September, the 5th Battalions of the Seaforth and Cameron Highlanders leading. They were supported by the magnificent troops of 33 Armoured Brigade, with whom the Division had established a close and complete co-operation.

Immediately after the Awaterings battle the Division was moved south to take part in the advance to Venlo. So, on 14 November, the Division launched another set-piece operation on the Noorder and Wessem Canals. This time the general line of advance was east and south-east, and once again the general objective was to force the Germans across the Maas. The initial crossing by troops of 152 and 153 Brigades went very well and the Division pressed on. For days the advance con-

tinued ceaselessly until the Division reached its final objective on the River Maas south of Venlo.

On 26 November, the Highland Division moved north and took over a sector north of Nijmegen, from an American division. This sector was known as "the island" because it was a piece of land stretching between the Waal and the Neder Rijn. The ground was water-logged and after several days our positions were flooded by the enemy. The Division withdrew from "the island", leaving 49 Division and 154 Brigade to form a small bridgehead on the north bank opposite Nijmegen.

It was a period of great hardship for the troops. Yet in the freezing weather — there was sometimes 25 degrees of frost at night — their morale was extraordinarily high. In the desert they had cheerfully borne heat and sand and flies and the great, dull expanse of space. Now in the Ardennes they were not downcast by the almost fantastic conditions at the opposite extreme of weather.

Back then, through Belgium and up into Holland, where the Highlanders trained and prepared for the Reichswald battle.

On 8 February the Division broke into the Reichswald Forest defences of the Siegfried Line, which consisted of trenches, pill-boxes, anti-tank ditches and previously prepared Infantry positions. There was considerable air support, spread over the German rear areas rather than front-line positions, to ensure that surprise was not lost. The Artillery support was on a huge scale. The troops were concentrated in a very small space and to a casual observer passing through the gun belt it seemed as if every yard gave standing room for a gun. The Divisional Artillery gave the usual incomparable support which the Infantry had come to expect

(CONTINUED ON PAGE 16)

AVENGING OF ST. VALERY

(Continued from Page 15)

and to which they had been accustomed since El Alamein. With 154 Brigade leading the assault, the Division was involved in heavy fighting, and although we took a far greater toll of the enemy, our Battalions suffered considerable casualties.

Fighting in the Reichswald Forest was intense and bitter. The Division, using all three Brigades, hacked through, fighting innumerable company actions on its way south.

On 23 March 51 Division, with 9 Canadian Brigade under command, crossed the Rhine as the assault Division for 30 Corps. The initial light opposition was quickly smashed and the battalions pressed on.

In a river crossing of this magnitude — the Rhine is 300 yards wide at this point — it is vital for the Divisional Commander and his staff to be in touch with the assaulting troops as early as possible. One particular incident well illustrates the spirit in which the Royal Signals worked to achieve this. The major responsible improvised a launching site, dragging down the bank with his hands and, revetting it with oak palings, led his line detachment across the river in a DUKW, close on the tail of the Buffaloes. Before even entering the water, he and his men came under heavy shell and mortar fire.

About 60 feet from the west bank, the DUKW was hit by a splinter and began to sink. The major calmly organised his men, abandoned the DUKW and led them back to the bank, half swimming, half crawling along the newly-laid cable line. The DUKW driver had been pinned by his steering wheel and was injured and suffering from shock. The major dragged him to safety. Reorganising the line party, he entered a reserve DUKW under a hail of fire but, owing to the steepness of the east bank, it could not be beached. Taking the cable, the major dived into the water and anchored it to the bank. Then, still soaked to the skin and under



Sounding the "Last Post" in the cemetery at St. Valery-en-Caux, over the graves of those of 51 Division who fell in 1940. The ceremony took place on 12 December 1944, after the town had been liberated by the successors of that earlier, ill-fated Division. All the townsfolk were present.

fire, he personally supervised the laying of field cables to the two brigade headquarters.

The Division continued their advance for several days, beating down opposition in furious fighting. Casualties were heavy on both sides and though our own were lighter than the enemy's they were still considerable. The hard-pressed battalion medical officers, the stretcher-bearers and ambulance jeep drivers worked with their usual speed and efficiency and saved very many lives.

So, in village after village the battalions fought on against a stubborn enemy. Gallantry was almost common-

place. At Speldorf a subaltern of 1 Black Watch charged and killed a German machine-gunner with a spade.

At Rees a private of 1 Gordons crawled out for an hour in the open, under intense fire, in broad daylight to rescue his badly wounded platoon commander.

It was at Rees, too, on the following day that a wounded sergeant of 5 Black Watch attacked a bazooka post in a house. Ignoring the intense pain of his wound and the fusillade of fire, he charged the house, silenced the bazooka and then, with the assistance of three men, under heavy machine-gun disposed of three more enemy positions.

The 5 Seaforths were also heavily engaged on the 25th.

After a week's rest the Division again pressed on from the Bentheim area. They advanced steadily against obstinate German rearguards. The Derbyshire Yeomanry in the vanguard entered Delmenhorst on 20 April and found the bridge intact. The Division hurried on towards the Weser. In some places there were small, bitter battles. Typical of these company, platoon and patrol actions were those in which the 2 Seaforths were involved on 21 and 22 April at Ganderkesee.

A carrier patrol was held up on the outskirts of the village by heavy fire. Almost at once about 40 fanatical Germans advanced on the patrol, yelling and screaming as they fired. A Seaforth corporal seized the only intact Bren gun and killed seven Germans. Then,

in close contact in the open, he covered the withdrawal of the main body of the patrol. On his way back he was wounded but when further enemy attack surrounded the position he ignored his great pain, seized the Bren and darted from place to place close to the enemy, firing until they were forced to retire.

This continuous, slogging advance along appalling roads placed great responsibility on the services and especially on the Provost and REME companies. During this last phase of the battles of North-West Europe the Sappers, working day and night, battled against the German attempts to delay us. Mines were cleared, canals, rivers and culverts bridged.

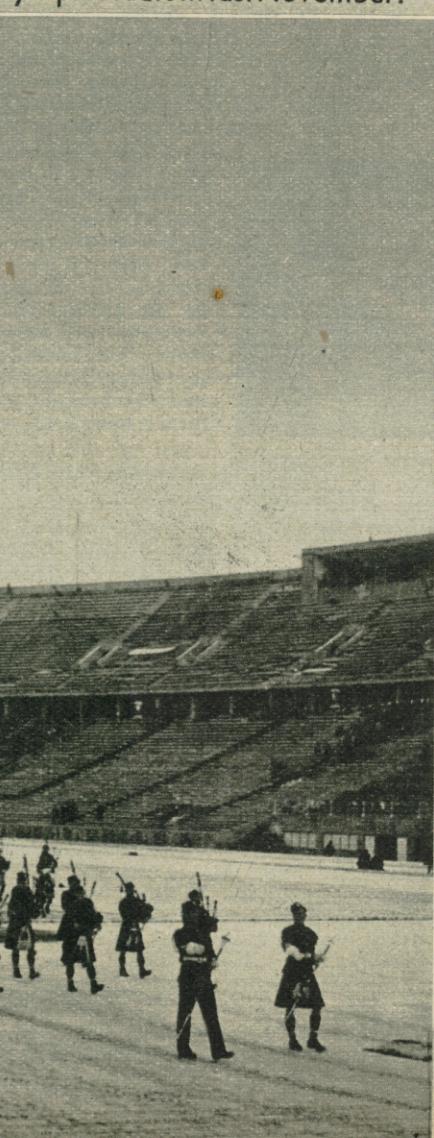
The Division crossed the Weser, south of Bremen, and continued the advance north towards Bremervorstadt.

On 4 May German troops on the Divisional front offered to surrender. There was a general surrender ordered for 5 May and that morning the German Corps Commander and the commander of the troops immediately opposing the Division arrived at Divisional Headquarters to arrange the surrender details.

And so on 5 May 1945 51 Highland Division completed their fourth major campaign in this war. The surrender of thousands of German troops to the Division was a fitting end to a long fighting career.

U. B. TRISTRAM (Capt.)

The pipes come to Berlin—marking the end of the Division's triumphant journey. This display—by the pipers of 51, 52 and 15 Divisions—was given in the Olympic Stadium last November.



'B' COMPANY ABLUTION



"Pardon me—are you shaving my face?"

MIRACLES TAKE A LITTLE LONGER

A chance for all disabled soldiers to learn a trade and find a job

A now-hoary Army joke is to post up a notice saying, "The Impossible We Do At Once: Miracles Take A Little Longer." If miracles can be construed as teaching men without hands to write, then there are training centres which succeed in carrying out the boast—though they are too modest to make it.

Britain's Ministry of Labour is pledged to ensure that no disabled soldiers of World War Two shall ever be reduced to selling matches in the street, or spending a lifetime dependent on others. To this end there is an elaborate organisation to ensure that all disabled soldiers get a fair chance to learn and follow a trade.

How It Works

They are interviewed in hospital to find out what jobs they would like to do on discharge and what they are capable of doing, and then a suitable training course is recommended.

The Ministry puts disabled men in three categories: Category A, men who, though disabled, are fit to do their old job; Category B, those who are unable to do their own job but who can be trained for a new one; Category C, the very severely disabled who cannot earn a living in ordinary workaday conditions.

Men in the first category and some in the second are trained at ordinary Government Training Centres. Certain industries have also run grant-aided courses for disabled workers.

The more severely disabled of the second group are trained by various charitable organisations controlled and financed, to a large extent, by the Ministry of Labour. Two of these are the Queen Elizabeth College for the Training of the Disabled at Leatherhead, and the St. Leyes College at Exeter, both of which owe their existence very largely to the energy and courage of Dame Georgiana Buller, who became interested in the problems of the disabled as a result of her work for hospitals during the last war.

The Leatherhead college, founded on a bequest of the tobacco magnate Bern-

hard Baron, can take about 150 trainees at a time. The Ministry of Labour, which has subsidised the college, is entitled to 110 of the vacancies, of which about 60 per cent are at the moment filled by ex-Servicemen.

In the clerical class at Leatherhead men who have had no previous experience are taught accountancy and book-keeping. An extraordinary example is provided by a soldier who lost both hands and one leg in the desert. He is now in a good job, and, to quote his employer, "shows many of us with two hands the way to go." A specimen of his writing is on show and it is perfect copperplate. The instructor of the class is Mr. D. Fraser, who says: In two years of instructing here I have got 100 per cent better results than in 10 years at a school. They are wonderfully responsive and many of them surpass A1 men.

In the draughtsmanship class many one-armed men are learning to draw blue-prints. Other courses which have proved well within the capabilities of the severely disabled include gas welding, spray painting, electrical engineering, and radio engineering, for which fine modern equipment is provided, mostly by the Ministry.

Trainees sent to these colleges by the Ministry are paid 30s. a week if over 20, and the Ministry also looks after their dependants. Most of the courses last about six months.

Astonishing Results

The St. Leyes college caters chiefly for men with severe limitation of movement. The show course is the one which deals with watch and clock repairing. Other trainees manufacture surgical appliances for the Ministry of Pensions in Exeter and Plymouth, as well as for themselves. There is also a wireless class run by a disabled ex-Signalman.

The unfailing cheerfulness of the trainees in these two colleges and the astonishing results they produce show that there are very few disabilities which can beat a man nowadays.

For the most severely disabled of all, those who are not fit enough for work under ordinary conditions, or

who are tied to their homes, there is another organisation which has an ambitious programme lined up. This is the Disabled Persons Employment Corporation, a limited company with no share capital, financed by the Ministry of Labour and administered by a committee under Lord Portal. This organisation intends to set up workshops and factories all over the country to be manned only by the disabled. This will be done as soon as the necessary sites and building materials become available.

For the bedridden there will be many varieties of work which can be done at home, such as toymaking, handpainting, leatherwork and needlework. Another noteworthy point in the programme is that many miners who suffer from the dreaded dust diseases are to be helped to an alternative occupation. Mr. Samuel Courtauld, who sits on the committee, is to open a branch of his textile factory in the Welsh mining country. All goods produced by the Corporation will be sold to the public.

Employers Must Help

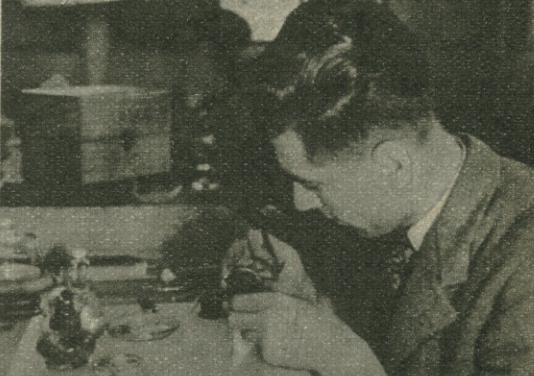
These schemes look all right on paper, but how can a man be sure that when he has finished training there will be a job for him? How can he be sure that able-bodied men will not snap up all the jobs, and that he, like so many of his comrades of 1918, will not end up as a street pedlar?

The answer is given in the Disabled Persons Employment Act of 1944, which compels employers of more than 20 persons to employ a proportion of disabled men—who should register themselves as such at local labour exchanges. Under the Act a quota of two per cent will operate from March 1946. This comes into force only if an employer has vacancies and has not filled his quota. Conversely, a disabled man cannot be discharged if his discharge would mean that the employer was then below his quota. If a man is not registered he loses this safeguard, and the Ministry is anxious that everyone with any disability, however small, should take advantage of it.

A.C.S. WALEY (Lieut.)

This St. Leyes College trainee has a job waiting for him at a factory switchboard.

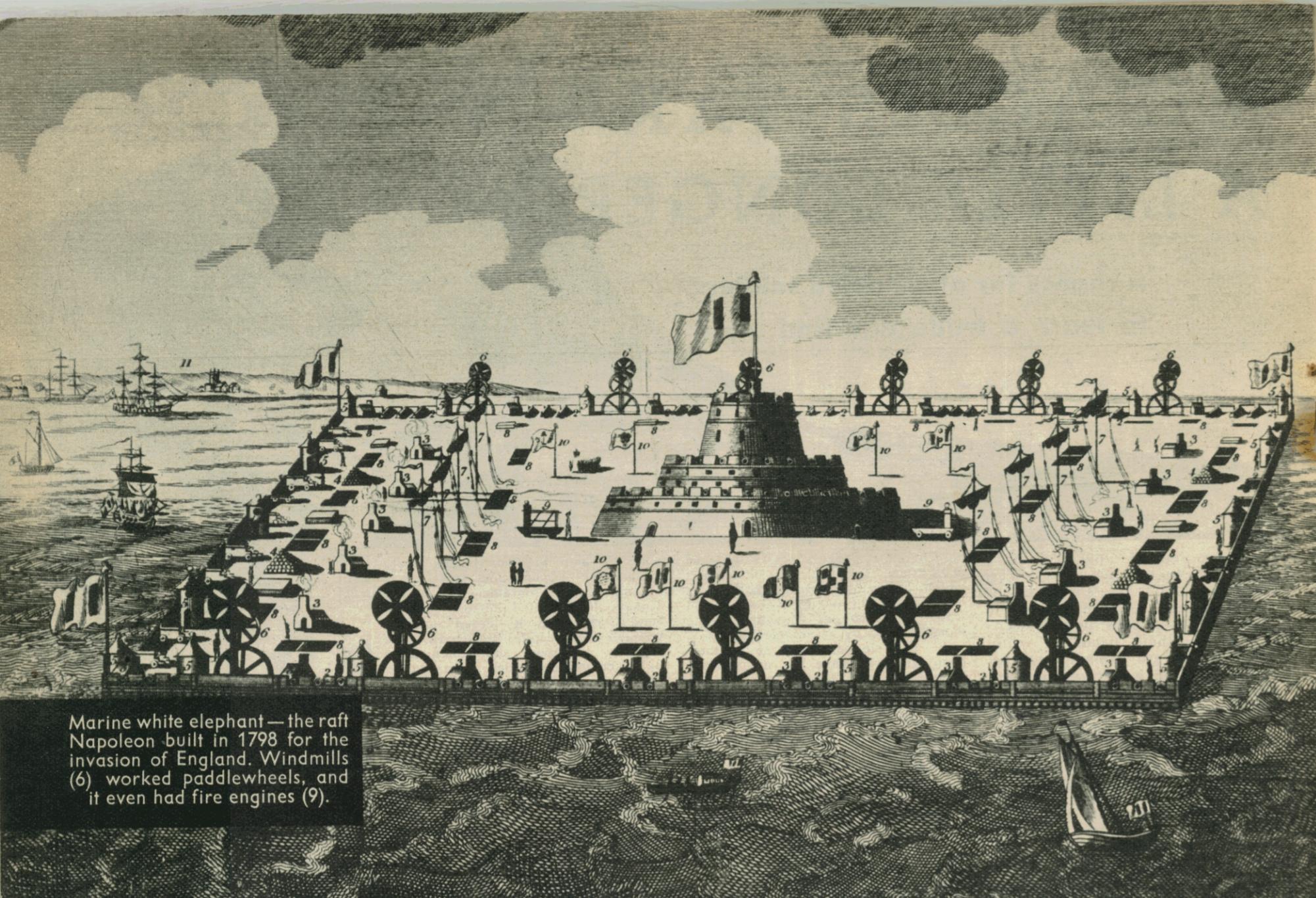
Above: One-armed Vincent Milton is becoming an expert draughtsman.
Below: He lost both hands, but is learning to write again.



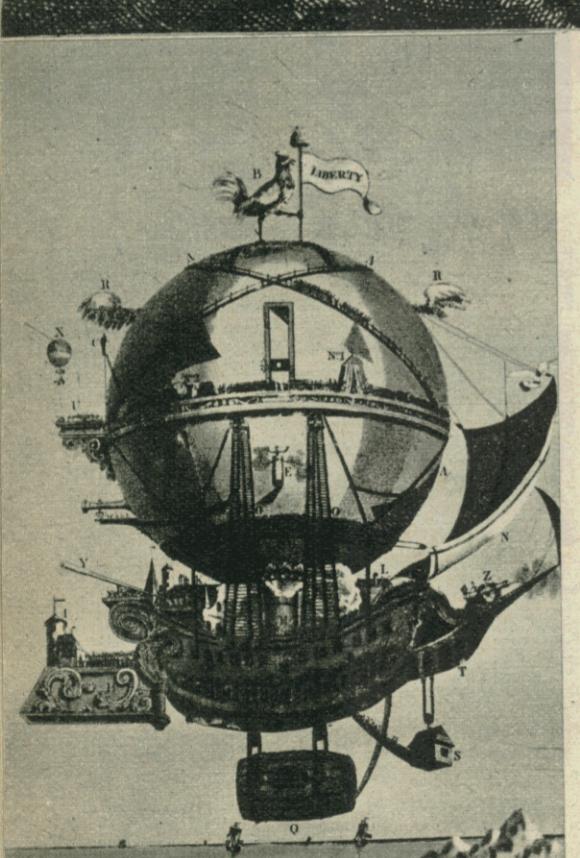
Above: Watch and clock repairing is an ideal occupation for those who cannot move freely.

Below: Wireless course instructor at Leatherhead. He was a regular Signals Officer in the RAF.





Marine white elephant—the raft Napoleon built in 1798 for the invasion of England. Windmills (6) worked paddlewheels, and it even had fire engines (9).



THE STRANGE DEPARTMENT OF 'MANY INVENTIONS'

ONCE upon a time there was a soldier who invented a new form of smoke for use in battle. He borrowed a ladder, and climbed up it until he was level with a neighbouring cloud. There he stretched out his free hand, caught the cloud, and managed to imprison it in a beer bottle. Next time his company went into the attack he released the cork from the bottle, and the cloud emerged to spread itself over the battlefield, concealing the attackers.

That is the first and last piece of fiction in this article. The stories which follow may seem too close to burlesque

to be taken seriously, but there is a department of the Ministry of Supply whose business it is to take them seriously. This department was set up during the early days of the war to examine the many hundreds of suggestions sent in by lay-inventors for new weapons and methods of warfare. The majority were bizarre in the extreme, and had little value beyond that of comedy; nevertheless each one had to be carefully considered, for now and again an idea drifted in which, if not complete in itself, might be adapted to help fill some breach in our equipment.

Great Minds.....

Many of the ideas thought out by the "Fireside Fusiliers" and "Taproom Tacticians"—and by others on the lunatic fringe—had been thought out many times before by other would-be Edisons and Faradays. One might conclude, after studying the crazy contrivances which have been advocated over a period of time, that the human mind groping in the rarer regions of invention can move only within a strictly limited sphere. Most of the devices listed in this article are typical, not only of the second German war, but of the first.

The blackout inspired many extravagant inventions. One was a means

for taking the shine off railway lines in order to minimise the amount of light reflected from them. For this purpose the farseeing inventor devised a can containing a supply of some dark fluid. The can was to be fitted to the rear coach of every train, allowing the fluid to pass out on to the rails as the train proceeded, thus taking the gloss off the metal.

Astronomers' Foe

Another inventor went several stages further. He preferred to wipe out that most offending of all sources of night light—the moon. So he designed a searchlight which was to project a beam of darkness instead of light. This beam was intended to be directed across the face of the moon, producing a state of perpetual eclipse. Somehow the authorities came to the conclusion that it wouldn't work.

From aerial defence to offence: one bright spark had an idea for training a fleet of cormorants to peck the mortar out of walls. Having become proficient in this task, they were to be taught to fly to Essen, where they were to descend on the buildings of Messrs. Krupp's, and remove all the mortar from the walls. The result was obvious: no mortar—no walls, and the whole destroyed without wastage of explosives. Another

idea in this field was a bird bomber—a stork to be precise—which was to fly over German territory, and drop bombs down chimney stacks. Strange that the RAF lacked the imagination to conscript birds!

Then there was the inventor who worked out an improved, and vastly more economical, way of reaching Australia by air. His idea was to go up in a balloon, and remain there while the world went round below. When Australia appeared beneath him he would lower an anchor and come down again. It took much painstaking correspondence to disillusion him.

Artillery has always presented a challenge to the crank inventor. One idea was a shell which worked without explosives. It could be fired pneumatically into the enemy trenches, where it was supposed to disintegrate and discharge a cargo of poisonous snakes. Another shell was devised against machine-gun posts. On reaching its target the shell burst, and out came a quantity of itching powder and some sticky substance guaranteed to keep the gun crew out of action for the rest of the day. A third inventor produced an idea to combat mud on roads and in the open spaces of "No Man's Land". This was a shell filled with gravel, designed to burst over the required area and create a path over the mud.

Patent Toe-Warmer

Bullets, it may be recalled, received the attentions of an expert many years before the last war. He decided they ought to be cut in two shapes: Christians were to have circular bullets fired at them, and the heretical Turks were to receive square shot. Machine guns were to be modified accordingly.

Steel helmets can be used as brew-up cans; one inventor produced one which could be used as a brew-can or as a pistol holster. Another brought out a "non-refillable water-bottle which can never be refilled". Nobody ever understood why. Yet another introduced an idea for warming the toes of sentries in cold weather. In this ingenious contrivance the sentry was provided with a mouthpiece from which two tubes extruded, one going to each of the man's boots. When his toes began to feel chilly, the soldier simply blew into the mouthpiece. His warm breath found its way into his boots, warming his toes in no time. All these inventions were rejected by a heartless War Office.

The Navy, too, has suffered its share of inspirations. One was from a dear old lady who tried to patent a scheme to fill the insides of battleships with

dough, thereby, she supposed, rendering them unsinkable. Another idea was for raising sunken ships by freezing the water in the holes of the hull, thus stopping them up. To combat submarines schemes were devised employing fish, gulls and seals. Perhaps the gull idea was the best: a number of dummy submarines were to be constructed with guns to fire food for seagulls instead of shells. By this method the gulls were to be taught to recognise a submarine as something which provided them with food. The theory is obvious: the gulls follow the enemy submarines, the Fleet follows the gulls, and another "U"-boat ends its career.

"Well Caught, Sir!"

When Britain faced the prospect of invasion from the Continent, more brainstorms were submitted. A favourite one was the massive steel network, which was to be supported by barrage balloons over a considerable area of the country. As a result all the enemy bombs were to fall harmlessly into the net, remaining there until a bomb disposal squad arrived by air to clear them away.

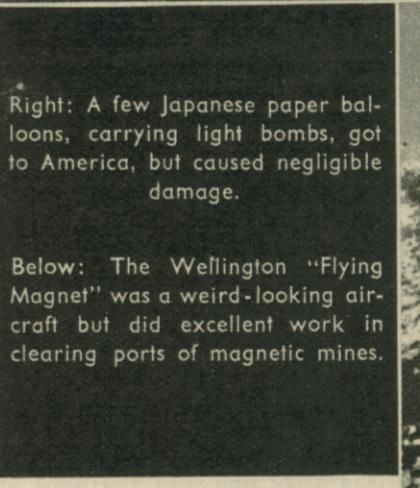
The second great anti-invasion scheme was planned as part of coastal defence. The idea was simple: namely, that an armour-plated wall many feet in height should be erected at all points along the coast of the British Isles, shutting them off from the rest of the world. The method of entry for friendly Powers was presumably "Knock twice, and ask for Britannia".

The people who think out these "crackpot" ideas don't wear beards and cloaks. Many are, outwardly at any rate, the most tame and conventional of human beings. Inventing is just their Mr. Hyde. Even the most fantastic dreamers are convinced that they have something vital to give the world, and when the world refuses their offerings they scent a conspiracy to thwart their genius. They are not a happy breed, and their unhappiness is made still more acute by a nagging fear that everyone with whom they come into contact is out to steal their Great Idea.

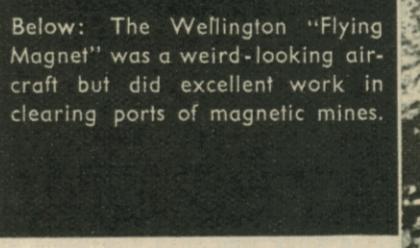
When next you see an unhappy little inventor trying to turn a cinema organ into a tank, don't say "another nut", and leave it at that; rather consider the unhappiness which he will have to face when his bright idea is rejected, and remember that some inventors, like artists, are only proved sane many years after their death.



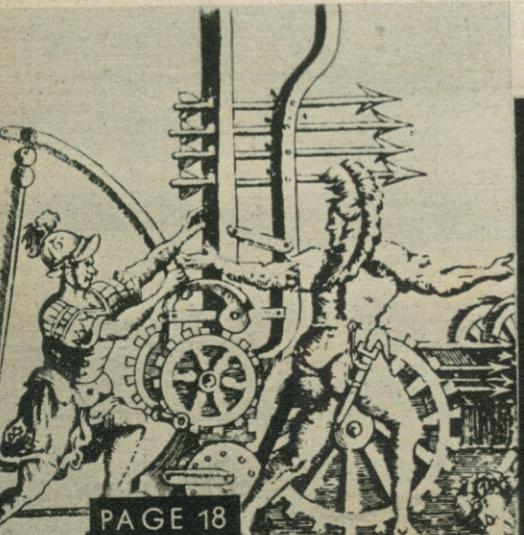
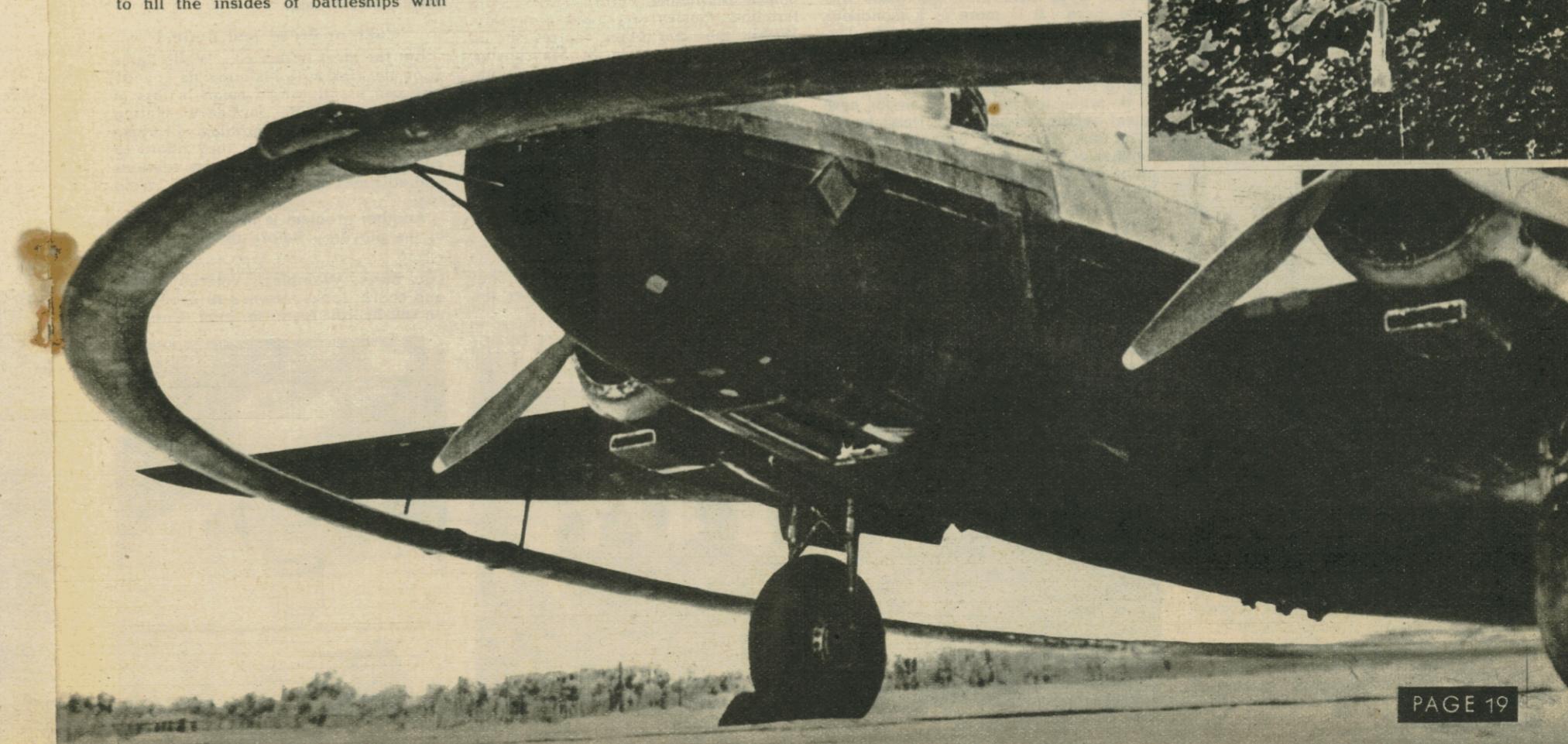
Technical progress has made many strange ideas workable, such as these estuary forts, manned by the RA, which protected Britain's east coast shipping.



Right: A few Japanese paper balloons, carrying light bombs, got to America, but caused negligible damage.



Below: The Wellington "Flying Magnet" was a weird-looking aircraft but did excellent work in clearing ports of magnetic mines.



Left, above: Flying Fortress minus streamlining. Another Napoleonic invasion brainwave which never matured.

Below: 16th century machine-bow fired a magazine of arrows. Problem was to aim it before the enemy dodged.

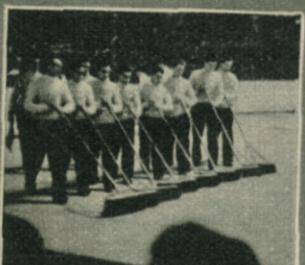
IT'S ON THE ICE



Johnny Mowers, RCAF goaltender, in a tight corner during a match with Wembley Lions at Wembley. Result was a 4-4 draw.



A mix-up at the Lions' end. Often incidents like this end in a scuffle and players are sent off to cool down.



Sweepers move up the ice like a guard mounting detail. Fringebrushers at rear carry their brushes "at the trail".



Tension is relieved by an expert figure skater's display during the interval. Entertainers are Muriel Roberts and partner.



A comedy number by Joyce Ricketts. You have to be good to be deliberately funny on the ice.



THE gentlemen who promoted ice hockey contests in Britain before the war are wondering what is going to happen to the sport. Well over a million good English pounds are frozen in the icedomes of England and Scotland and that's a lot of money. As far as I can see there will be more than screaming skates on the ice this next year or two; the promoters will be joining in the big yow-ow-owl. The main reason is that the class players will be as hard to get as a West End act in an ENSA show.

Before the war the majority of the puck-chasing boys were natural-born Canadians who came to Britain as amateurs. They had other businesses, of course, but they were able to devote all the time that was necessary to keep up to rink pitch. It was a reasonably successful proposition for the young man with puckish tendencies.

The exodus of hockey players from Canada so increased that the Canadian rulers of the game were more than somewhat anxious, and at one time they wanted to have the last say in whether or not a player registered with them could join a British club controlled by the British Ice Hockey Association. The war started before the rule could be enforced, but it may well become a stumbling block when the rinks start recruiting again.

Canadian Export

You see, the future of ice hockey rests in Canada for the moment. Most of the boys who play the game are bred there. It is more of a monopoly than bull-fighting is in Spain. The Canadian rink bosses were putting their feet down with firm skates, so to speak, before the war, so what are they going to do when the headlong rush for new talent begins this summer? Don't forget that they face the loss of a large number of their best amateurs to British clubs while many of their best professionals go to the American clubs. I can see the Canadians cutting a pretty caper over this; the British hockey

promoters may not be so eager to dance to their tune either.

Let's look at the situation today then. Of the big clubs in the London area only Wembley have started up. They were the first to be demobilised and they began staging ice hockey games in December—mostly between Canadian Services sides.

Scotland's Flying Start

The Wembley Lions are roaring again, though, with their sturdy, puck-marked "veteran" Lou Bates. Lou still gets the jassies up on their pretty legs screaming "Lou-Lou-Lou" as he streaks through the opposition from the defence zone. The other members of the old pre-war league—Earls Court, Harringay, Streatham, Richmond and Brighton—haven't been able to get going yet but Earls Court hope to start again in March.

The only other ice hockey area that is active is Scotland. There are regular games at Dundee, Perth, Falkirk, Dunfermline, Paisley, Ayr and Kirkcaldy. Within the year other centres should be opening up again at Manchester, Glasgow, Birmingham, Liverpool, Southampton, Bristol, Nottingham and also at Edinburgh. The club in Scotland's capital was tentatively named the Edinburgh Rockies and they were all ready to begin in 1939 when the war broke out—as you may have good reason to remember! The rink is at Murrayfield, which is now demobilised and which has already gone back to big Rugby.

Cake or Bread and Butter?

But the snag is the ice. While Bates is on the rink with his hopefuls nobody else can use it which means a loss of revenue from the ordinary skating public. That is the problem all rinks will have to face. Can they afford to cut out some of the skating sessions and still make the ice rink pay? We'll see.

Another problem is that of the status of the players. Before the war it was

SAYS
Pat Garrow.

HOW MUCH DO YOU KNOW?

1. To "filibuster" means: (a) to foment unnecessary litigation; (b) to delay a Bill by unnecessary talk; (c) to create bogus companies and abscond; (d) to act the braggart. Which?
2. How many funnels (real or dummy) on (a) the "Queen Elizabeth"; (b) HMS "King George V"; (c) the "Aquitania"; (d) the "Europa"?
3. Mr. Purist objects to the following sentence. Why? "A fuller version, disclosing the real facts, would have shown that the accused man never at any time saw the dead body."
4. Who—(a) was known as the "Dockers' KC"? (Bevin or Bevan?); (b) was associated with the weekly review "Tribune"? (Bevin or Bevan?); (c) is Minister for Health? (Bevin or Bevan?); (d) had never fought a Parliamentary election before 1945? (Bevin or Bevan?); (e) is married to Jennie Lee, MP? (Bevin or Bevan?).
5. Name of author, please:

"If England were what England seems,
An' not the England of our dreams,
But only putty, brass and paint,
'Ow quick we'd drop 'er. But she ain't."

6. Which famous artist was awarded a farthing damages against a critic who said that one of his pictures was like

(Answers on Page 23)

"a pot of paint thrown in the public face"?

7. You've read a lot about Mr. Trygve Lie. What is his job?

8. Only one of these statements is true: Which? (a) Polygamists are allowed into the United States; (b) the Argyll was a motor-car manufactured in Scotland; (c) John Bunyan wrote "The Ballad of Reading Gaol"; (d) Andorra is an independent state in the Apennines.

9. What was "The British Gazette"?

10. Which Minister recently said in the House of Commons: "My university was 'Oxon', and I left at the age of 12"?

11. Which famous motor race track will never be used for racing again?

12. America's "G-Men" belong to the FBI. Those initials stand for—what?

13. What is name of the legendary bird which was supposed to nest on the waves and put calm spell on the sea?

14. This illustration shows a character notorious in the annals of the RAF. What is his name, and what is he notorious for?

KID OGO...



SOLDIERS INVENTED IT...

WHO started ice hockey? Like many other games it probably had an embryonic form in most countries where ice forms in the winter months on lake, pond or loch. Most authorities say, however, that it appeared in its modern form somewhere about 1867 at Kingston, Ontario. Just as badminton originated with the British Army in India, ice hockey is supposed to have begun with soldiers stationed in Kingston Harbour. Probably during an ancient make-or-mend period!

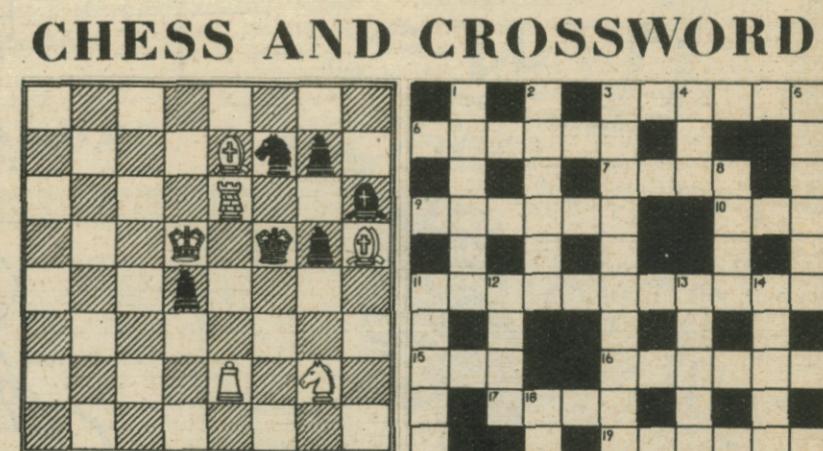
Anyway, the soldiers at Kingston get the credit for being the first to use skates, sticks, pucks and goalposts on the ice. Then the students at McGill University, in Canada, took it up, restricted the number of players-a-side to nine and drafted the first rules. So the game developed. Now the teams are six-a-side. A goalie, two defence men and three forwards. Substitutes are allowed for all the players except the goalie, but I see in a Canadian paper that the Americans have been experimenting with a substitute netminder too.

For no reason that I can find, the goalie has been the only man deemed fit to last the full 60 minutes of modern hockey. Yet he has to face a missile, often flying head high, and often coming at him at rocket speed from an unexpected angle. He seldom gets through a game without featuring in a mix-up on the ice. Only recently Johnny Mowers was off for 10 minutes during a game through injury. In a goalmouth scrimmage he got his eyelid cut by a skate and had to have several stitches. The fact that he came back and played as well as ever maybe answers the point. Goalkeepers are mighty tough!

MATCH AT THE PALACE

Ice hockey was played in London as early as 1895 and there is a report of a match at Buckingham Palace then when the lake was frozen. Lord Stanley, the present Earl of Derby, led a team made up of four other members of the Stanley family plus Lord Annally. Lord Stanley's side played a Palace team which included the Prince of Wales (afterwards King Edward VII) and the Duke of York (later King George V). It was Lord Derby, as Lord Stanley, who presented the Stanley Cup, the premier trophy in ice hockey, when he was Governor-General of Canada. Ice hockey remained a society game but it continued to grow in popularity in the small rinks around London. Then a Canadian businessman backed the Grosvenor House Canadians who played matches in 1929 with teams from Manchester and Switzerland, as well as London. The game was "made" as a spectacle and soon afterwards the first league was formed leading up to the highly organised sport that it is today in Britain.

Although the game is predominantly Canadian, it is a rueful fact (for Johnny Canuck) that the Olympic champions are British. At Garmisch-Partenkirchen in 1936 Carl Erhardt captained a team of players who were all British-born and they beat the Canadians in the final. Canada thus lost her position as ice hockey champions for the first time in the game's history.



White to move and mate in two.

ACROSS. — 1. Permissibly absent from one's unit (two words). — 6. Weapon for coastal Artillery! — 7. It gives some Cavalry a start! — 9. Part of horse's hind-leg (suppress it!) — 10. Form of ARP which needs some wine to give harmony. — 11. One of the PBI! — 15. Some say, "Good old WO 1!" — 16. Chased out of Africa by the Eighth Army. — 17. Provides storage for oil amongst other things. — 19. Descriptive of the left breast of a brass-hat! — 20. Twin dogs in an AA battery, maybe.

(Solutions on Page 23)



Bombed Opera House Re-Opens - On The Stage

ONE night in August 1943, incendiaries from raiding aircraft fell on Hamburg's Staatsoper and gutted its auditorium. For two years the shell of its walls held only the rubble and the weeds that spread over it. Its great stage, preserved intact behind the fire screen, remained silent until October last, when workmen first began to move amid the ruins in order to rebuild something which could once more house the operatic company of which Hamburg had been proud.

This city which, in 1678, had presented Germany with its first Opera House, put together some of the pieces of its present building, gathered again its company of 600, and set about the task of reforming the Hamburg Staatsoper.

For the first time in 13 years Hamburg was to hear opera without that Nazi interference which, in the words of Karl O. Koch, assistant director of the company, "could never be so much seen as felt". The result has been the re-opening of Hamburg opera with a programme which will eventually include works long banned by the Nazis. For the first time in more than a decade the artists and musicians are feeling the encouragement of complete artistic freedom, unrestricted by the bigotry of politics and stupidity of racial prejudice.

Although it is one of the ultimate objects of the Hamburg Staatsoper to take advantage of its new freedom and to continue the musical education of

its audience which was interrupted by Nazi control, its immediate task is to satisfy the hunger felt by the people of Hamburg for the popular classical and romantic operas—amusing and invigorating works like "The Marriage of Figaro", "Don Pasquale" and "La Traviata". For Germans Mozart ranks next to Wagner, but in the small space now available there is not room to present the expansive and sombre magnificence of Wagner's operas. In the gay, dancing scores of Mozart, however, they will find a measure of escape from the darkness that is Hamburg today. And later, when the company performs in larger premises, there will also be played the "good, strong music" of Beethoven's only opera, "Fidelio".

Opera in Germany was a state responsibility, supported by subsidies which, under the Nazis, reached enormous proportions. Today, although there is no German state, opera is still a civic responsibility, and in cities like Hamburg, Essen, Dortmund and Düsseldorf State Opera has been revived by financial support from the city, encouragement from the Information Control Unit, and the enthusiasm of its members and audiences. Without this subsidy the Hamburg Staatsoper could not hope to survive. Its company is as large as any audience it can house at one time.

When, last October, the directorate wandered over the ruins of the bombed

building and remembered that the great stage was still intact behind the fire screen, they devised the ingenious scheme of housing both audience and company in a new theatre which could be built on that stage.

One of Germany's most famous theatrical designers, Caspar Neher, came to design the "theatre on a stage". For materials there were only the props of the old Opera House. But audiences today sit beneath a ceiling originally used in the production of Franz Lehár's "Merry Widow".

The company that is now performing includes Mathieu Ahlersmeyer, Germany's noted baritone, who has not played in Hamburg for 10 years. Apart from him, it consists entirely of the artists and musicians of the former Hamburg Staatsoper.

Heading the new Staatsoper is Albert Ruch, in his early life an actor, who now replaces the Nazi-appointed Alfred Noller. With him are Eugen Jochum, the general music director, and Karl O. Koch, assistant director.

Koch's association with the opera goes back to when he worked on the libretto of "Princess Tarakanowa", Boris Blacher's opera based on a story from Russian history at the time of Catherine the Great. When the Nazis came, "inquisitive persons", says Koch, discovered that Blacher's grandmother had been Jewish, and the Nazis concluded that his work must therefore be

unfit for German ears. Moreover, his pupils, such as Koch, became suspect. This was an example of how Nazi interference crippled the development of modern German composers and laid a crippling hand on their friends and collaborators. Koch met Sir Thomas Beecham while working at the Salzburg festivals. Sir Thomas took him to England, where for six years Koch worked under Charles Moor during the international seasons at Covent Garden.

He speaks with feeling of the impact of the Nazi philistine on opera. "All the good Jewish singers, of course, were banned, and we were not allowed modern ideas" says Koch. "Places were found for opportunists and flatterers, and although the Nazis put more money into opera than had ever been put into it in Germany it became steadily worse and worse. We quickly felt the lack of freedom. In art money is not everything, and, under the Nazis, the artistic nerve was lacking in opera."

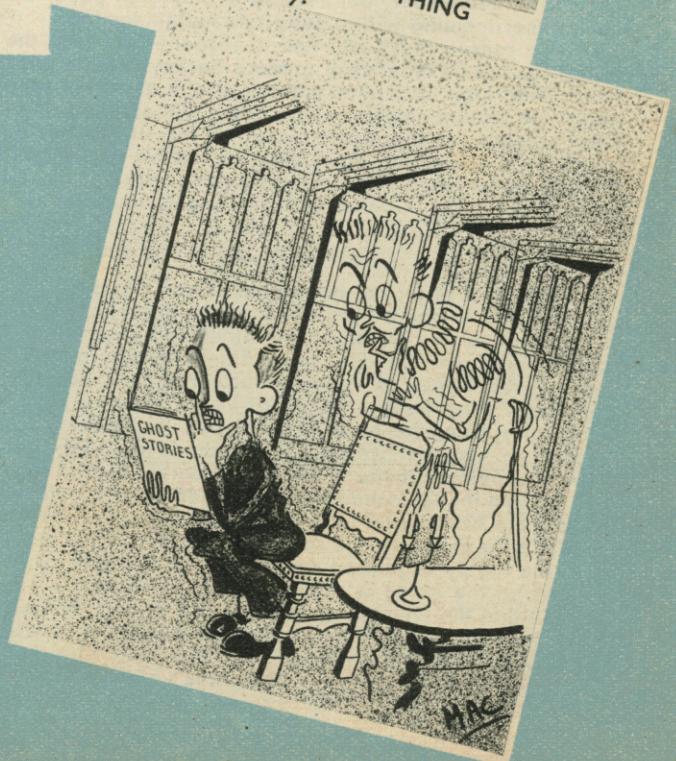
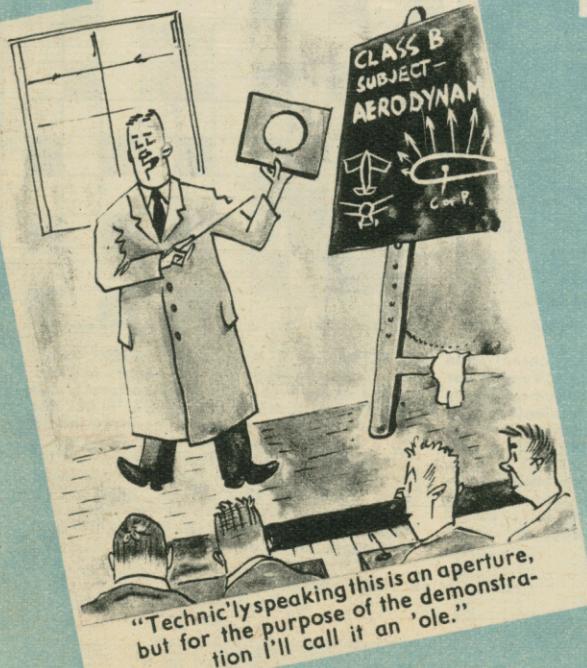
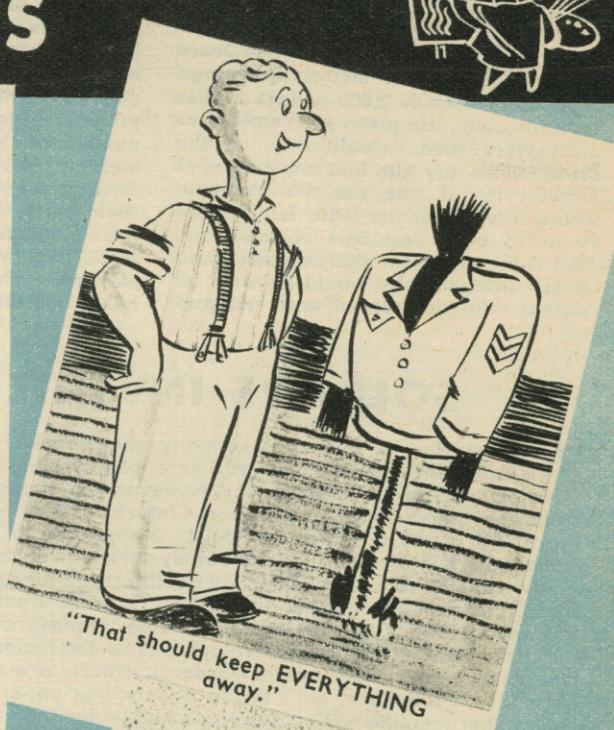
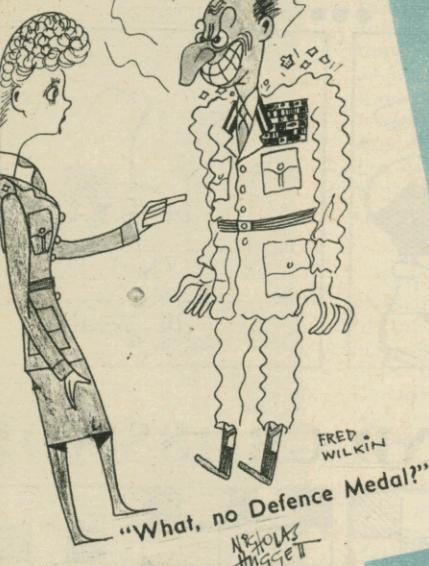
Something of this "artistic nerve" is now feeding the body of German opera. In the Hamburg Staatsoper now only 600 people can sit at a time. Seats are booked days ahead. At each performance 100 seats are reserved for British Servicemen and women.

Koch hopes that the company may soon be able to produce "The Tales of Hoffmann". Offenbach was a Jew and accordingly his music has been unheard for years in Germany.

Although the company has begun with the traditional romances, the directorate of the Staatsoper hopes later to produce larger and more extensive works at a bigger house.

J. E. P.

BAOR ARTISTS



MORE LETTERS

IN WIFE'S TOWN

I am in a unit stationed in my wife's home town in BAOR area. An application for a sleeping-out pass was rejected by the CO on the grounds that "regulations forbade it." What regulation, and why? — **Cpl., REME (name and address supplied).**

★ GRO 1947/45 forbids officers and soldiers to have their wives who are members of the Services or voluntary bodies serving within 15 miles of them. This rule will be withdrawn when civilian wives and families come out to BAOR. However, while this order exists, officers and other ranks are not allowed to live out of billets, although they may be granted occasional sleeping-out passes at the discretion of the CO. — **Ed., SOLDIER.**



FORCES WRITERS

SOME 5,000 requests for entry forms in the United Services Book Contest (details of which appeared in SOLDIER No. 10) have already been received by the sponsors, George G. Harrap & Co.

Prize of £1,500 is offered for a fiction or non-fiction work, and is exclusive of full royalties to be paid on the English and American editions and on the film. Nine European countries have already undertaken to translate and publish the work and arrangements are pending with other countries. The contest will run for at least two years and the prize will be given each year. A total sum of £25,000 could quite easily be earned by the winning entry, state Harrap's, who will send full details and entry form on application to their offices, 182 High Holborn, London, WC1.

PENSION CLAIMS

Since being called up in 1941, when I was A.1, I have developed flat feet and am now B.2. I wear light medical boots, fitted with special pads by a civilian chiropodist. Shall I be able to claim a pension on my release, as I shall require special treatment by a chiropodist after I leave the Army? — **Cpl. T. O. Jones, Secretariat, Main HQ, Control Commission for Germany (BE).**

★ You may put in a claim for a pension, which will be judged according to its individual merit. You will find full instructions as to how to enter this claim in the pages of your release book. — **Ed., SOLDIER.**

JOBS IN BELGIUM

I shall shortly be released, and as I have the offer of a job in Belgium which I wish to investigate during my release leave, can you answer the following questions:— 1. If I return to England for the actual release, can I get permission to return at once, paying my own fare? 2. Do I have to obtain a passport, and if so, how? 3. If I obtain work in Belgium can I get permission to reside there permanently? 4. Is it necessary to have work to become a permanent resident? 5. I understand that people from Belgium are now allowed to visit England for a holiday. For how long is a permit granted? 6. Provided the Belgian authorities agree to a person going to England,

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Signed

what does one have to do to obtain permission from England? — **Pte. R. Lowen, MT Det, 151 Ord Depot.**

★ 1. Write to Officer in Charge of Records for permission to leave the country, under ACI 949/45. You will then be permitted to travel as an ordinary civilian. 2. As soon as permission has been received, apply for a passport to the Passport Office, 1 Queen Anne's Gate Buildings, London, SW1. 3. Provided you have no military obligations in Britain there should be no objection. 4. Yes. 5. and 6. At present Belgians cannot go to UK as ordinary visitors. Exceptions are made for a Belgian girl wishing to marry a British soldier, who can visit England for two months provided they get married in that time, and also for certain distressed relatives? — **Ed., SOLDIER.**

AND JOBS IN GERMANY

I am in the BAFO and shall shortly be released after five years' service. I have no desire to return to my former occupation in civilian life, and have no job to return to. While at school I learned German for five years and since being here have improved my knowledge of it considerably. I have had both Luftwaffe personnel and German civilians under my control, and imagine that I could possibly be of some use in the administration of the country, either commercially or for the Military Government. Could you assist me? — **Cpl. A. Webb, HQ, No. 5007 Sqn, BAFO/2.**

★ A number of jobs are available in the Control Commission for Germany, and they and the qualifications required for them are set out at length in a booklet called "Control Service for Germany," which should be available at your local Control Commission HQ. — **Ed., SOLDIER.**

WALL OF DEATH

A large fair recently visited our area, complete with a "Wall of Death." Can the riders in such a display be insured, or is the premium too high? — **Dvr. G. W. Goodby, 519 Fd. Survey Coy. RE.**

★ It is a fallacy that "everything is insurable at Lloyds" because there are certain barred transactions and others that would not be worth the risk. An underwriter has to assess risk at his own judgment. In the case quoted the performer's experience, type of machine and many other factors would have to be considered. On that alone could the risk be rated or declined. — **Ed., SOLDIER.**

FOR COLONIAL JOBS

I read Job Snapshot (4) in SOLDIER No. 16. Can you give me the address to which to apply for particulars of the Colonial Service. — **LAC Gibson, 2865 Sqn., RAFR, BAFO.**

★ Colonial Service Dept, Recruitment and Training, 29 Queen Anne's Gate, London, SW1. — **Ed., SOLDIER.**

LIBERATORS

It would be of much interest to me to know the name and particulars of the British troops who have liberated our territory in Belgium. I am living in Antoing, near Tournai, not far from the

THE TWO TYPES

BY JON



Answers

(from Page 21)

HOW MUCH DO YOU KNOW?

1. To delay a Bill by unnecessary talk. 2. (a) two; (b) two; (c) four; (d) two. 3. Mr Purist says: "There can't be a fuller version; a version is either full or it isn't. All facts are real, so why say 'real facts'? 'Never' does not require to be followed by 'at any time'. The body must be dead, so why say 'dead body'?" 4. (a) Bevin; (b) Bevan; (c) Bevan; (d) Bevin; (e) Bevan. 5. Rudyard Kipling. 6. Whistler. 7. Secretary-General, United Nations Organisation. 8. The Argyll was a motor-car manufactured in Scotland. 9. A Government newspaper issued during the General Strike of 1926 (edited by Mr Churchill). 10. Mr George Isaacs, Minister of Labour. 11. Brooklands. 12. Federal Bureau of Investigation. 13. Halcyon. 14. Pilot-Officer Prune, notorious for always doing things his own (disastrous) way, and not the official way.

CROSSWORD

ACROSS: — 3. On pass. 6. RA(on) pier. 7. Dragoons. 9. Stifle. 10. Rap(ort). 11. Footslogger. 15. RSM. 16. Rommel. 17. Silo. 19. Ornate. 20. Pom-pom.

DOWN: — 1. Tattoo. 2. Misfit. 3. Orderly-room. 4. Pea(jacket). 5. Snipe-r. 8. Grog. 11. Form up. 12. OHMS. 13. Gemini. 14. Even-ts. 18. Imp.

CHESS

Key-move: R-K 4.

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TWO-MINUTE SERMON

Are you a neutral? You remember the neutrals during the war. Well, are you that kind of chap now?

"Religion?" said the Sapper. "I'm not interested." But, you know, it couldn't be true, because religion is—life.

A person can say quite truly, "I'm not interested in fraternizing, or politics, or rugby football," but he can't say, "I don't care whether we live the way Hitler wanted us to, or not." Hitler knew he was up against the Christians. He knew that Belsen and the other horrors could not be tolerated by Christians.

In the same way you may say that you don't want to live for ever. You may say that you don't believe that you will live for ever, but you can't say that it doesn't matter to

you whether you live for ever or not. Christ is a dividing sword. You must be for or against Him. You can't help it, because He is a Way of Life.

If you want to drive a car in civvy street, you have to declare that you have studied the Highway Code. You must show that you know how to behave with a car. If you tell the state that you are not interested in the Highway Code, you won't be given a driving licence.

In the same way, we are entrusted with life, and God expects us to learn how to use it. We have to use life with respect for the lives of others, and others include God. When we render an account of our lives to God, as each of us must, it will be no use saying to God, "But I wasn't interested in religion."

SOLDIER

THE BRITISH ARMY MAGAZINE



Private Betty Morris, ATS.

Here's the Girl from Govilon
(Country—Wales; the county? Mon.)
Sad that she should spend her winter
Shackled to a teleprinter!
Hail the goddess-ex-machine—
Neat and nimble and nineteen!
Who's the sailor looking on?
Ask the Girl from Govilon.

ROLL IT UP
AND
SEND IT HOME



NAME

ADDRESS

Bert Rio up ever!
J.B.

As SOLDIER
weighs more than
two ounces, a
penny stamp must
be affixed here.